

FY 2008 TIP Projects Over \$ 50 million & Major Projects (NJDOT)

Bergen County

DBNUM 799

Counties: Bergen Passaic

Municipalities: Rutherford Boro Lyndhurst Twp. Clifton City

Rte. 3 Sec. Passaic River Crossing Mile posts: 3.83 - 6.36

The project focuses on the replacement of the Route 3 structure over the Passaic River. The Structural Inventory and Appraisal ratings indicate that the Passaic River structure is both structurally deficient and functionally obsolete. Combined with a sufficiency rating of 39.5, the structure has been placed on the Select List with the recommendation that the bridge be replaced.

In addition to the replacement of the Passaic River Bridge, the project also focuses on safety and operational improvements throughout the corridor. High traffic volumes combined with substandard geometry, lack of acceleration/deceleration lanes and shoulders have resulted in numerous accidents with high incidence of injury and congestion. The accident rate within the project limits is four times the statewide average. Route 3 at this location is the most congested freeway section in New Jersey.

The existing Route 3 structure and approaches consist of three travel lanes in each direction without shoulders. The proposed highway section will consist of three travel lanes in each direction with the addition of shoulders, acceleration lanes and deceleration lanes. In addition, collector-distributor roads will better facilitate local traffic.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$235.4 million.

Structure Numbers: 1601160, 1601161, 1601162, 1601163, 1601164, 0203151, 0203152, 0203153

Comments:

Community: A project specific Web-site and toll free hot line number have been developed to inform the local residents and commuters. A public information center and public hearing were held in October 8 and 10, 2002.

Resolutions of support have been received from each of the three municipalities that are affected by the project.

The project is supported by the Meadowlands Regional Chamber.

Cost: Construction costs are estimate to be approximately \$213,000,000.

Environment: A Finding of No Significant Impact (FONSI) has been approved by FHWA on June 9, 2003.

Plan: The preliminary design submission was completed on 3/26/08.

Row: Right of Way negotiations are in progress.

Schedule: The Route 3 at Passaic River project is currently scheduled for construction award during October 2009. The advanced break-out project, Park Avenue over Route 3, will be awarded as the first contract during August 2008.

Utilities: Initial contacts with utility companies have been made and Preliminary Engineering funds for all utility companies have been programmed. Utility relocation schemes are in progress.

Essex County

DBNUM **04322** Counties: Hudson Essex Municipalities: Jersey City Kearny Town Newark City

Rte. 1&9 Sec. Pulaski Skyway, Interim Repairs, Contract 1 Mile posts: 51.52-52.18; 53.17-55.87

This project will provide for interim repairs on the Pulaski Skyway. This interim project may include, but is not limited to, repairs to the balustrade, deck, pier caps, structural steel and spot painting, electrical safety, installation of protective netting over the NJ Turnpike and concrete encasement removal. Due to the size of the structure, there may be additional contracts to provide for the interim repairs.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded design/construction project. Total funding needed for design/construction is anticipated to be \$175,000,000.

Comments:

Interim repairs.

DBNUM **00373B** Counties: Union Essex Municipalities: Hillside Twp. Irvington Twp. Newark City

Rte. 78 Sec. Union/Essex Rehabilitation, Contract B Mile posts: 53.70 - 58.50

This project will provide preventive maintenance, reconstruction and safety improvements. Roadway pavement will be rehabilitated through pavement removal and replacement, concrete rubbilization where applicable and bituminous overlay. Structure work is limited to bridge deck maintenance and repairs such as sealing of cracks and patching of spalls.

This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$94.0 million.

Structure Nos.: 2011166, 2011167, 2011168, 2011169, 2011170, 0723150, 0723151, 0723152, 0723153, 0723154, 0723155, 0723156, 0723157, 0723165, 0723170, 0724150

Comments:

Environment: Environmental document has been approved.

Plan: This project is currently under preliminary design. The remaining budget, from the originally authorized preliminary design fund, has currently been used towards the preliminary design. Additional funds will be required to finish preliminary design in the amount of \$ 1,758,878. This will require a modification of the STIP.

Utilities: Minimal

Hudson County

DBNUM **02311**

Counties: Hudson

Municipalities: North Bergen Twp.

69th Street Bridge

NJ Transit will construct a new bridge to provide a grade separation at 69th Street over the North Bergen Railroad Yard, The project is located on 69th Street between West Side Avenue and Nolan Avenue which is to the west of US Route 1&9. A grade separation at 69th Street would eliminate the current at-grade crossing which causes frequent automobile delays due to long freight trains moving through this area. The grade separation would eliminate the at-grade crossing of the CSX and NYS&W rail lines, as well as the Hudson Bergen Light Rail System. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$65.000 million.

Comments:

Community: North Bergen supports the project and the co-sponsor agreement between NJDOT, NJ Transit and North Bergen was executed on June 21, 2007.

Cost: NJT received \$10 M in FY 2008 funds.

Environment: No new issues at this time.

Plan: Updated June 30, 2008.

This project is a NJ Transit lead.

Final Design has started.

Row: No new issues at this time.

Schedule: Final Design has started.

Utilities: A large gas main must be relocated.

DBNUM **04322**

Counties: Hudson Essex

Municipalities: Jersey City Kearny Town Newark City

Rte. 1&9 Sec. Pulaski Skyway, Interim Repairs, Contract 1 Mile posts: 51.52-52.18; 53.17-55.87

This project will provide for interim repairs on the Pulaski Skyway. This interim project may include, but is not limited to, repairs to the balustrade, deck, pier caps, structural steel and spot painting, electrical safety, installation of protective netting over the NJ Turnpike and concrete encasement removal. Due to the size of the structure, there may be additional contracts to provide for the interim repairs.

This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This is a multi-year funded design/construction project. Total funding needed for design/construction is anticipated to be \$175,000,000.

Comments:

Interim repairs.

Rte. 1&9T Sec. St. Paul's Avenue/Conrail Bridge (25) Mile posts: 1&9T: 3.60 - 4.20; 1&9: 54.60 - 55.00

This project will replace the existing St. Paul's Avenue Viaduct with a new structure on a new alignment north of the existing structure. This new viaduct will provide direct connections to Route 1&9T, Route 7 Wittpenn Bridge, Pulaski Skyway, Route 139 and the local network of streets in Jersey City. The structure will typically consist of 12-foot outside shoulders, 12-foot lanes, 1-foot inside shoulders with concrete median barriers. The project will maintain sidewalks to St. Paul's Avenue and extend to existing sidewalks. The design also includes sidewalks to Tonnelle Avenue. In addition the following structures will also be replaced--Tonnele Avenue over NJ TRANSIT (0902150), Tonnele Avenue (0902151), and Ramp D/Tonnele Circle (0906158). No special bicycle accommodations were made throughout the project; however, there are shoulders. This project is a part of Phase I of Portway, New Jersey's Intermodal Connection to World Trade.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$236.4 million. This project is also funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301,

The following special Federal appropriations were allocated to this project. FY 2004/Section 115/H17 \$2,000,000 (balance available \$0).

Comments:

Community: A resolution of support dated June 26, 2002, was issued by the Jersey City Council. Jersey City officials are opposed to closing St. Paul's Avenue until the Wittpenn Bridge project is completed. PIC was held on 5/8/08.

Cost: Construction cost is estimated over \$190 million.

Environment: Finding of No Significant Impact (FONSI) was approved on 7/16/02. Detailed sampling activities must be conducted on several properties with contamination. Archaeological data recovery must occur on several properties prior to construction.

Permits must be reissued since they are due to expire during project construction.

Plan: 12/27/07

Final Design activities underway.

Row: ROW is nearly completed; however, some parcels are under condemnation. Two demolition contracts were executed involving nearly 30 structures. All buildings should be demolished by 1/08.

Schedule: Construction award is currently scheduled for late spring '08 because of utility and ROW delays.

Utilities: PSE&G gas relocation was completed in Fall 2007.

Increased rail traffic will cause delays on St. Paul's Avenue. Conrail has requested the Department eliminate the at grade crossing adjacent to the bridge for safety and maintenance reasons. Need to determine how and when to implement.

Jersey City doesn't want it implemented until Wittpenn Bridge project is completed. The Department's Railroad Engineering & Safety Unit conducted a diagnostic team meeting on 3/3/05 to determine how and when to implement. The recommendation was to keep the grade crossing open for now.

Rte. 7 Sec. Hackensack River (Wittpenn) Bridge, Contract 1 Mile posts: 0.20 - 0.60

This project will provide for the new river piers and fender system for a new vertical-lift bridge over the Hackensack River. The new bridge will be located approximately 200 feet north of the existing bridge. There will also be interim mechanical, electrical and structural repairs made to the existing Wittpenn Bridge.

The existing movable Wittpenn Bridge currently provides four ten-foot travel lanes (two eastbound and two westbound) with no shoulders. There is no physical separation between opposing traffic on the bridge. The new vertical-lift structure will carry two 12-foot through lanes, a 12-foot auxiliary lane and an 8 to 10-foot right shoulder in each direction as well as a six-foot sidewalk along the eastbound roadway. An eight-foot median consisting of two three-foot left shoulders and a two-foot raised median barrier will separate opposing traffic flows. The new structure will accommodate pedestrian and bicycle traffic. This project is funded under the provisions of Section 13 of P.L. 1995, c.108. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$81.0 million for construction. This project carries federal demonstration funding as follows: FY 2006 SAFETEA-LU/PL 109-59 \$0.8M (ID# NJ 195 available 20% per year). \$180,300,000, and FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000.

Comments:

Community: A Resolution of Support has been obtained for the project.

Cost: Total construction cost for Contract 1 = \$88.2M (including interim repairs to existing Wittpenn Bridge).

Environment: An Environmental Assessment was completed for this project. A Finding of Significant Impact (FONSI) was approved by FHWA in November 2005. Environmental Reevaluation approved 5/2/07.

Plan: Final design work proceeding with completion scheduled for Spring 2009.

Row: Right of Way acquisitions for Contract 1 consist of easements for utility relocations and Riparian parcels. Right of Way acquisitions proceeding.

Schedule: Contract 1 is anticipated to be awarded for construction in Spring 2010; subject to available funding.

Utilities: PSE&G & Verizon submarine cables impacted by Contract 1. Plans for relocation accommodation under development.

Rte. 7 Sec. Hackensack River (WittPenn) Bridge, Contract 2 Mile posts: 0.0 - 0.60

This project will provide for the off-line portions of the new bridge over the Hackensack River and the improvements to the interchange of Fish House Road. The new vertical-lift span will be constructed under Contract 3. There will be minimal traffic impacts with the construction as the bridge and ramps are on a new alignment approximately 200 feet north of the existing bridge.

The existing movable WittPenn Bridge currently provides four 10-foot travel lanes (two eastbound and two westbound) with no shoulders. There is no physical separation between opposing traffic on the bridge. The new vertical lift structure will carry two 12-foot through lanes, a 12-foot auxiliary lane and an 8 to 10-foot right shoulder in each direction as well as a six-foot sidewalk along the eastbound roadway. An eight-foot median consisting of two three-foot left shoulders and a two-foot raised median barrier will separate opposing traffic flows. The new structure will accommodate pedestrian and bicycle traffic. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$104,000,000.

Comments:

Community: A Resolution of Support was obtained for the project.

Cost: Total construction cost of Contract 2 is \$89.8M.

Environment: An Environmental Assessment was completed for this project. A Finding of No Significant Impact (FONSI) was approved by FHWA in November 2005. Environmental Reevaluation approved 12/5/07.

Plan: Preliminary Design has been revised to incorporate smart solutions. Final design work proceeding with completion scheduled for Summer 2009.

Row: Right of Way impacts include two business relocations. Right of Way acquisitions proceeding.

Schedule: Contract 2 is scheduled to be awarded for construction in Fall 2010; subject to available funding.

Utilities: Utilities impacted by Contract 2. Plans for relocation accommodations under development.

Rte. 139 Sec. Contract 3 (Hoboken and Conrail Viaducts) Mile posts: 1.30 - 1.65

This project will provide for rehabilitation of the Hoboken Viaduct, as well as deck replacement and superstructure rehabilitation of the Conrail Viaduct. The project is not designed to accommodate bicycle/pedestrian facilities.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$174.485 million.

The following Federal appropriations were allocated to this project. FY06 SAFETEA-LU/HPP \$1,600,000 (ID# NJ 152),(available 20% per year). This appropriation also includes Route 139, Contract 2.

Comments:

Community: This project has public support.

Cost: No new issues at this time.

Environment: No new issues at this time.

Plan: Updated June 30, 2008.

The Final Design Submission is essentially ready to be submitted when it makes sense to do so.

This project is being 'Smart Solutioned.' A workshop was held between July 9 and July 11. A contract modification has been executed which will allow the designer to evaluate the workshop ideas.

Row: No new issues at this time.

Schedule: The award date has been adjusted in the official schedule to reflect the funding scenario that exists.

Utilities: There are extensive Utility Relocations for this project.

Middlesex County

DBNUM **9324A** Counties: Union Middlesex Municipalities: Linden City Carteret Boro

Tremley Point Access Local Roadway Improvements

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from NJ Turnpike Interchange 12 to Tremley Point. This project is also funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000, (\$9,189,390 available), and will be used for environmental mitigation.

Comments:

Status not available.

DBNUM **115B** Counties: Middlesex Municipalities: Piscataway Twp.

Rte. 18 Ext. Sec. Hoes Lane Extension to I-287 (3A) Mile posts: 45.59 - 47.79

Existing Hoes Lane from the Hoes Lane Extension to I-287 will be rehabilitated and will remain a four-lane roadway with signal modification. This project will be bicycle/pedestrian compatible.

This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$49.460 million.

The following special Federal appropriation has been allocated to this project: Liberty Corridor, \$12,000,000, (\$11,027,268 available).

Comments:

Community: Held meetings with Mayor and a general information center and we are advancing project based on meeting and Public information center. Quarterly meeting to provide updates are held with Mayor.

Cost: Currently the project is estimated to cost \$49 million total for construction.

Environment: Additional environmental screenings have begun to complete Environmental Document. Wetlands Individual Permit, Stream Encroachment, Green Acres required. Do not anticipate involvement with Cultural Resources.

Plan: Final Scope development underway based on design approved at public info center.

Row: 3 residential relocations and up to 45 partial acquisitions. Funding for advanced acquisitions approved. Advancing all privately owned parcels with approved funding.

Schedule: Preliminary Design Submission TBD

Utilities: Extensive relocations will be required to remove utility poles from median. Evaluating leaving poles in existing location to save cost vs. relocation to the SB shoulder.

Monmouth County

DBNUM **NS9603** Counties: Monmouth Municipalities: Middletown Twp. Rumson Boro

Monmouth County Bridge S-31(AKA Bingham Avenue Bridge) over Navesink River & Rte. CR 8A

Bridge S-31 carries CR 8A across the Navesink River between Middletown and Rumson. It is a primary access route to the densely populated areas north and south of the river. The structure is in poor condition and the major bridge components are deteriorating. The bridge is eligible for the National Register of Historic Places. Possible improvements such as rehabilitation or replacement of the structure will be studied.

Comments:

The completion of Preliminary Design is taking longer than expected. Final Design will be delayed until FY 2010.

DBNUM **185** Counties: Monmouth Municipalities: Highlands Boro Sea Bright Boro

Rte. 36 Sec. Highlands Bridge over Shrewsbury River Mile posts: 11.50 - 11.75

The existing double-leaf bascule structure will be replaced with a 65-foot high, fixed-span structure on a shifted alignment. The existing structure is 1,247 feet long and the roadway consists of four travel lanes with no median barrier and a sidewalk. In addition to the new structure, the following will also be provided: new approach ramps on the eastern side (Ramps J, Ramps K/L), new fender system, new pedestrian bridge over Route 36/Ocean Avenue and a new pedestrian bridge over Ocean Avenue. On the western side, reconfiguration of egress and acceleration from Bay and Highlands Avenue will be provided, as well as new toll booths for the National Park Service with new transitions to the toll plaza, and realignment of Ocean Avenue to the National Park toll facility with new turn-arounds.

This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$114.266 million.

Comments:

Community: Borough of Sea Bright has rescinded their resolution of support. Multiple law suits have been filed by special interest group and Sea Bright.

Cost: Contract has been awarded to low bidder J.H. Reid in the amount of \$ 124,559,819 dollars.

Plan: The project is in construction.

Schedule: The project has been awarded to J. H. Reid on 12/21/07. The schedule construction completion date is 12/30/2010.

Utilities:

Morris County

DBNUM **00371B** Counties: Morris

Municipalities: Parsippany-Troy Hills Twp

Rte. 80 Sec. Parsippany-Troy Hills Roadway Improvement Mile posts: Route 80: 41.50 - 45.60; Route 287: 41.50 - 41.80

The I-80 pavement will be reconstructed and the bridge decks for the I-80 eastbound structures over I-287 northbound (1414168) and Smith Road (1414169) will be replaced. An additional lane will be added to Ramp G (connecting I-80 eastbound with I-287 southbound) and the weaving distance between Ramp G and Ramp L (connecting the Littleton Road frontage road to I-80 eastbound) will be increased. A new ramp will be constructed to provide access from I-80 eastbound to Littleton Road eastbound. Ramp B at South Beverwyck Road will be widened to provide a right-turn lane. The slip ramp from I-80 eastbound to the eastbound local lanes will be relocated to the east in order to provide a longer weaving distance from Ramp I (connecting I-287 southbound to I-80 eastbound). Ramp J (connecting I-287 southbound to I-80 westbound) will be reconstructed. The bridge decks for the I-80 westbound structures over I-287 northbound (1414168) and Smith Road (1414169) will be replaced.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding is anticipated to be \$86.6 million.

Comments:

Community: A public information center was held on March 30, 2006. The public reaction was favorable. The Township of Parsippany-Troy Hills passed a resolution of support for the project on June 20, 2006.

Cost: Estimated construction cost is \$86.6 million.

Environment: Received an approved Freshwater Wetlands Letter of Interpretation (LOI) from the NJDEP on July 9, 2007.

The Categorical Exclusion Document (CED) received concurrence from the FHWA on June 8, 2006.

The project will require a NJDEP Freshwater Wetland Individual Permit and a Highway Agency Storm Water General Permit.

Plan: Updated on 6/23/08

The project is in the Preliminary Design plan development process. The Preliminary Design submission was received from the designer on March 17, 2008. The Consultant Agreement Addendum to complete the remaining Preliminary Design tasks and Final Design was executed on November 15, 2006. An Interstate Modification Report was approved by the FHWA on June 6, 2006.

Row: ROW plan preparation has been completed. Awaiting availability of ROW funds in the draft FY 2009 capital program.

Schedule: Construction of this project is currently anticipated to start in the Summer of 2010, if funds are available for construction.

Utilities: The Utility Agreement process is underway.

Passaic County

DBNUM 799

Counties: Bergen Passaic

Municipalities: Rutherford Boro Lyndhurst Twp. Clifton City

Rte. 3 Sec. Passaic River Crossing Mile posts: 3.83 - 6.36

The project focuses on the replacement of the Route 3 structure over the Passaic River. The Structural Inventory and Appraisal ratings indicate that the Passaic River structure is both structurally deficient and functionally obsolete. Combined with a sufficiency rating of 39.5, the structure has been placed on the Select List with the recommendation that the bridge be replaced.

In addition to the replacement of the Passaic River Bridge, the project also focuses on safety and operational improvements throughout the corridor. High traffic volumes combined with substandard geometry, lack of acceleration/deceleration lanes and shoulders have resulted in numerous accidents with high incidence of injury and congestion. The accident rate within the project limits is four times the statewide average. Route 3 at this location is the most congested freeway section in New Jersey.

The existing Route 3 structure and approaches consist of three travel lanes in each direction without shoulders. The proposed highway section will consist of three travel lanes in each direction with the addition of shoulders, acceleration lanes and deceleration lanes. In addition, collector-distributor roads will better facilitate local traffic.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$235.4 million.

Structure Numbers: 1601160, 1601161, 1601162, 1601163, 1601164, 0203151, 0203152, 0203153

Comments:

Community: A project specific Web-site and toll free hot line number have been developed to inform the local residents and commuters. A public information center and public hearing were held in October 8 and 10, 2002.

Resolutions of support have been received from each of the three municipalities that are affected by the project.

The project is supported by the Meadowlands Regional Chamber.

Cost: Construction costs are estimate to be approximately \$213,000,000.

Environment: A Finding of No Significant Impact (FONSI) has been approved by FHWA on June 9, 2003.

Plan: The preliminary design submission was completed on 3/26/08.

Row: Right of Way negotiations are in progress.

Schedule: The Route 3 at Passaic River project is currently scheduled for construction award during October 2009. The advanced break-out project, Park Avenue over Route 3, will be awarded as the first contract during August 2008.

Utilities: Initial contacts with utility companies have been made and Preliminary Engineering funds for all utility companies have been programmed. Utility relocation schemes are in progress.

Rte. 3 Sec. Valley Road and Notch/Rifle Camp Road Interchange Mile posts: Rt. 3: 0 - 0.50; Rt. 46: 59.2 - 60.3 & Rte. 46

From Notch/Rifle Camp Road to the Valley Road interchange, Route 46 will be widened to provide shoulders and acceleration/deceleration lanes. An express/local configuration will also be provided along eastbound Route 46. The Notch Road/Rifle Camp Road structure will be replaced and the ramp system will be reconstructed to form a full diamond interchange. Access is provided to Rt. 46 WB via an overpass at Clove Road.

At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right (not from the left as presently exists). Complete interchange upgrades will be made. The project will require the removal of four structures and replacing them with five new bridge structures. Each of these structures will be designed to meet minimum vertical underclearance of 16 feet, 6 inches. Four culverts will be impacted as well.

Structure Numbers to be replaced: 1606172, 1607150, 1607151 (replace with two structures), 1606167; Culverts to be extended: 1606170, 1606171, 1606173; Culverts to be abandoned: 1606168, 1606169. This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total Federal aid needed is anticipated to be \$ 8.51 million for right of way.

The following special Federal appropriation was allocated to this project. FY06 SAFETEA-LU, HPP, \$9,600,000 ,ID# NJ170,(available 20% per year).

Comments:

Community: The Public information center was held on June 19, 2003 for the old scope.

The Public Officials Meeting was held with the three towns on 12/14/06 for the revised scope. A resolution, dated October 3, 2006, was passed by the City of Clifton to address the traffic issues caused by the future expansion of Montclair State University. Also, NJ Transit requested NJDOT for a direct access to Route 46 WB from Clove Road. Both, the Clifton's and NJ Transit's traffic related issues were addressed in the revised scope.

Cost: The revised Construction cost: \$140 million.

Environment: CED for the original scope was approved in August 2003. However for the revised scope, CED will be reviewed again.

Plan: Preliminary Design for the revised scope work started in October 2006 using State funds.

Row: Right of Way funding: FY2009 - \$8.0 M.

Schedule: Updated: 4/28/08

Funding: FD: FY 2008

Con: FY 2012

ROW: FY 2009

Utilities: Several utility lines will be relocated. However, the relocation of major water lines are very much limited.

Somerset County

DBNUM 780

Counties: Somerset

Municipalities: Hillsborough Twp.

Rte. 206 Sec. Old Somerville Road to Brown Avenue (15N) Mile posts: 66.20 - 68.40

This project will provide for the widening of the highway to increase the number of travel lanes from two lanes to four lanes and will include shoulder widening, median barrier construction, and associated intersection improvements. This project will be bicycle/pedestrian compatible. This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total funding needed for construction is anticipated to be \$94.791 million.

Comments:

Community: Officials from Somerset County and Hillsborough Township have endorsed the project.

Cost: The estimated construction cost is \$107 million including utility construction costs and construction engineering (excluding Right of Way costs).

Environment: Permit work has been halted.

Plan: The project is in the Final Design phase of plan development but design has been halted due to Value Engineering review.

Row: The right of way acquisition process has been halted except for the parcels that the right of process has started.

Schedule: Design funding to complete the design is not available at this time.

DBNUM 779

Counties: Somerset

Municipalities: Hillsborough Twp. Montgomery Twp.

Rte. 206 Bypass Sec. Belle Mead-Griggstown Road to Old Somerville Road (14A 15A) Mile posts: 62.20 - 66.30

This project will provide for construction of a segment of Route 206 on new alignment, bypassing a segment of existing highway which has serious congestion and safety problems. The new segment of roadway will consist of four 12-foot travel lanes, two 12-foot outside shoulders, two five-foot inside shoulders, a 20-foot grass median, and two 15-foot outside borders.

Advance utility work will be performed on the Duke Energy pipeline, Buckeye pipeline and AT&T facilities.

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$120.1 million.

Comments:

Community: NJDOT is working with the FHWA, and officials from Somerset County, Hillsborough Township and Montgomery Township on the development of a consensus scheme for the project. The consensus scheme was presented to the public at a public information center held on June 13, 2007. The overall public reaction from Hillsborough Twp. and Montgomery Twp. residents was favorable to the consensus scheme. Hillsborough Township passed a Resolution of Support for the consensus plan on July 10, 2007 and Montgomery Township passed a Resolution of Support for the consensus plan on August 2, 2007.

Cost: The estimated construction cost of the proposed consensus scheme is \$120 million.

Environment: An Environmental Re-evaluation document (ER) was approved (concurrence) by the Federal Highway Administration (FHWA) on September 17, 1999. The FHWA issued a Record of Decision for the Final Environmental Impact Statement (FEIS) on March 20, 1989.

The project will require a NJDEP Freshwater Wetland Individual Permit, reforestation plan and a Highway Agency Storm Water Permit.

Plan: Updated on 6/23/08

The project is in the Final Design phase of plan development. The 'Smart Solutions' review of the project was completed on August 22, 2007. The project plans will be revised to incorporate the Smart Solutions changes.

Row: The right of way acquisition process is underway. Five new parcels will be required to accommodate the Smart Solutions changes. A sixth parcel has been recently placed on the National and State Registers of Historic Places and also on the Green Acres Recreational and Open Space Inventory.

Schedule: Construction of the project is currently anticipated to start in the Summer of 2010. Advanced Utility Relocation construction is currently anticipated to begin in the Summer of 2009.

Utilities: Currently preparing utility relocation schemes. Advance Utility Relocation construction plans for the Texas Eastern pipelines, Buckeye pipeline and AT&T facility will be prepared and work is anticipated to begin in the Summer of 2009.

Union County

DBNUM **06318F** Counties: Union

Municipalities: Elizabeth City

North Avenue Corridor Improvement Project (NACI)

This project consists of Section 1,3 and 4 of the four sections of the NACI project. It will result in final design for all four sections, and construction of Sections 1,3 and 4 providing direct ramp connections from North Avenue to Jersey Gardens Boulevard, construction of a flyover of the Kapkowski Road/North Avenue intersection, and grade separation of the North Avenue/Dowd Avenue and North Avenue/Division Street intersections. The new ramp connections and grade separations will reduce traffic at two major intersections, eliminate one of the three signalized intersections, eliminate a dangerous weave condition for eastbound North Ave traffic attempting to access the current Jersey Gardens on-ramp, and bolster bi-directional flow in support of future port-related and commercial uses. North Ave is a key east-west thoroughfare that lies between the intersections of US 1&9 and the Port Authority Marine Terminals at Port Newark and Elizabeth. It is a critical link that connects State and Interstate highways, NJ Turnpike Interchange 13A, Newark Liberty International Airport, the Marine Terminal Complex and major warehouse/distribution facilities, industrial parks and retail/commercial centers.

This project is also funded through the following special appropriations: 1) FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000; 2)TEA-21, ID# NJ027, \$2,050,199, Balance available = \$1,866; 3) SAFETEA-LU, ID# NJ200, \$4,560,000 (available 20% per year); 4) SAFETEA-LU, ID# NJ258, \$1,000,000 (available 20% per year).

Comments:

Status not available.

DBNUM **9324A** Counties: Union Middlesex

Municipalities: Linden City Carteret Boro

Tremley Point Access Local Roadway Improvements

The Tremley Point Connector Road is a new four-lane, predominantly pile-supported, approximately 1.1 mile long roadway/bridge featuring two 12-foot lanes in each direction and 3-foot wide right shoulders. The redevelopment of the Tremley Point area of Linden has been the subject of numerous reports and analysis. The local roadway system in Linden is unable to support the increase in truck traffic anticipated by the redevelopment of the Tremley Point Brownfield into more than six million square feet of warehouse and distribution space. The Tremley Point area is located less than 10 miles from Port Elizabeth, Newark and Newark Liberty International Airport. The NJ Turnpike is currently advancing the Environmental Assessment document with the USCG for a Connector Road from NJ Turnpike Interchange 12 to Tremley Point. This project is also funded through a special appropriation, FY06 SAFETEA-LU, NRS-1301, Liberty Corridor, \$10,000,000, (\$9,189,390 available), and will be used for environmental mitigation.

Comments:

Status not available.

DBNUM **98545** Counties: Union

Municipalities: Hillside Twp. Union Twp.

Rte. 78 Sec. Garden State Parkway, Interchange 142 Mile posts: I-78: 52.8 - 53.7; GSP: 142.8

This project will provide for the construction of two missing ramps at the Garden State Parkway, Interchange 142 with I-78 to provide the movement from the Garden State Parkway northbound to I-78 westbound and the Garden State Parkway southbound to I-78 eastbound.

In addition, this project will provide preventive maintenance, reconstruction and safety improvements on I-78. Roadway pavement will be rehabilitated through pavement removal and replacement, concrete rubbilization where applicable and bituminous overlay. Structure work is limited to bridge deck maintenance and repairs such as sealing of cracks and patching of spalls.

The following special Federal appropriations were allocated to this project. TEA-21/Q92 \$23,064,737 (balance available \$8,859,172).

This project is multi-year funded under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$190.90 million.

Comments:

Community: Union, Irvington, and Hillside Townships Officials have provided resolutions of support for the project.

A public hearing has been completed.

Cost: The project will be funded through a combination of Federal and State funds.

Environment: The Federal Highway Administration has approved the environmental document.

Plan: The project has been awarded.

Row: The Right of Way acquisition process has been completed.

Schedule: Utility relocations ands Stage 1A activities have begun.

Utilities: There are only minor utility impacts associated with the project.

Rte. 78 Sec. Union/Essex Rehabilitation, Contract B Mile posts: 53.70 - 58.50

This project will provide preventive maintenance, reconstruction and safety improvements. Roadway pavement will be rehabilitated through pavement removal and replacement, concrete rubbilization where applicable and bituminous overlay. Structure work is limited to bridge deck maintenance and repairs such as sealing of cracks and patching of spalls.

This is a multi-year funded project under the provisions of Section 13 of P.L. 1995, c.108. Total construction funding needed is anticipated to be \$94.0 million.

Structure Nos.: 2011166, 2011167, 2011168, 2011169, 2011170, 0723150, 0723151, 0723152, 0723153, 0723154, 0723155, 0723156, 0723157, 0723165, 0723170, 0724150

Comments:

Environment: Environmental document has been approved.

Plan: This project is currently under preliminary design. The remaining budget, from the originally authorized preliminary design fund, has currently been used towards the preliminary design. Additional funds will be required to finish preliminary design in the amount of \$ 1,758,878. This will require a modification of the STIP.

Utilities: Minimal

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Status of FY 2008 Projects Over \$ 50 Million (NJ Transit)

T97 Access to Region's Core (ARC)

Counties: Various

Municipalities Various

The ARC program will expand "one seat" ride service to Manhattan by doubling the capacity of the Trans-Hudson commuter rail system. The centerpiece of the program is the Trans-Hudson Express Tunnel project (THE Tunnel). This project includes construction of a connection between the Main Line & NEC, added tracks along the Northeast Corridor Line, a new trans-Hudson River tunnel, and station under 34th Street in Manhattan. Other infrastructure changes included in the ARC program include E-Yard Expansion, West End Concourse Extension, Moynihan Station, and Extension of PSNY Platforms 1 and 2. These improvements will allow accommodation of future travel demand and relieve congestion on alternative modes of travel.

CMAQ:

Funding for this project will include CMAQ funds. This project is CMAQ eligible because it meets federal eligibility requirements. The project will provide enhanced mass transit service and increased transit ridership. For the CMAQ justification see "CMAQ Report for NJ TRANSIT FY07 Capital Program."

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 is anticipated to be \$7 billion.

PROJECT COMPONENTS:

ARC - Early Action Items PSNY Track 1-4 Pltfrm Ext
ARC - PE
Study and Dev - ARC DEIS
Study and Dev - ARC FEIS

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

General Information:

Scope: This project involves the extension of tracks 1, 2, 3 and 4, and platforms 1 and 2 in Penn Station New York. This enhancement will alleviate the operational restrictions in Penn Station New York, and provide the capacity for a full train length of 11 cars (10 passenger cars and 1 locomotive). To achieve this, tracks 1 through 4 and platforms 1 and 2 will be extended eastward. This enhancement will provide more flexibility to the Operating Department to handle 11 car (10 passenger cars and 1 locomotive) trains in PSNY. In addition, work may also include extending track 2 and platforms 1 and 2 within 11 Penn Plaza, on the East side of 7th Avenue. Work may also include a pedestrian connection to NYCT Seventh Avenue Subway Station on 32nd Street at Seventh Avenue through an abandoned underground tunnel. Another element of the project may provide a west passenger connection from Platforms 1 and 2 to the existing LIRR West End Concourse via new vertical pedestrian facilities. This work would include a westward extension and widening of Platforms 1 and 2, and realignment of the existing "M" and "U" ladders. Funding Notes: The milestones revised forward due to decision to advertise final design rather than award as sole source, and timing of CE approval.

Milestone:

Milestone Description		Current Completion	Actual Completion
1	- Concept Planning Complete	3/1/2006	3/1/2006
3	- Board Approval Design Contract	4/1/2006	4/1/2006
4	- NTP Design (Contract or In-House)	4/1/2006	4/1/2006
5	- Design 30 Complete	3/1/2007	3/1/2007
6	- Environmental Complete CE Approved	4/1/2008	
7	- Design 100 Complete	9/1/2009	
12	- Advertise Primary Contract Construction	10/1/2009	
13	- Board Approval Primary Contract Construction	12/1/2009	
14	- NTP Primary (Contract or In-House) Construction	1/1/2010	
18	- 50 Complete	1/1/2012	
19	- Project Complete	1/1/2014	
20	- Closeout Complete	8/1/2014	

Outstanding Issue

Issue: 2/8/2007, FTA does not want to see any reference to ARC PSNY Early Action on the quarterly report.

Resolution: 4/24/2007, ARC has been dropped from the name of this report.

Update Date:2/8/2007

Issues:

Issue: The access agreement from Amtrak (environmental and subsurface testing) needs to be obtained in order to advance environmental and geotechnical boring within Amtrak property limits. Cooperation from Amtrak regarding design reviews for track clearance, signal bungalow relocation, signal power relocation, structural review and facility relocations will be required to further advance the project design. Critical milestone dates could face additional slip if preliminary design issues with Amtrak are not resolved - especially track geometry associated with the finger connection.

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Technical Evaluation Committee (TEC) for RFP 08-036 heard Oral Presentations from 2 vendors, submitted scores to Procurement, and selected PB America as the most technically qualified firm. Price negotiations were initiated with PB America. FTA continues to review the National Environmental Policy Act (NEPA) submission for the project.

Next Quarter (6/30/2008):

Continue price negotiations with PB America in anticipation of request for Board approval of the final design contract. Anticipate FTA concurrence on Categorical Exclusion (CE) finding before contract award.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$184,300,000.00	\$0.00	\$184,300,000.00

ARC - PE

General Information:

Scope: This project involves preliminary engineering for the Access to the Region's Core (ARC) project. The ARC project involves doubling 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. General Project Notes: The total Project Budget for Preliminary Engineering is \$120M. Funding Notes:

Milestone:

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

Outstanding Issue

Issue: 5/14/2007, FTA wants to know who will be on the Fire/Life Safety Committee and what will be addressed. NJ TRANSIT needs to reach out to FRA to attend meetings and provide FTA with a schedule of the meeting sessions.

Resolution: 6/1/2007, A Fire/Life meeting is scheduled for July 18, 2007 in New York with NYPD. FTA is expected to be in attendance at the meeting, and FRA is invited.

Update Date: 5/14/2007

Issues:

Issue: Anticipate FTA approval to enter final design by August 2008. The milestones were revised to reflect the new scope of work for the extended PE in order to continue advancing the project and incorporating the VE and Peer Review recommendations. Work on these activities as well as support for FTA risk assessments continues towards completion on schedule.

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Successfully completed 100% PE Design for Kearny Yard. Successfully completed 100% PE Design for Railroad System. Successfully completed 100% PE Design for New York Penn Station Expansion. Successfully completed 100% Design for Loop Tracks. Successfully completed 100% Design for Surface Alignment. Successfully completed Final Boring Data Report. Successfully completed the Geotechnical Interpretive Report and submitted to the FTA on January 16, 2008. Successfully completed the updated Safety and Security Management Plan (SSMP) and submitted to the FTA on January 22, 2008. Completed the Final Value Engineering Session II Report. Submitted the updated Project Management Plan (PMP) on January 22, 2008. Submitted the updated Risk Management Plan (RMP) on January 22, 2008. Submitted the updated Traction Power Analysis on January 22, 2008. Submitted the Peer Review Sessions for Stations and Fan Plants, Underground Facilities, Structures and Railroad Systems on January 2008. Submitted a supplemental Traction Power Energy Report. Submitted an updated Project Risk Register. Submitted updated Real Estate Acquisition Management Plan (RAMP). Updated the Top Ten Risk Register. Completed Preliminary Engineering Phase on time and under budget. Began Extended Preliminary Engineering Phase. Conducted FTA Risk Workshop Module No. 2 - NEPA Process. Concluded Transit Review workshop.

Next Quarter (6/30/2008):

Begin Extended Preliminary Engineering Design. Prepare and submit Final Design Application.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$120,000,000.00	\$0.00	\$120,000,000.00

Study and Dev - ARC DEIS

General Information:

Scope: 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).

Funding Notes:

Milestone:

Milestone Description	Current Completion	Actual Completion
12 - Advertise Primary Contract Receive proposals	5/1/2003	5/1/2003
13 - Board Approval Primary Contract Attain authorization	6/1/2003	6/1/2003
14 - NTP Primary (Contract or In-House) Initiate consultant work	9/1/2003	9/1/2003
18 - 50 Complete Provide draft DEIS report to FTA	9/1/2005	9/1/2005
19 - Project Complete	4/1/2007	4/1/2007
20 - Closeout Complete Project closeout	2/1/2008	2/1/2008

Outstanding Issue

Issue: 2/8/2007, FTA requested NJ TRANSIT to confirm ridership model results for the ARC project.

Resolution: 3/14/2007, Ridership model data and backup will be included in the July 5309 submissions for the project.

Update Date:2/8/2007

Issue: 2/8/2007, FTA is requesting correction to the DBE report on ARC.

Resolution: 4/26/2007, ARC DBE information has been corrected.

Update Date:2/8/2007

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: All invoices have been paid and project was closed.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$12,841,000.00	(\$1,162,500.00)	\$11,678,500.00

Study and Dev - ARC FEIS

General Information:

Scope: This work will cover the completion of all tasks needed to complete the Final EIS for the Access to the Region's Core Project, including the receipt of the Record of Decision from the FTA. Major tasks include; responding to all comments we receive during the public review of the Draft EIS, changes to the DEIS that result from those comments, all additional environmental analysis that is needed due to all changes in the project definition, completion of the draft FEIS, working with FTA to produce a FEIS that FTA agrees to release, preparation of the application for the Record of Decisions, and receipt of an approved Record of Decision by the FTA. Funding Notes: The contract was amended to include the added time needed to prepare the SDEIS and to analyze changes to the project design.

Milestone:

Milestone Description	Current Completion	Actual Completion
12 - Advertise Primary Contract Negotiate cost proposal	9/1/2005	9/1/2005
13 - Board Approval Primary Contract Attain authorization	10/1/2005	10/1/2005
14 - NTP Primary (Contract or In-House) Initiate consultant work	11/1/2005	11/1/2005
18 - 50 Complete Preparation of document	5/1/2008	
19 - Project Complete Final FEIS document	8/1/2008	
20 - Closeout Complete Project closeout	12/1/2008	

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: FTA has released the SDEIS and it has been released for public comment. The 45 day review period started March 14. Public hearings were held on March 31 and April 1 in NJ and NY. Work on the FEIS is now underway. The NJT Board approved a contract amendment at the February Board meeting.

Next Quarter (6/30/2008):

NJT staff will be working with FTA staff on the FEIS. The comment period will close on April 28.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$16,290,000.00	\$2,255,000.00	\$18,545,000.00

T05 Bridge and Tunnel Rehabilitation

Counties: Various

Municipalities Various

This program will provide for the design, repair, rehabilitation, replacement, painting, inspection of tunnels/bridges, and other work such as movable bridge program, drawbridge power program, and culvert/bridge/tunnel right of way improvements necessary to maintain a state of good repair.

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:

Lower Hack Drawbridge Drive Upgrade

Upper Hackensack Drawbridge Drive Replacement

Lower Hack Drawbridge Drive Upgrade

General Information:

Scope: Lower Hack Drawbridge, located between Hoboken Terminal and Newark Broad Street Station on the Morris and Essex Lines, was constructed for the Delaware, Lackawanna and Western Railroad in 1927 and has seen no major repairs since then. Years of deferred maintenance have left this lift-style drawbridge in need of significant repairs and upgrades. Under this project, a number of key drawbridge drive components and associated equipment are being replaced, or added new as a part of this project, including motors, brakes, remote operation, transformers, submarine control cables, power supply lines, signal and communications systems, control panels, backup hydraulic systems and emergency diesel generators. These upgrades and repairs will extend the useful life of the bridge and allow for remote operation from NJ TRANSIT's Rail Operations Control Center. Fault diagnostic capability and reliability will be improved as well.

This project will be undertaken by NJ TRANSIT in-house forces with contractor support. General Project Notes: Funding Notes: Project completion schedule moved to June 2008 due to non-availability of Signal technicians to assist the commissioning of the project.

Milestone:

Milestone Description		Current Completion	Actual Completion
1	- Concept Planning Complete	7/1/2001	7/1/2001
4	- NTP Design (Contract or In-House) Start design	6/1/2003	6/1/2003
7	- Design 100 Complete	6/1/2003	6/1/2006
11	- NTP Early Action (Contract or In-House) Material Order	7/1/2003	7/1/2003
14	- NTP Primary (Contract or In-House) Installtion of Drive Control	8/1/2006	8/1/2006
19	- Project Complete Operational Use	6/1/2008	
20	- Closeout Complete As Built	9/1/2008	

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Cable termination completed. Carrying out pre-commissioning tests.

Next Quarter (6/30/2008):

Complete commissioning of the project and start closing out.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$2,074,000.00	\$1,817,469.00	\$3,891,469.00

Upper Hackensack Drawbridge Drive Replacement

General Information:

Scope: Upper Hack Drawbridge, located between Secaucus Junction and the Kingsland Station on the Main Line, was constructed for the Delaware, Lackawanna and Western Railroad in 1958 and has seen no major repairs since then. Years of deferred maintenance have left this lift-style drawbridge in need of significant repairs and upgrades. A number of key drawbridge drive components and associated equipment are being replaced, or added new as a part of this project, including motors, brakes, remote operation, transformers, submarine control cables, power supply lines, signal and communications systems, control panels, backup hydraulic systems and emergency diesel generators. These upgrades and repairs will extend the useful life of the bridge and improve operational flexibility from remote and local control sites. Fault diagnostic capability and reliability will be improved as well.

This project will be undertaken by NJ TRANSIT in-house forces with contractor support. General Project Notes: Funding Notes:

Milestone:

Milestone Description	Current Completion	Actual Completion
1 - Concept Planning Complete Engineering and Field Inspection	9/1/2001	9/1/2001
4 - NTP Design (Contract or In-House)	7/1/2003	7/1/2003
7 - Design 100 Complete	3/1/2004	3/1/2004
11 - NTP Early Action (Contract or In-House) Material Order	4/1/2004	6/1/2004
14 - NTP Primary (Contract or In-House) Installation	12/1/2006	12/1/2006
19 - Project Complete Operational Use	10/1/2008	
20 - Closeout Complete As Built	12/1/2008	

Issues:

Issue: Project and budget are on schedule.

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Advanced installation of cables and wires.

Next Quarter (6/30/2008):

Continue installation of cables and wires.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$1,860,000.00	\$661,844.00	\$2,521,844.00

T111 Bus Acquisition Program

Counties: Various

Municipalities Various

This program will provide for replacement of transit, commuter, and suburban buses for NJ TRANSIT as they reach the end of their useful life. Annual Federal lease payments are provided for 650 FY99 NOVA Transit buses, and 1371 Cruiser buses. Annual State lease payments are provided for 289 Metro B buses and 85 Articulated buses. Annual Transportation Trust Fund pay-as-you-go funding is provided for 1145 Metro D, NOVA A and Transit Bus replacements.

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:

Hybrid Electric Purchase (7)

Nova Transit Bus Purchase (Debt Repay)
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Hybrid Electric Purchase (7)

General Information:

Scope: This project involves the purchase and testing of seven diesel-electric hybrid buses. MCI is prime contractor for four cruiser type hybrid buses and ISER is prime contractor for three transit style hybrid buses. The project will also produce a report on the effectiveness of the new technologies. General Project Notes: A change order was issued to upgrade the energy storage system on the three transit buses. The OEMs will continue to provide warranty support for the vehicles through early 2006. During this time period the OEMs will also maintain a local engineering presence to support the hybrid bus program. Funding Notes: A grant budget revision to move \$300K from the Project Admin. line item to the Force Account line item was done in December. This project has FY00 and FY01 Bus Earmark funds NJ-03-0142.

Outstanding Issue

Issue: 6/30/2004, FTA requests a milestone for the study.

Resolution: 3/31/2005, Milestone Added to report.

Update Date: 6/30/2004

Issues:

Issue: Slow delivery of remaining spare parts has delayed project closeout. It is expected that all parts, tools and training will be completed by June 2008.

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Three Transit Hybrids: ISE spent a week on site in early March. Two buses are now operating and parts needed to repair the last bus (high voltage inverter and air compressor clutch) are on order. Four Cruiser Hybrids: Allison the supplier of the Hybrid drivetrain provided additional training for 5 mechanics in early March. Upgraded battery cooling modules were installed in the buses in February.

Next Quarter (6/30/2008):

Anticipate receipt of spare parts for both the Transit and Cruiser Hybrid buses. Complete final report and closeout project.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$9,013,735.00	\$0.00	\$9,013,735.00

Nova Transit Bus Purchase (Debt Repay)

General Information:

Scope: This report presents principal and interest expenditures for the series 1999A Certificates Of Participation (COPs) for the Nova Transit Bus purchase. Funding Notes: Last debt payment due in FY 2009.

Grant budget revision (NJ-90-X077) moved \$0.1 million to Nova Transit bus debt repayment in March 2008.

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Contractual payment of \$311,820 made on March 14, 2008.

T533 Hudson-Bergen Light Rail 8th Street Extension

Counties: Hudson

Municipalities Bayonne City

This element provides for anticipated earmarks for the Hudson-Bergen Light Rail Transit System 8th Street Extension which will provide light rail service from the existing 22nd Street station south to 8th Street in Bayonne.

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 Light Rail 8th Street Extension is \$89 million.

PROJECT COMPONENTS:

Hudson-Bergen LRT - 8TH ST Extension

Hudson-Bergen LRT - 8TH ST Extension**General Information:**

Scope: The 8th Street Station project in Bayonne is a one-mile southern extension of the existing HBLR alignment. The project includes a new light rail station similar to the original railroad station that was in the community. Ten short-term parking spaces will also be included as are plans for a future bus stop connection. An approximately one-half mile viaduct will carry the light rail line above Avenue E in Bayonne thereby eliminating operational conflicts with an adjacent active freight yard. NJ TRANSIT is advancing the civil work portion of the project with a "design build" contractor and the systems work with the current operator of the HBLR.

General Project Notes: Funding Notes: The overall Project budget and Construction budget has increased due to material price increases for both the Systems work and the Civil Design Build work. The Bid Due Date for the Design-Build Contract was extended from February to March 2008 due to a request from a bidder for additional time to prepare their bid proposal. This extension results in the Design-Build Contract Board Approval activity moving one (1) month from March to the April 2008, and all non-real estate activities that follow the Board Approval activity also moving one (1) month. The Property Availability Milestone was adjusted due to the condemnation process and the anticipated delay in the tenant relocations due to the condemnation process. In April 2008, NJ TRANSIT's Board of Director approved a design build contract to Harms Construction Co for civil work. PSE&G awarded a contract and had the preconstruction meeting for high pressure gas transmission line relocation.

Milestone:

Milestone Description		Current Completion	Actual Completion
1	- Concept Planning Complete PB MOS-3 Project definition dwgs	12/1/2005	12/1/2005
3	- Board Approval Design Contract Preliminary Engineering Board Item	9/1/2006	9/1/2006
4	- NTP Design (Contract or In-House) NTP for PE and D/B Bid Package	10/1/2006	10/1/2006
5	- Design 30 Complete P/E 30% Design & D/B Bid Package	12/1/2006	12/1/2006
6	- Environmental Complete FTA Concurrence	4/1/2006	4/1/2006
7	- Design 100 Complete D/B Design Phase complete	1/1/2009	
8	- Property Available Agreements for Easements, Purchase & Relocations	9/1/2008	
12	- Advertise Primary Contract Advertise D/B IFB	12/1/2007	12/1/2007
13	- Board Approval Primary Contract NJT Board Approves D/B Contract	4/1/2008	4/1/2008
14	- NTP Primary (Contract or In-House) NTP for D/B Contract	5/1/2008	
18	- 50 Complete D/B Construction Phase 50 Complete	10/1/2009	
19	- Project Complete Project is substantially Complete	7/1/2010	
20	- Closeout Complete	1/1/2011	

Outstanding Issue

Issue: 8/2/2007, FTA asked whether or not NJ TRANSIT's Hudson-Bergen Light Rail (HBLR) DBOM contract with Twenty First Century Rail Corporation (TFCRC) includes an option to work on MOS III.

Resolution: 9/4/2007, Letter was sent to FTA with copy of the section of the contract pertaining to option work.

Update Date:8/2/2007

Issues:

Issue: NJ TRANSIT anticipates condemnation actions on two properties, the proposed Station property and the proposed tail track area. Relocation services are required for the two (2) businesses currently on the Station property. The PSE&G natural gas transmission line relocation completion date may be subject to change due to restrictions in the shut down and tie-in dates imposed by PSE&G contractual obligations with its customers.

Transit Activities:**Current Quarter (3/31/2008):**

Actual Activity: Bids from three (3) prequalified teams were received for the Design Build Contract. A detailed review and examination of the low bid was conducted and accepted pending review and approval by the NJ TRANSIT Board. Agreement was reached with the owner on the sale price of two bridge easement properties; "fourteen-day" notices of condemnation were sent to two property owners; and the owner of the fifth property, Conrail, is reviewing the purchase offer and environmental report. The relocation cost estimates for the station property tenants were prepared. The City of Bayonne received the Design Build Contract documents and was notified of the proposed schedule for the bid opening, the NJ TRANSIT Board approval and the Notice to Proceed. PSE&G advertised their invitation for bid and conducted a prebid meeting for the relocation of the gas transmission line. NJ TRANSIT and PSE&G met with the City of Bayonne to review the schedule and plans for the relocation of the gas transmission line and the associated traffic control plan. PSE&G also met with the two (2) major customers served by the gas transmission line to review the shut down and tie-in schedule.

Next Quarter (6/30/2008):

It is anticipated that the NJ TRANSIT Board will approve the Design Build Contract, and Notice of Award and Notice to Proceed will be issued to the team of George Harms Construction and Gannett Flemming. Council will begin to assist NJ TRANSIT in the condemnation process for the Station property and Tail Track bridge easement property. PSE&G will receive and review bids, and enter into a contract for the relocation of the gas transmission line. NJ TRANSIT and PSE&G will inform the City of Bayonne the anticipated start date for the gas transmission work and related traffic control work. PSE&G will meet again with the two (2) major customers served by the gas transmission line to update them on the shut down and tie-in schedule. NJ TRANSIT will also meet with the City of Bayonne regarding Public Outreach and coordination between City Agencies.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$88,991,000.00	\$11,008,000.00	\$99,999,000.00

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 (Debt Repay) |

Hudson-Bergen LRT - MOS I (Debt Repay)

General Information:

Scope: This report presents principal and interest expenditures for the series 1997A and 2000A Grant Anticipation Notes (GANs) for the Hudson-Bergen MOS I project. Funding Notes: The final payment for the GANs was made in FY2004, however, NJ Transit will continue to provide reports so that FTA can see how Hudson-Bergen Light Rail funds were allocated.

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 Tonnelle 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 (Debt Repay)

Hudson-Bergen LRT - MOS II (Debt Repay)

General Information:

Scope: This report presents expenditures for the payment of principal and interest on the 2000B Grant Anticipated Notes (GANs) and the 1998B New Jersey Economic Development Authority (EDA) notes for the second minimum operating segment of the Hudson Bergen Light Rail System. Funding Notes: Last debt payments for GANS and EDA are due in FY 2011 and FY 2010, respectively.

Transit Activities:

Next Quarter (6/30/2008):

Contractual payment of \$17.9 million EDA loan is due in May 2008.

Counties: Hudson

Municipalities Kearney Secaucus

This project involves expansion of rail capacity on the Northeast Corridor across the Hackensack River in the vicinity of the existing Portal Bridge. The Portal Bridge is an almost 100-year-old, two-track, moveable swing-span rail bridge over the Hackensack River in New Jersey between the cities of Kearny and Secaucus. The project will evaluate alternatives including replacement, rehabilitation or modification of the existing bridge along with the construction of an additional bridge for added capacity.

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

PROJECT COMPONENTS:

Study and Dev - Portal Bridge EIS

Study and Dev - Portal Bridge EIS

General Information:

Scope: This project will develop a draft and final environmental impact statement for the Portal Bridge Capacity Project, which is concerned with alternatives for expanding Northeast Corridor rail capacity over the Hackensack River and replacing an antiquated 100-year-old bridge. Funding Notes: The project budget was increased due to the additional time needed to adapt the design of the alternatives to changes made in the ARC project.

Milestone:

Milestone Description	Current Completion	Actual Completion
12 - Advertise Primary Contract Disseminate RFP	6/1/2006	6/1/2006
13 - Board Approval Primary Contract Obtain Board Authorization	8/1/2006	8/1/2006
14 - NTP Primary (Contract or In-House) Begin consultant effort	8/1/2006	8/1/2006
18 - 50 Complete Submit draft report to FRA	10/1/2007	10/1/2007
19 - Project Complete Final report complete (ROD)	8/1/2008	
20 - Closeout Complete Project closeout	10/1/2008	

Outstanding Issue

Issue: 2/8/2007, FTA requested regular updates on the status of Portal Bridge EIS.

Resolution: 2/8/2007, 2/8/2007 A new Quarterly Report will be provided next quarter.
4/30/07 A quarterly report for Portal Bridge was provided.

Update Date:2/8/2007

Issues:

Issue: NJ TRANSIT continues to work with the NJ Meadowlands Commission to identify a wetlands mitigation strategy in order to get the ROD from FRA.

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: The DEIS was released to the public and the hearing was held in Jersey City. The comment period ended in April. Comments are being evaluated now and the FEIS is being written.

Next Quarter (6/30/2008):

A preferred alternative will be selected and the FEIS will be completed and delivered to FRA.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$5,533,000.00	\$4,467,000.00	\$10,000,000.00

T135 Preventive Maintenance-Bus

Counties: Various

Municipalities Various

This program provides for the overhaul of buses including preventive maintenance costs in accordance with federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

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.

PROJECT COMPONENTS:

Preventive Maintenance - Bus

Preventive Maintenance - Bus

General Information:

Scope: These funds support maintenance activities for Bus Equipment and Facilities as defined in the National Transit Database Reporting Manual. Preventative Maintenance activities typically include _____. This includes labor, services and parts relative to vehicle and facility maintenance. The majority of this work is performed on the Bus Revenue Rolling Stock Fleet.

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Track cost of ongoing maintenance of equipment and facilities.

Next Quarter (6/30/2008):

Track cost of ongoing maintenance of equipment and facilities.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$813,335,000.00	\$0.00	\$813,335,000.00

T39 Preventive Maintenance-Rail

Counties: Various

Municipalities Various

This program funds the overhaul of rail cars and locomotives and other preventive maintenance costs in accordance with federal funding guidelines as defined in the National Transit Database Reporting Manual and federal law..

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.

PROJECT COMPONENTS:

Preventive Maintenance - Rail

Preventive Maintenance - Rail

General Information:

Scope: These funds will support maintenance activities of Rail equipment and facilities as defined in the National Transit Database Reporting Manual. Preventative Maintenance _____ includes labor, services and parts relative to vehicle and facility maintenance. The majority of this work is performed at the MMC Facility on the Rail Revenue Rolling Stock Fleet. There is also a maintenance activity along the Right-of-Way. General Project Notes:

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Track costs of ongoing maintenance of equipment and facilities. Applied for 5309 grant in amount of \$114.2 million.

Next Quarter (6/30/2008):

Track costs of ongoing maintenance of equipment and facilities. Receive 5306 grant.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$1,257,074,000.00	\$637,000.00	\$1,257,711,000.00

Counties: Various

Municipalities Various

This program will provide for the replacement of rail rolling stock, including engineering assistance and project management, to replace overaged equipment including rail cars, revenue service locomotives, and expansion of NJ TRANSIT rolling stock fleet (cars and locomotives) to accommodate projected ridership growth and other system enhancements over the next five years. Funding is provided to support vehicles/equipment (for rail operations). Annual Federal lease payments are provided for 200 Comet V single-level car lease payments, 29 Electric Locomotive lease payments, Diesel Locomotives, and 131 additional Multi-Level rail car lease payments and State funded lease payments are provided for 33 Diesel Locomotives.

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:

Comet V Purchase (Debt Repay)
DMU Purchase Passaic-Bergen (2)
Dual Power Locomotive Purchase (26)
Electric ALP-46 Locomotive Purchase (29)
MU Replacement (110 EMU, 6 DMU, 2 DPV)
Multi-Level Coaches Base (103)
Multi-Level Coaches Option A,B,C (Additional 131)
Multi-Level Coaches Option E,F (Additional 50)

Comet V Purchase (Debt Repay)

General Information:

Scope: This report presents principal and interest expenditures for the series 2000A and 2002A Certificates of Participation (COPs) for the Comet V Rail Car purchase. Funding Notes: Last debt payment due in FY 2016.

Grant budget revisions (NJ-90-X077 and X082) moved \$4.1 million to Comet V debt repayment in March 2008.

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Contractual payment of \$6.1 million made on March 14, 2008.

DMU Purchase Passaic-Bergen (2)

General Information:

Scope: This project involves the purchase of a single Diesel Multiple Unit (DMU) trainset, to be referred to as Trainset #1, including at least 2 powered units. This project will provide passenger service on the New York Susquehanna & Western Railroad (NYS&W) between Hackensack and Paterson. Funding Notes: The milestones were revised due to the manufactures request for a time extension for submittal of proposals, which were granted.

Milestone:

Milestone Description		Current Completion	Actual Completion
7	- Design 100 Complete	3/1/2006	3/1/2006
12	- Advertise Primary Contract	10/1/2007	10/1/2007
13	- Board Approval Primary Contract	9/1/2008	
14	- NTP Primary (Contract or In-House)	9/1/2008	
18	- 50 Complete	9/1/2011	
19	- Project Complete	1/1/2012	
20	- Closeout Complete	1/1/2014	

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: NJ TRANSIT responded to Questions and Answers proposed by vendors and car builders. Addendum #5 addressed those questions and was sent to all interested vendors and car builders. Deadline for "Receipt of Proposals" was extended to June 13, 2008.

Next Quarter (6/30/2008):

NJ TRANSIT will evaluate proposals and short list of car builders during the weeks of June 16 thru July 3, 2008.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$42,554,000.00	(\$33,270,000.00)	\$9,284,000.00

Dual Power Locomotive Purchase (26)

General Information:

Scope: This project involves the acquisition of 26 dual powered locomotives. The locomotives will be able to operate on both electrified and non-electrified territories. In electric mode, propulsion will be catenary provided AC driven. The locomotives will be used on NJ TRANSIT lines into Hoboken Terminal. Today, these lines operate with diesel locomotives, although portions of the lines are electrified. Funding Notes: The project schedule was adjusted to reflect a delay in securing financing for the locomotives. The budget was adjusted to reflect price negotiations. COPs interest was adjusted accordingly.

Milestone:

Milestone Description		Current Completion	Actual Completion
4	- NTP Design (Contract or In-House) Award Contract to Consultant	1/1/2006	1/1/2006
5	- Design 30 Complete Specification Development 30 percent	9/1/2006	9/1/2006
7	- Design 100 Complete Specification Development 100 percent	3/1/2007	3/1/2007
12	- Advertise Primary Contract Advertise RFP for DPL	5/1/2007	5/1/2007
13	- Board Approval Primary Contract NJT Board Approval	6/1/2008	
14	- NTP Primary (Contract or In-House) NTP given to Manufacturer	6/1/2008	
18	- 50 Complete First DPL Delivered	5/1/2011	
19	- Project Complete Last DPL delivered	10/1/2012	
20	- Closeout Complete Warranty expires on last DPL	10/1/2014	

Outstanding Issue

Issue: 2/25/2008, NJT agreed to provide dual power spec to FTA and provide letter responding to FTA's August '06 letter regarding criteria for exiting PE as it relates to the Dual Powered Locomotives.

Resolution: 3/7/2008, 03/19/08 Spec emailed to FTA HQ on 2/25/08. Letter sent regarding FTA's August 06 PE letter on 03/07/08.

Update Date:2/25/2008

Issue: 2/25/2008, Provide documentation stating that the fire heat release rate for the dual power locomotives that are specified is considered in ARC design.

Resolution: ,

Update Date:2/25/2008

Issues:

Issue: Securing financing is on critical path to maintain schedule. The dollar-euro exchange rate could have a significant impact on the project budget.

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Continued contract negotiations with Bombardier. The negotiations led to a request for their Best and Final Offer (BAFO) at the end of March 2008. Held several meetings to discuss project coordination with our partner AMT. Met with the ARC team to further discuss tunnel and locomotive coordination as it pertains to fire and smoke. FTA approved Buy America waiver on March 27, 2008.

Next Quarter (6/30/2008):

Complete negotiations and arrive at an agreeable price for the locomotives. Seek board approval by the NJ TRANSIT Board of Directors for the contract. Award a contract to Bombardier and give Notice to proceed.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$365,379,000.00	\$117,558,500.00	\$482,937,500.00

Electric ALP-46 Locomotive Purchase (29)

General Information:

Scope: Purchase of 29 ALP-46 Electric Locomotives Funding Notes: Grant budget revision (NJ-41-0001) processed adding funds to MMC from Electric Locomotive and HBLR Signalling.

Outstanding Issue

Issue: 1/1/2007, FTA requested a list of correspondence (to date) for the project.

Resolution: ,

Update Date:1/1/2007

Issue: 1/1/2007, FTA requested a copy of the public comments.

Resolution: ,

Update Date:1/1/2007

Issue: 1/1/2007, FTA requested additional description of the project and more status information in the critical issues section.

Resolution: ,

Update Date:1/1/2007

Issue: 1/1/2007, FTA requested a separate meeting for MOM ridership numbers.

Resolution: ,

Update Date:1/1/2007

Issue: 1/1/2007, FTA requested a copy of the AA report.

Resolution: ,

Update Date:1/1/2007

Issues:

Issue: Exception of Main Transformer which has been extended to April 2008.

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: ALP-46A NTP granted.

Next Quarter (6/30/2008):

MOU to be signed regarding brake actuator issues.

Last payment to be made. Project to be closed.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$285,884,280.00	(\$48,981,980.00)	\$236,902,300.00

MU Replacement (110 EMU, 6 DMU, 2 DPV)

General Information:

Scope: This project involves the purchase of 110 new Electric Multiple Units (EMU) to replace the ARROW III self-propelled passenger rail equipment currently in service. These vehicles will operate on the electrified portion of NJ TRANSIT's commuter rail network. The new vehicles will be called Arrow IVs. Also included in this project is the purchase of six FRA-compliant Diesel Multiple Units (DMUs) for use on NJ TRANSIT non-electrified territory. In addition, the project also includes a single married pair Dual Powered Vehicle (DPV). This commuter rail passenger vehicle will be capable of operating in both electrified and non-electrified territory of NJ TRANSIT's rail network. NJ TRANSIT is advancing this DPV as a proof of design in order to evaluate the performance and operating characteristics of the vehicle. General Project Notes: General and Technical Provisions are being finalized. Funding Notes: The milestones were revised due to the manufacturer's request for a time extension for submittal of proposals, which were granted. The budget was revised to reflect the latest engineer's estimate.

Milestone:

Milestone Description		Current Completion	Actual Completion
1	- Concept Planning Complete Submittal of Final Concept Report	4/1/2006	4/1/2006
5	- Design 30 Complete Technical Provisions at 30 percent complete	5/1/2006	5/1/2006
12	- Advertise Primary Contract Advertise RFP	10/1/2007	10/1/2007
13	- Board Approval Primary Contract NJT Board Approval	9/1/2008	
14	- NTP Primary (Contract or In-House) NTP Given to Carbuilder	9/1/2008	
18	- 50 Complete 50 First Revenue Car Delivered	9/1/2011	
19	- Project Complete 100 percent of the cars delivered to NJT	12/1/2012	
20	- Closeout Complete Warranty expires on the last cars	12/1/2014	

Outstanding Issue

Issue: 2/25/2008, Write a memo to the file indicating why the need for 16 car consists was added to the spec.
 Resolution: 4/18/2008, A memo was written to the file on 4/18/08.
 Update Date: 2/25/2008

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: NJ TRANSIT responded to questions proposed by vendors and car builders. Addendum # 5 addressed those Q&As and was sent to all interested vendors and car builders. Deadline for "Receipt of Proposals" was extended to June 13, 2008. Held second MMC visitation of the jacking system and work facility on January 8th, 2008 for interested car builders. Responded to Proposers' questions on General Provisions and Technical Specifications. As of this date, NJ TRANSIT sent out addendum # 4 in response to questions on EMU/DMU/DPV project to all interested car builders. Deadline for "Questions and Answers" requests was March 31, 2008.

Next Quarter (6/30/2008):

NJ TRANSIT will evaluate proposals and develop a short list of car builders during the weeks on June 16 thru July 3rd, 2008.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$296,347,000.00	\$424,823,500.00	\$721,170,500.00

Multi-Level Coaches Base (103)

General Information:

Scope: This project involves the purchase of 103 Multi-Level Coaches for use on all NJ Transit rail lines. Three car types are being purchased; (15) cab cars with ADA restrooms and 127 seats, (48) trailer cars with 142 seats, and (37) trailer cars with restrooms. Funding Notes:

Milestone:

Milestone Description	Current Completion	Actual Completion
1 - Concept Planning Complete	11/1/1999	11/1/1999
5 - Design 30 Complete Specification Development	6/1/2000	6/1/2000
7 - Design 100 Complete Specification Development Complete	5/1/2001	5/1/2001
12 - Advertise Primary Contract Advertise RFP	6/1/2001	6/1/2001
13 - Board Approval Primary Contract Board approval to exercise	12/1/2002	12/1/2002
14 - NTP Primary (Contract or In-House) Notice to proceed	3/1/2003	3/1/2003
18 - 50 Complete 1st car in revenue service	12/1/2006	12/1/2006
19 - Project Complete 103rd Car delivered	2/1/2008	3/1/2008
20 - Closeout Complete Completion of warranty period	2/1/2010	

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Production of all base order cars is now completed at the Plattsburgh, NY production facility. Three prototype cars remain at the Plattsburgh, NY facility for scheduled retrofit activity to update car configuration. All cars are currently delivered to NJ TRANSIT. A total of 95 cars have been accepted for revenue service operation. A total of 9 trains consisting of 85 cars are presently in revenue service operation. A field modification program is initiated to bring all cars up to the latest configuration. Resolution of all open technical issues continues.

Next Quarter (6/30/2008):

The field modification program will continue to bring cars up to latest configuration. Resolution of open car technical issues will continue.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$267,100,472.00	\$448,528.00	\$267,549,000.00

Multi-Level Coaches Option A,B,C (Additional 131)

General Information:

Scope: This project involves the purchase 131 multi-level commuter rail coaches for service on NJ TRANSIT's busiest rail lines, radiating out of Penn Station, New York. Built by Bombardier, these coaches offer 15-20 percent more seating capacity than the latest generation of single-level cars. Three types of cars have been specified as part of the project: 49 coach cars (with ADA restrooms) with 132 seats, 18 cab cars (with ADA restrooms) and a seating capacity of 127, and 64 coach cars (without restrooms) featuring 142 seats. The cars were designed with a high level of customer input, which resulted in increased seat width and more knee-room than found on previously manufactured coaches. The coaches have wider center aisles than existing coaches and features 2 X 2 seating for improved passenger and crew movement. The multi-levels have been designed with passenger safety in mind, not only exceeding federal crash-worthiness regulations, but also offering anti-skid flooring in vestibules and restrooms, and emergency intercoms and call boxes throughout the cars and in restrooms. The 131 cars are being procured as an option to the base order of 103 cars, which was funded by the Port Authority of New York and New Jersey. These 131 cars are being funded in large part by the issuance of Certificates of Participation (COPS), which will be repaid using Federal formula funds. Funding Notes: The project budget was revised to reflect a refined cost estimate for COPS interest. The federal interest shown is for the disposal of Arrow II equipment on April 12, 2008.

Milestone:

Milestone Description	Current Completion	Actual Completion
12 - Advertise Primary Contract Advertise RFP	6/1/2001	6/1/2001
13 - Board Approval Primary Contract Board Item approved to exercise options	7/1/2005	7/1/2005
14 - NTP Primary (Contract or In-House) Change Order to contract signed	7/1/2005	7/1/2005
18 - 50 Complete 1st Option car in revenue service	4/1/2008	
19 - Project Complete 131st Option Car delivered	5/1/2009	
20 - Closeout Complete Completion of warranty period	5/1/2011	

Outstanding Issue

Issue: 2/25/2008, Investigate Metro North involvement in contract option.

Resolution: 3/24/2008, NJ TRANSIT received a letter from Metro-North dated March 12, 2008. NJ TRANSIT forwarded the letter to FTA on March 24, 2008.

Update Date:2/25/2008

Issue: 2/25/2008, Set up meeting with PMOC, Garino and Squitieri regarding how the costs and expenditures are presented in the PMOC's monthly reports.

Resolution: 4/21/2008, Meeting held 4/21/08. NJ TRANSIT agreed to provide requisition covers sheets on following MLV Projects: 1) Base; 2) Option ABC; 3) Option D1; 4) Option D2; 5) Option E & F. PMOC agreed to list financials only for options ABC and E&F on chart I 8 of monthly PMOC report. PMOC will add a table to MLV report showing all project costs and how they are funded (like Hoboken). Change orders will be reported by NJ TRANSIT on all quarterly reports for all projects impacted.

Update Date:2/25/2008

Issue: 2/25/2008, Provide documentation indicating that the federal options are being appropriately charged for soft costs relative to the state base and other state funded options.

Resolution: 4/21/2008, Meeting held 4/21/2008. NJ TRANSIT agreed to provide budgets on Base and all Options so that FTA can see how soft costs are allocated.

Update Date:2/25/2008

Issue: 2/25/2008, Add note stating "Federal Interest" is for Arrow II disposal on April 2000.

Resolution: 4/14/2008, Note added to quarterly report.

Update Date:2/25/2008

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: A total of fifty-nine car shells have been completed to date at the LaPocatiere, Quebec, Canada facility, with twenty-two car shells currently in production. Thirteen completed car shells are in storage or transit to Plattsburgh for final assembly. At the Plattsburgh, NY production facility, twenty-seven cars are in final assembly. A total of sixteen cars have been completed to date. A total of seven cars are currently accepted for revenue service with nine cars in the commissioning process or en-route to NJ Transit.

Next Quarter (6/30/2008):

Production activity will continue at both the LaPocatiere, Quebec, Canada and at Plattsburgh, NY production facilities.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$330,109,000.00	\$26,733,592.00	\$356,842,592.00

Multi-Level Coaches Option E,F (Additional 50)

General Information:

Scope: This project involves the purchase of 50 multilevel vehicles under options E & F of the Bombardier contract. Funding Notes: The budget was revised to reflect a refined estimate of COPs interest costs. In addition, spare parts were added to the projects budget. The purchase rolling stock line item was adjusted because Contingency was reduced because the option prices are fixed. Additional funding was also added to the design services and inspection line items.

Milestone:

Milestone Description		Current Completion	Actual Completion
1	- Concept Planning Complete	11/1/1999	11/1/1999
5	- Design 30 Complete	6/1/2000	6/1/2000
7	- Design 100 Complete	5/1/2001	5/1/2001
12	- Advertise Primary Contract	6/1/2001	6/1/2001
13	- Board Approval Primary Contract	6/1/2008	
14	- NTP Primary (Contract or In-House)	6/1/2008	
18	- 50 Complete	11/1/2009	
19	- Project Complete	3/1/2010	
20	- Closeout Complete	3/1/2012	

Transit Activities:

Next Quarter (6/30/2008):

NJ TRANSIT anticipates going to the June Board of Directors meeting for authorization of options E and F.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$127,500,000.00	(\$8,172,000.00)	\$119,328,000.00

T50 Signals and Communications/Electric Traction Systems

Counties: Various

Municipalities Various

This project provides funding for continued modernization/improvements to the signal and communications systems, including completion of systemwide installation of automatic train control (ATC) and Positive Train Stop (PTS), signal/communication upgrade of interlockings, and other communication improvements. This project also provides funding for systemwide electric traction general upgrades including: substation replacement, wayside hot box detection system, rail microwave system upgrades, replacement of substation batteries and electric switch heaters, emergency power backup systemwide, rehabilitation of systemwide overhead catenary structures and foundations.

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:

Automatic Train Control (ATC)

Automatic Train Control (ATC)

General Information:

Scope: This project involves the installation of Automatic Train Control (ATC) throughout the NJ TRANSIT commuter rail network. ATC with cab signals provides better headways and increased operating safety over wayside signals, by checking the locomotive engineer's operation of the train. The system uses the rails to send electrically coded information about safe speed to the train. This speed command is displayed to the engineer in the locomotive cab. ATC ensures that the engineer is alert to each change in the displayed cab signal that requires a reduction in speed. He must acknowledge the change and also reduce speed as required. Failure to do both will automatically cause the brakes to be applied, stopping the train.

The project will be implemented by NJ TRANSIT signals and communication forces. General Project Notes: On-going implementation. Funding Notes: Revised Hoboken Terminal ATC cutover date to May 2008 to allow for construction at Broad Street Station.

Milestone:

Milestone Description	Current Completion	Actual Completion
1 - Concept Planning Complete	12/1/1997	12/1/1997
5 - Design 30 Complete	12/1/1998	12/1/1998
7 - Design 100 Complete	9/1/2008	
11 - NTP Early Action (Contract or In-House) Begin to order material	1/1/1997	1/1/1997
14 - NTP Primary (Contract or In-House) Construction	3/1/1997	3/1/1997
17 - NTP Other (Contract or In-House) Modify Comet I cab cars	9/1/1997	9/1/1997
18 - 50 Complete	6/1/2002	6/1/2002
19 - Project Complete Operational Use	12/1/2008	
20 - Closeout Complete	6/1/2009	

Outstanding Issue

Issue: 5/14/2007, FTA requested an updated system map (schematic)

Resolution: 7/20/2007, An updated system map (schematic) was sent to FTA.

Update Date:5/14/2007

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Continued ATC work on the Pascack Valley Line west of Cole Siding. Completed cutover of new track circuits at East End Interlocking.

Next Quarter (6/30/2008):

Cutover Pascack Valley Line ATC system from West Cole to C.P. Golf. Cutover ATC system at East End and Terminal Interlockings.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$90,000,000.00	\$0.00	\$90,000,000.00

T42 Track Program

Counties: Various

Municipalities Various

Funding is provided for an annual program of track rehabilitation including systemwide replacement of life-expired ties and other rail improvements, ROW fencing, equipment necessary to maintain a state of good and safe repair, purchase of long lead-time materials for next construction season, maintenance-of-way work equipment, interlocking improvements, passing sidings and other improvements. Also included is funding for NJ TRANSIT's capital cost-sharing obligations related to use of Amtrak/Conrail facilities.

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:

Track Program

Track Program**General Information:**

Scope: NJ TRANSIT's Track Program is an ongoing system-wide rehabilitation of the railroad track infrastructure. Passenger main line and yard tracks require constant restoration to keep them in a state of good repair. Installation of rail, ties, turnouts, road crossings and other right-of-way improvements are carried out on a continual basis in order to assure on-time and safe performance of NJ TRANSIT's commuter trains.

General Project Notes: 2006 Work Scope: 1) Install 19,665 ties on the RVL, Track 2 from Cranford to Raritan. 2) Install 8,540 ties on all three tracks on the Main Line, Ridgewood to Waldwick. 3) Install 8,050 ties on the Main Line, Track 1 from Waldwick to Suffern. 4) Install 2.5 miles of CWR on the Gladstone Branch from Far Hills to Gladstone and in Gladstone Yard. 5) Install 4,600 ties on the Morristown Line, Track 1 from Orange to Millburn. 6) Install 7,800 concrete ties with a Track Laying-Machine (TLM) on the eastbound track of the Morristown Line between Summit and Millburn. 7) Perform systemwide orgotherm welding. Funding Notes:

Transit Activities:*Current Quarter (3/31/2008):*

Actual Activity: Completed clean up, quality and welding on the Bergen County concrete tie project. Completed installation of wood ties in Hoboken Terminal/Yard and the Main Line. Completed wood tie distribution on the Main and Montclair Lines. Started wood tie installation on the east end of the Montclair Line. Started concrete tie installation on the west end of the Montclair Line. Tie uploading on the North Jersey Coast Line (NJCL) will commence next quarter. Continued with systemwide joint welding. Complete Morristown concrete tie installation.

Next Quarter (6/30/2008):

Complete wood tie installation on the east end of the Montclair Line. Continue with the concrete tie installation on the west end of the Montclair Line and start preparing for concrete tie installation on the Main Line. Unload wood ties and starting their installation on the North Jersey Coast Line. Continue with systemwide joint welding.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$125,052,000.00	\$0.00	\$125,052,000.00

Counties: Various

Municipalities Various

This program provides funding for transit expansion projects, including new fixed guideway, new station construction and rolling stock acquisition. Also included are FTA new starts projects authorized under New Jersey Urban Core or SAFETEA-LU. Potential projects in this category include (in no rank order): HBLR Extension to 8th Street Bayonne; Northern Branch DMU; HBLR Extension to Secaucus; HBLR Secaucus-Meadowlands Connector; Passaic-Bergen rail service on the NYS&W east of Hawthorne using Diesel Multiple Unit (DMU) passenger equipment; Restoration of commuter rail service on the NYS&W west of Hawthorne; Restoration of commuter rail service to Lackawanna Cutoff; Port Morris Improvements; Commuter Rail Spur to the Meadowlands Sports Complex; West Shore--Hoboken to West Haverstraw; NERL Elizabeth Segment from NJ TRANSIT'S Northeast Corridor Midtown Elizabeth Station to Newark Liberty International Airport via the Elizabeth Waterfront; Restoration of commuter rail service on the West Trenton line; River LINE LRT Capitol Extension; Second Phase of River LINE LRT/PATCO Extension; Route 1 BRT, Second Phase of NERL (Newark Penn Station to Newark Liberty International Airport); MOM Commuter rail extension; Extension of Cape May Seashore Line north to Hammonton (to Atlantic City Rail Line); Commuter Rail extension to Phillipsburg, improvements on the Atlantic City Rail Line, new rail station improvements such as Atlantic City Line/River LINE connection, River LINE Cramer Station, Moynihan Station, Penn Station New York Platform extensions, Penn Station New York Central Concourse and Smart Card Technology Program along with other new systemwide, rail, bus, and light rail initiatives arising during the year. Funding is also provided to advance projects dependent on federal formula funds, federal earmarks, other non-federal (including private) funding, and/or state resources available beyond planned levels.

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:

ARC - Moynihan Station Fit-Out: Design

ARC - Moynihan Station Fit-Out: Design

General Information:

Scope: This project includes the integration of NJ TRANSIT station and back-of-house space for the Moynihan station project, which includes the development of a new train station within the James A. Farley Post Office Building and redevelopment of commuter space for NJ TRANSIT inside the existing Penn Station, NY (also referred to as Moynihan East).

It is contemplated that NJ Transit would be the anchor transportation tenant within the reconstructed Farley Post Office station and occupy approximately 35,000 sq. ft. of non public space that will be used for administrative back office operational purposes, ticket counters and other related customer service needs. Operational control of the train hall and transit related areas would be under the direction of NJ TRANSIT.

Additionally, the Moynihan Station Project is evaluating other alternative back-of-house locations for NJ Transit outside of the Farley Post Office footprint, and that a adjacent to the existing Penn Station property.

Milestone:

Milestone Description	Current Completion	Actual Completion
14 - NTP Primary (Contract or In-House) Begin Design	6/1/2009	
19 - Project Complete	6/1/2010	
20 - Closeout Complete	8/1/2010	

Issues:

Issue: The milestones dates are placeholders as published by the SEIS document. Resolution of the overall project funding and schedule are required before there can be execution of any lease agreement and further definition of milestone dates.

Transit Activities:

Current Quarter (3/31/2008):

Actual Activity: Continued meetings with project team to refine conceptual station plans into a cost-effective redesign that is within the anticipated available funding. Continued review/comments on Draft SEIS Plan. Track outage staging plans will continue to be developed by the Venture.

Next Quarter (6/30/2008):

Continue project team meetings to reduce project cost to fit funding framework, complete the Draft SEIS document, and refine the conceptual station plans. Continue to develop staging plans for Farley Post Office, and the redesigned Penn Station.

Baseline Budget:

	Baseline Amount	Revised Amount	Baseline Budget as Revised
Total:	\$13,000,000.00	\$0.00	\$13,000,000.00