New Jersey Transit’s Hudson Bergen Design, Build, Operate and Maintain (DBOM) Arrangement

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New Jersey Transit, Newark
Hudson-Bergen Light Rail
Hudson Bergen Light Rail

Three major light rail segments
Serving major metropolitan area.
Hudson and Bergen counties population 1.5 million.

Hudson Bergen Light Rail
9 miles.
Service began April 2000.
3 communities.
16 stations.
2900 new parking spaces.
6 miles.
Under construction.
7 communities.
7 stations.
1000 new parking spaces.

Hudson Bergen Light Rail

Segment 2
13 miles.
Environmental Impact Statement.
Conceptual engineering complete.
7 communities.
10 stations.
4000 new parking spaces.
NJ TRANSIT or PATH rail connection.
Trans-Hudson ferry connection.
Rail and ferry connection.
15 million new commercial sq. ft.
500 new hotel rooms
10,000 new housing units.

First Segment – Urban Waterfront
Low income communities.
High use of public transit.
“Brownfields” redevelopment.
Ticket vending machines.

Parking.

First Segment – User Friendly
Low impact design.
Locally-designed artwork.
Landscaping.

First Segment – Neighborhood Stations
Second segment is part of the regional development.

New trans-Hudson ferry connections made.

Connections to new waterfront town homes and condos.

Connections to new financial centers.

Supporting commercial real estate growth.
Third segment will serve commuter communities.
Reduce traffic congestion.
Revive commercial “downtowns.”
Adaptive re-use.

Third Segment – Development Partners
Valuable ally for public sector goals.

Project schedules can be improved.

Project costs can be reduced.

Private sector resources.
Design, Build, Operate & Maintain Contract

Technical Proposals       February 1996
Priced Proposals           June 1996
Board Authorized           July 1996
Contract Signed           September 1996
Notice to Proceed         November 1996

MOS1 began Revenue Service in April 2000.

MOS2 began construction in September 2000.
Design, Build, Operate and Maintain benefits:

- Speed of project delivery.
- Cost savings.
- Quality incentives.

Public/Private Partnerships – DBOM Contract
Design, Build, Operate and Maintain provides:

- Guaranteed price.
- Guaranteed completion date.
- Single point of responsibility.
- Streamlined procurement.
- Integrated engineering.
- Interface reductions.

Public/Private Partnerships – DBOM Contract
DESIGN – BUILT

First Segment cost: $990 million.

$600 million Federal Transportation Administration.

$390 million New Jersey Transportation Trust Fund.

Bridge loan

Second Segment: $1.2 billion.

$500 million Federal Transportation Administration.

$700 million New Jersey Transportation Trust Fund.
OPERATE – MAINTAIN

Farebox is recovered by NJ TRANSIT.

Ridership and Marketing promotions are responsibilities of Agency

Operator responsible for all maintenance and personnel costs.

NJ TRANSIT pays annual fee to Operator.
ECONOMIC
Encourage/support development.
Permanent job creation.
Enhanced tax base.

QUALITY OF LIFE
Traffic reduction.
Environmentally-better.
Increases personal mobility.
Other Opportunities

1. LIGHT RAIL
   Shared development costs.

2. WEEHAWKEN FERRY
   Shared revenue.