

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director



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TO: BOARD OF DIRECTORS
FROM: STEVEN H. SANTORO
DATE: May 17, 2017
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – MAY 2017

Since the two derailments near Penn Station New York, Amtrak has acknowledged that deficiencies in their infrastructure caused these incidents. Subsequent inspections by Amtrak and the FRA have identified the harsh reality that immediate repairs were required. Those immediate repairs are underway. During the immediate repairs, a speed restriction has been put in place near PSNY causing daily delays of 30 minutes or more for our customers during the morning and afternoon peak travel times. The magnitude and complexity of the work Amtrak plans to perform means there is no avoiding a change to many of our customers' travel patterns.

I realize our customers are anxious to know what their summer will look like. NJ TRANSIT staff has been meeting with Amtrak and the Long Island Railroad to define any plan so that it not only achieves the necessary upgrades, but does not impose any unnecessary outages.

Last week, I sent a letter to Amtrak's CEO Wick Moorman restating NJ TRANSIT's requirements to be more than just a tenant. We must be a full participant in decisions that affect our customers who travel in and out of PSNY. The time has come for us to have much more of a voice in these matters.

Since our last meeting, we held public hearings on the environmental review to extend the Hudson-Bergen Light Rail into Bergen County. This is part of the 60-day public comment period which we are currently in. The Supplemental Draft Environmental Impact Statement or SDEIS has been printed in the Federal Register and is available for public review on the project's website Northern Branch Corridor-dot com. The document is also available for review at public libraries in the area where the project will be constructed. Comments must be submitted in writing by May 23rd. We encourage all residents and NJ TRANSIT customers to share their thoughts as we work together to move this important project forward.

This morning, I was with the Governor as new 360-degree cameras were unveiled on buses in our fleet. These cameras, being installed on 2,500 new and existing buses, will provide an operator with a 360-degree field of vision around the bus that will help eliminate blind spots and enhance pedestrian safety. The 360-degree camera system costs \$29.1 million and is one of the state's Transportation Trust Fund (TTF) projects.

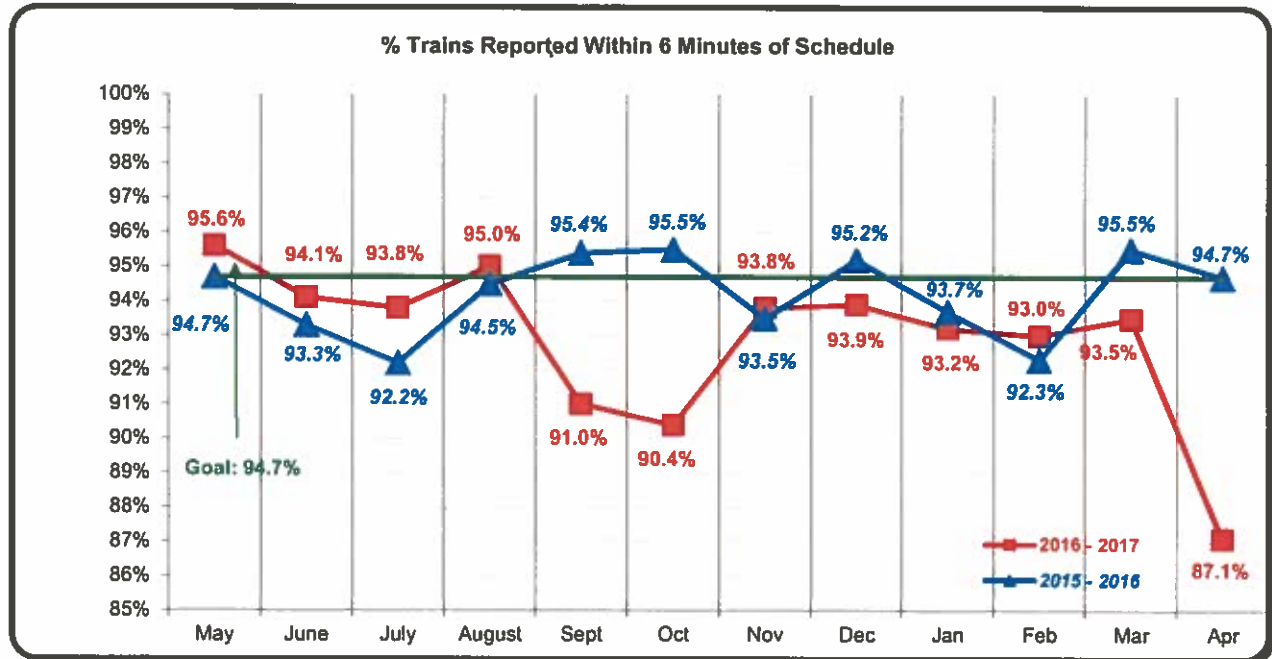
This past Saturday we resumed train service to Monmouth Park Racetrack for the horse racing season. This is a service we provide each year mainly on Fridays, Saturdays and Sundays during the summer. It is a convenient way for customers to leave their cars at home, enjoy a day of excitement watching the horses at the Jersey Shore and save some money with the travel package we offer. Customers can save \$5.50 when they purchase the package, which includes Grandstand Admission, an official track program and round trip train ticket.

EXECUTIVE DIRECTOR'S MONTHLY REPORT MAY 2017

- 1. PERFORMANCE MEASURES**
- 2. MEAN DISTANCE BETWEEN FAILURES**
- 3. DBE/MBE PROGRAM**
- 4. EMPLOYEE RECOGNITION**

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL MAY 2015 - APRIL 2017



	2016	2017	# Change
April Comparison	94.7%	87.1%	-7.6%

	2015-2016	2016-2017	# Change
12-Month Average May 2015- April 2017	94.2%	92.9%	-1.3%

Analysis:

Rail On-Time Performance was 87.1% for April, 2017. Of the 17,188 trains scheduled to operate, 14,974 were on time, while 2,214 trains (or 12.9%) were delayed. Key causes included:

- NJT derailment and NJT coach failure contributed to 284 delays resulting in 58.7% OTP on April 3.
- NJT carryover delays and NJT diesel failure contributed to 204 delays resulting in 64.7% OTP on April 4.
- Amtrak Equipment Failure, Amtrak Catenary Failure, Amtrak track failure and Amtrak High Speed Rail Project, and NJT ill passenger contributed to 142 delays resulting in 77.3% OTP on April 25.

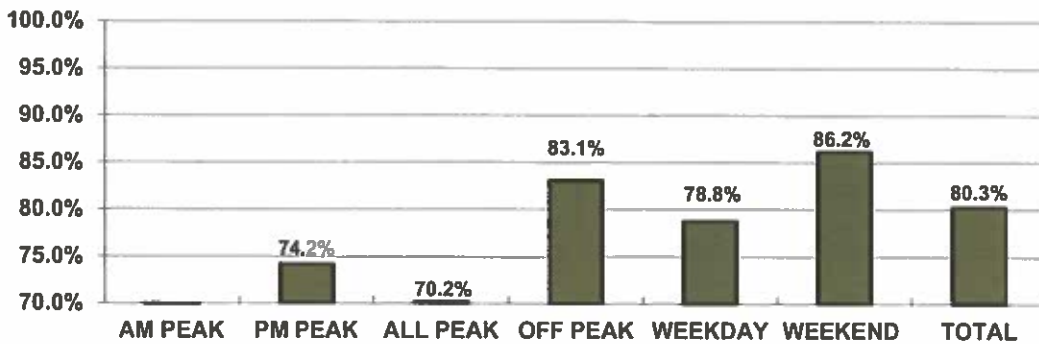
The 12-month average for Rail On-Time Performance for May 2016 - April 2017 was 92.9%, which has declined by 1.3%.

ON-TIME PERFORMANCE RAIL

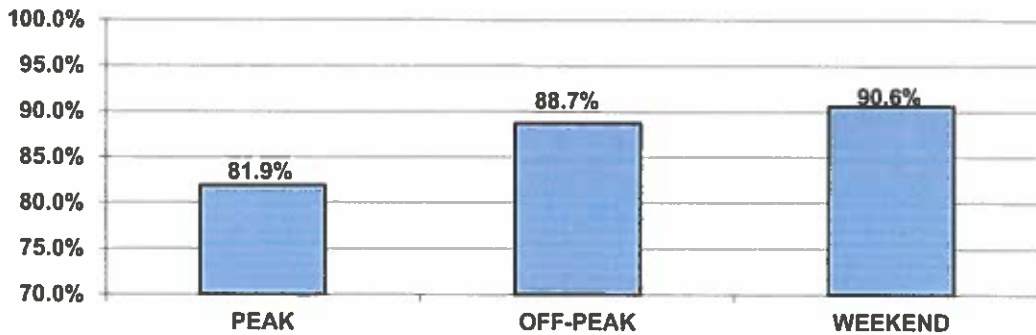
SUMMARY BY TIME PERIOD APRIL 2017

* NOTE: A train is reported late if it arrives at its final station stop more than 5:59 later than the advertised schedule.

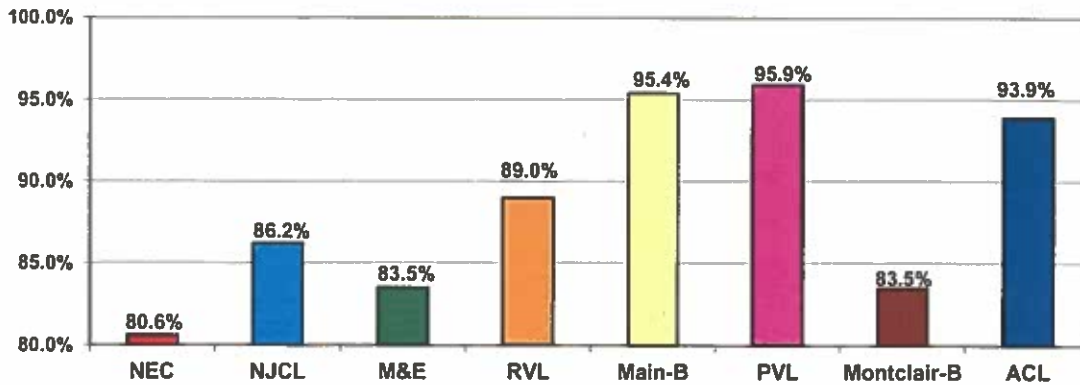
% NEW YORK PENN STATION Trains Reported On Time *



% SYSTEMWIDE Trains Reported On Time

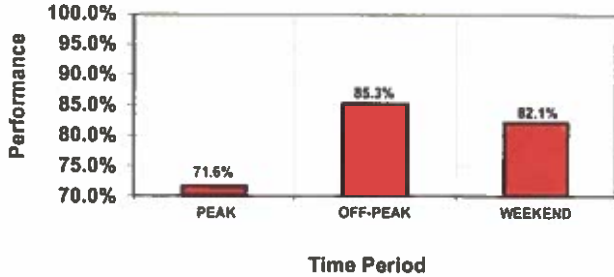


% BY LINE Trains Reported On Time

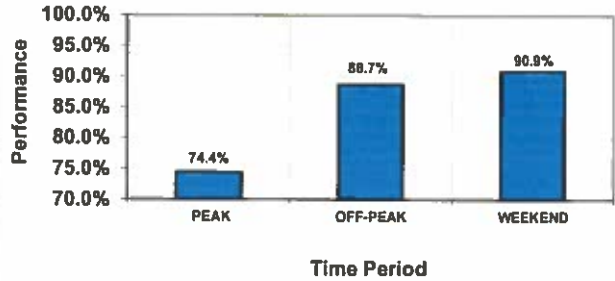


ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD APRIL 2017

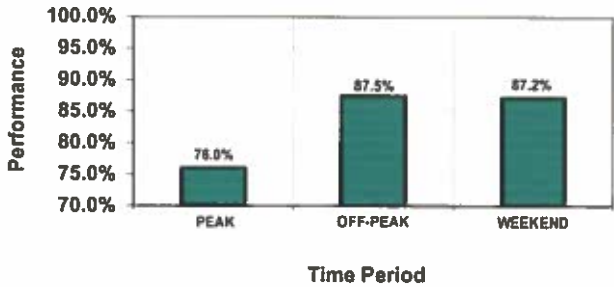
NORTHEAST CORRIDOR



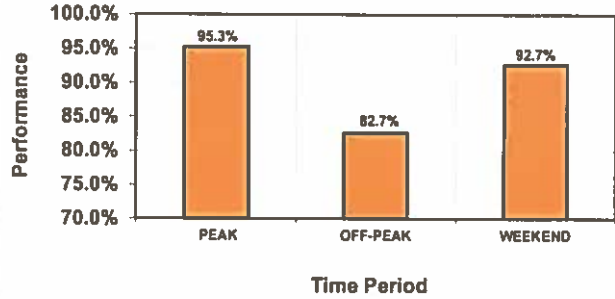
NORTH JERSEY COAST LINE



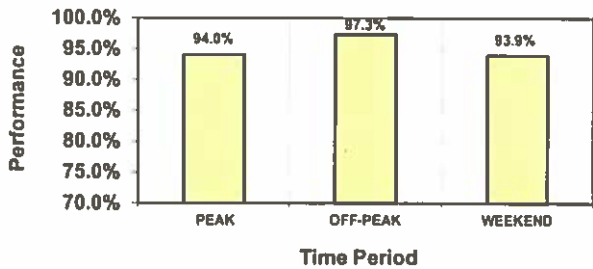
MORRIS & ESSEX



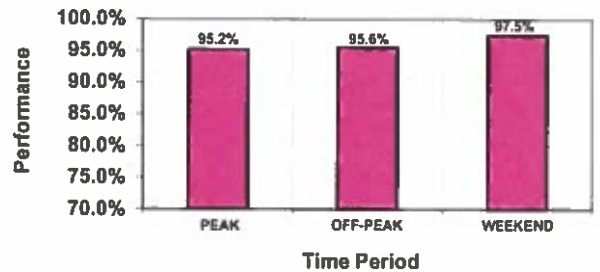
RARITAN VALLEY LINE



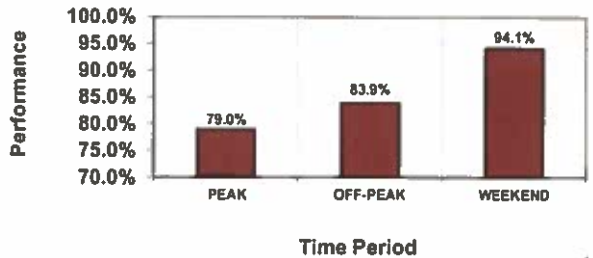
MAIN-BERGEN



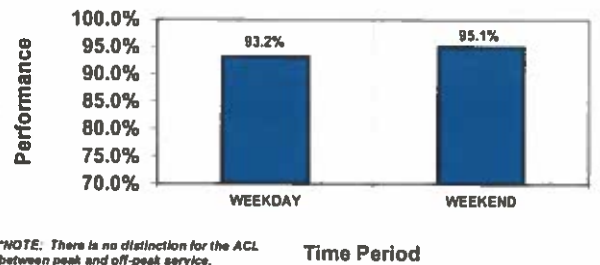
PASCACK VALLEY



MONTCLAIR-BOONTON

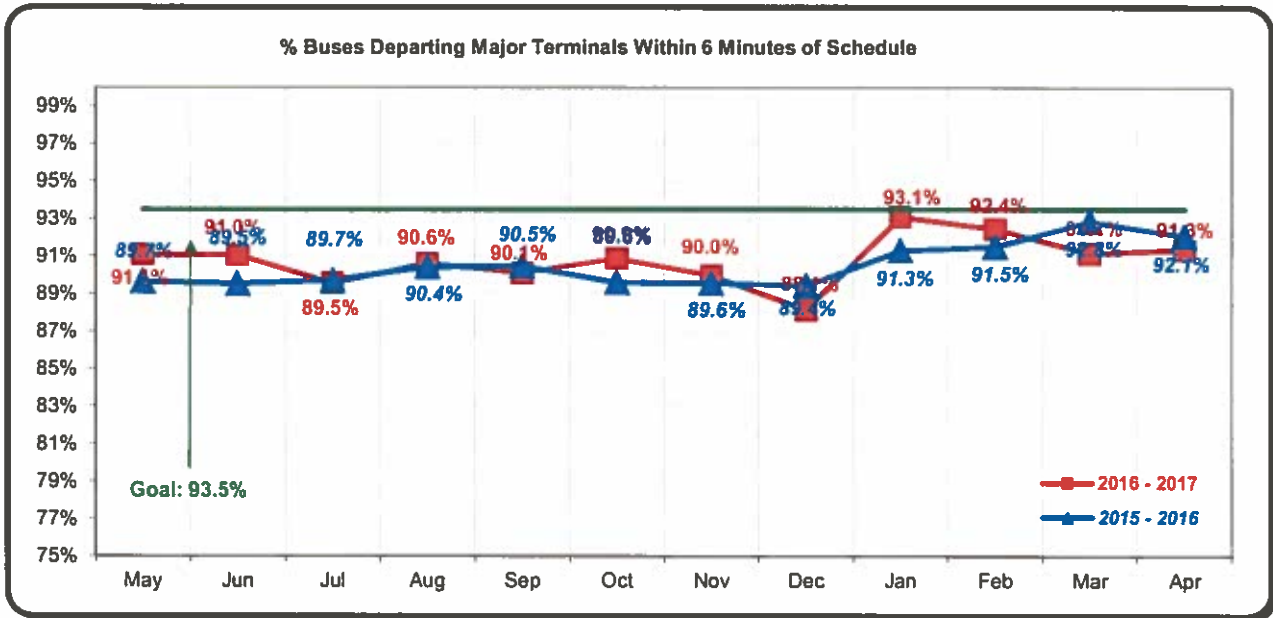


ATLANTIC CITY*



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

NJ TRANSIT ON-TIME PERFORMANCE BUS MAY 2015 - APRIL 2017



	2015 - 2016	2016 - 2017	% Change
April Comparison	92.1%	91.3%	-0.7%

	2015 - 2016	2016 - 2017	% Change
12-Month May 2015 - April 2017	90.5%	90.8%	0.3%

Analysis:

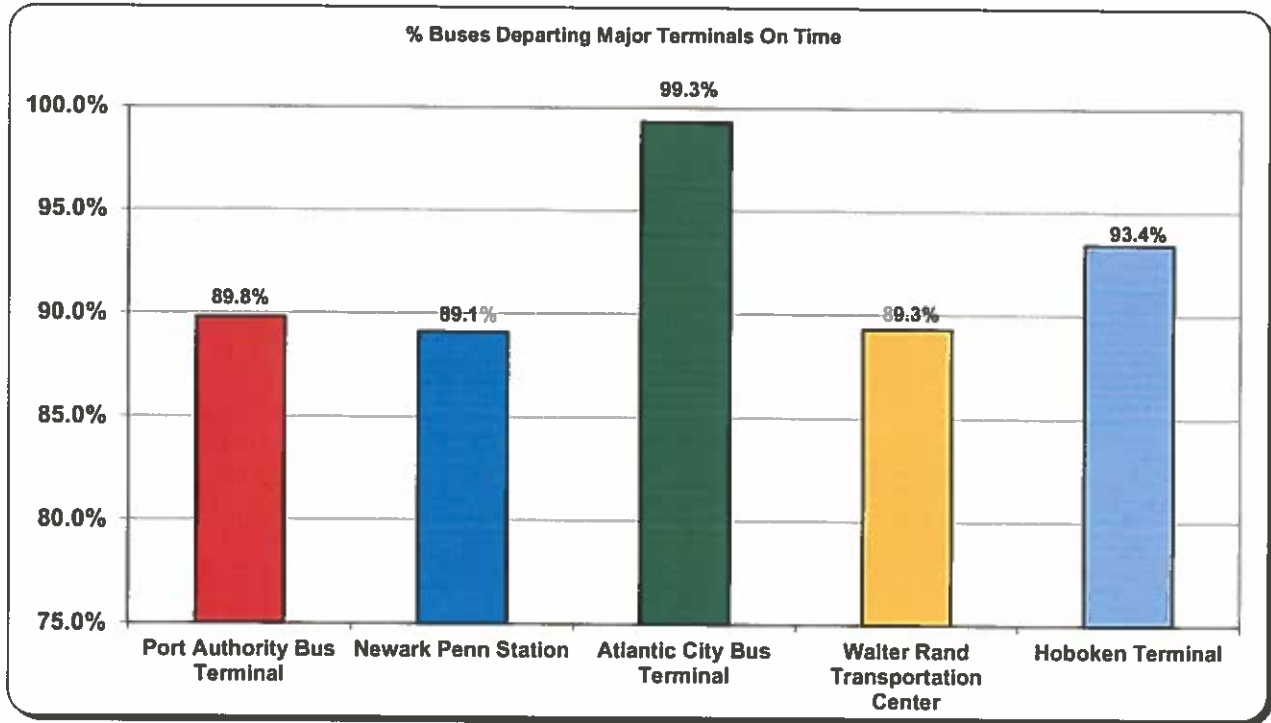
Bus On-Time Performance was 91.3% for April 2017. Of the 44,913 monitored departures, 3,986 (or 8.7%) experienced delays. Key causes included:

- High volume due to cross-honoring caused by NJ Transit derailment on April 3 affected performance at Port Authority Bus Terminal and Newark.
- NJT-involved accident on April 8 and an incident with a passenger on April 8 impacted performance at Walter Rand Transportation Center.
- Construction on Washington Street in Hoboken, an 18 month project, continues to impact performance at Hoboken.

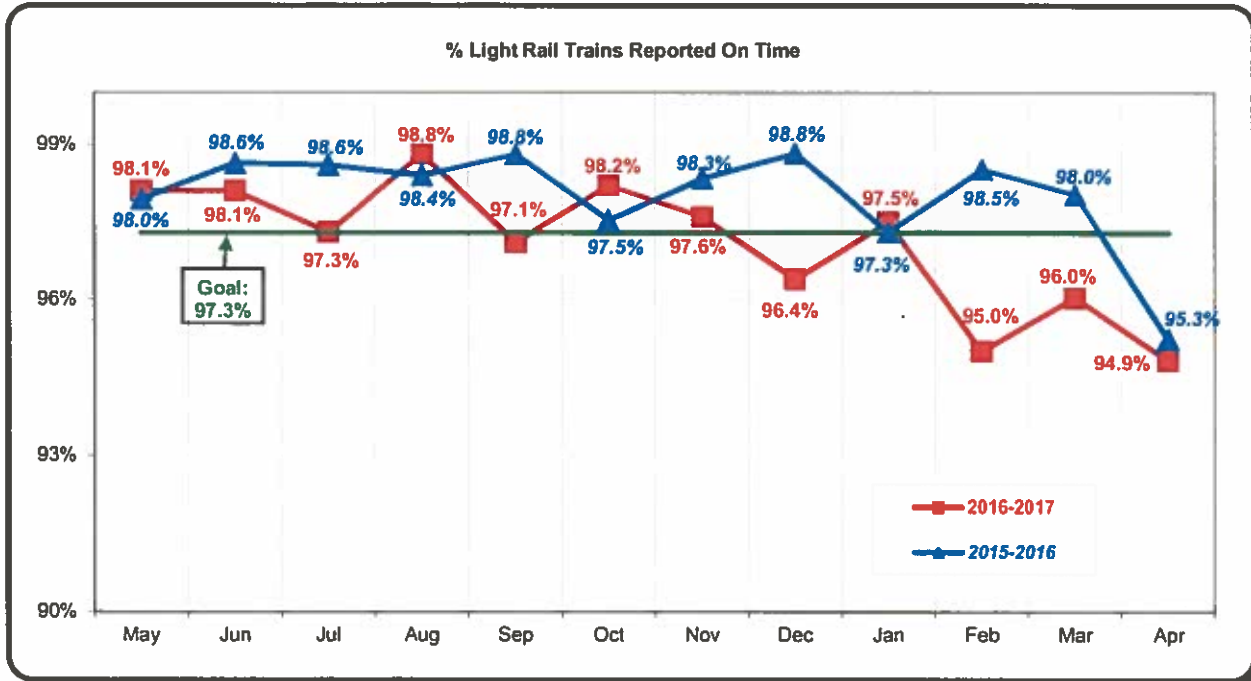
The 12-month average for Bus On-Time Performance for May 2016 - April 2017 was 90.8%, which was an increase of 0.3% from the previous year.

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL APRIL 2017



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL MAY 2015 - APRIL 2017



	2016	2017	# Change
April Comparison	95.3%	94.9%	-0.4%

	2016	2017	# Change
12-Month Average Ended Apr. 2016 & Apr. 2017	98.0%	97.1%	-0.9%

Analysis:

Light Rail On-Time Performance systemwide was 94.85% for the month of April 2017. Of the 25,428 scheduled departures, 1,310 (or 5.1%) experienced delays.

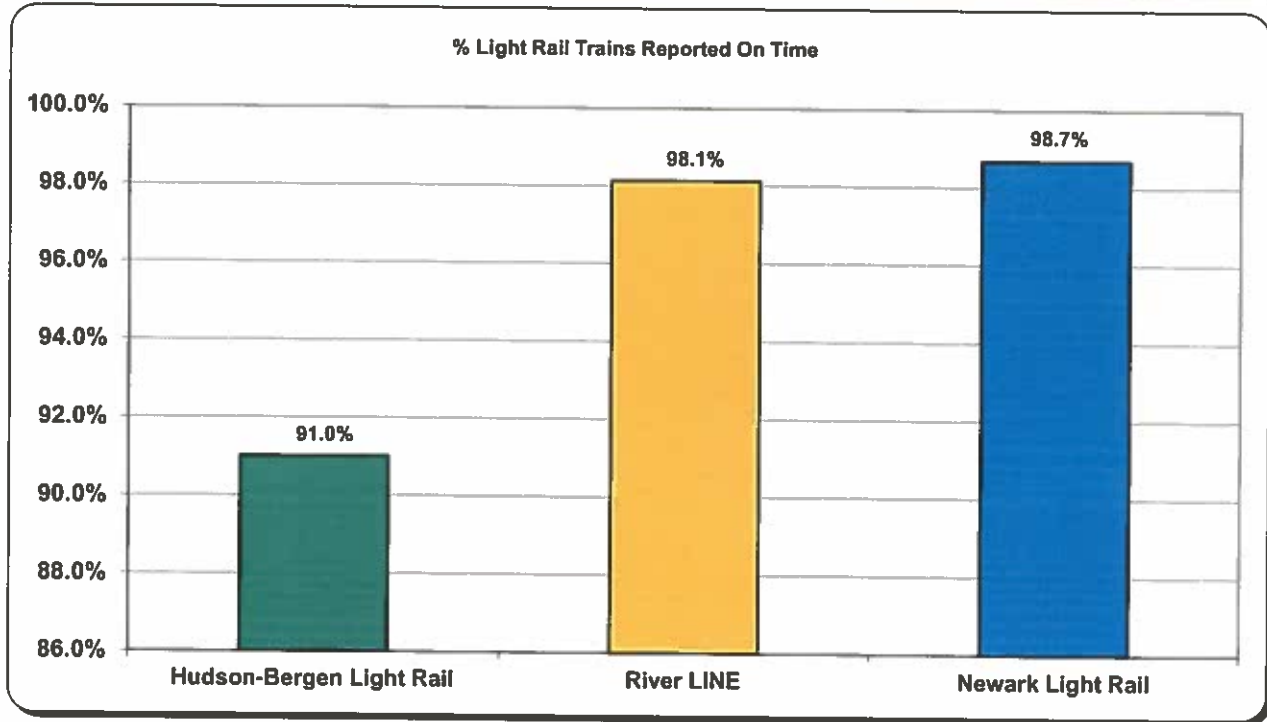
Key causes included:

- Scheduled construction north of Marin Blvd. station delayed 152 HBLR trains on April 2.
- Diesel engine fault on a light rail vehicle delayed 8 River LINE trains on April 13.
- A broken catenary arm near Norfolk Station delayed 21 Newark Light Rail trains on April 12.

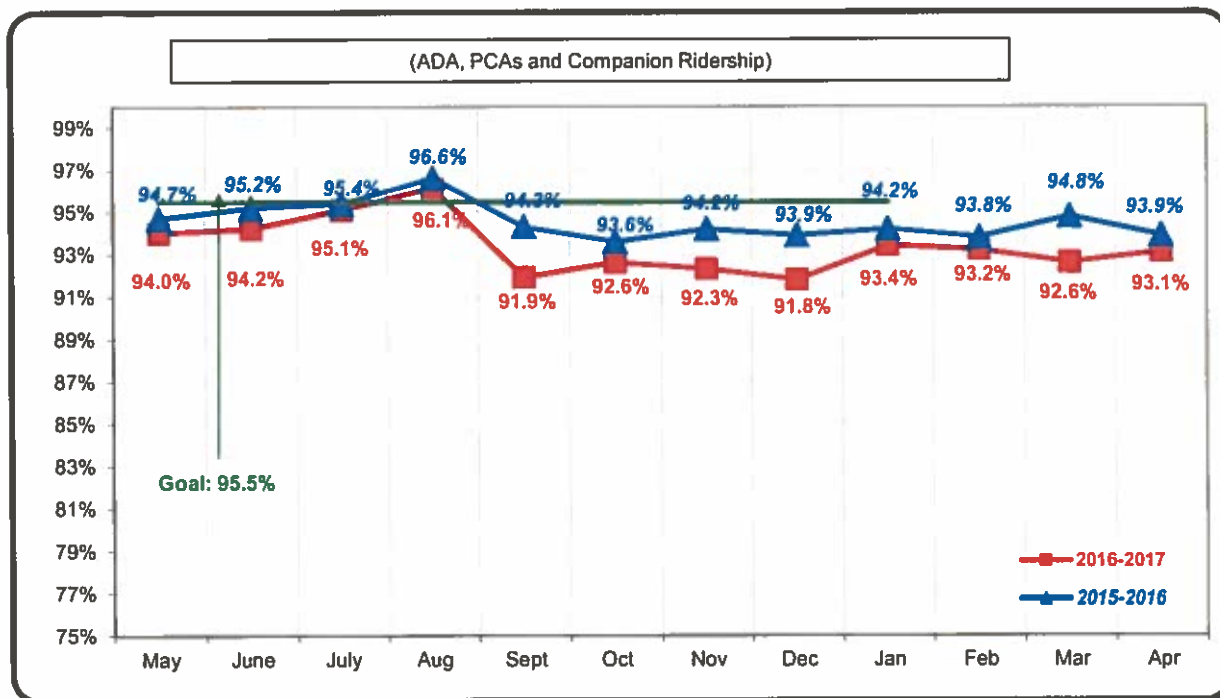
The 12-month average for Light Rail On-Time Performance for May 2016 - April 2017 was 97.08%, which decreased by 0.9% compared to May 2015 to April 2016.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE APRIL 2017



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK May 2015 - April 2017



	2016	2017	% Change
April Comparison	93.9%	93.1%	-0.8%

	2016	2017	Difference
April Ridership	135,413	133,182	-2,231

	2015-2016	2016-2017	% Change
12-Month Average May-April	94.6%	93.4%	-1.2%

Analysis:

Access Link On-Time Performance was 93.1% for April, 2017. In serving 133,182 total riders, for 120,861 ADA customers trips, 8,361 (or 6.9%) experienced delays.

Key causes include:

- * Holiday cancellations & customer no-shows
- * Service delays (due to inclement weather)
- * Road closures/construction

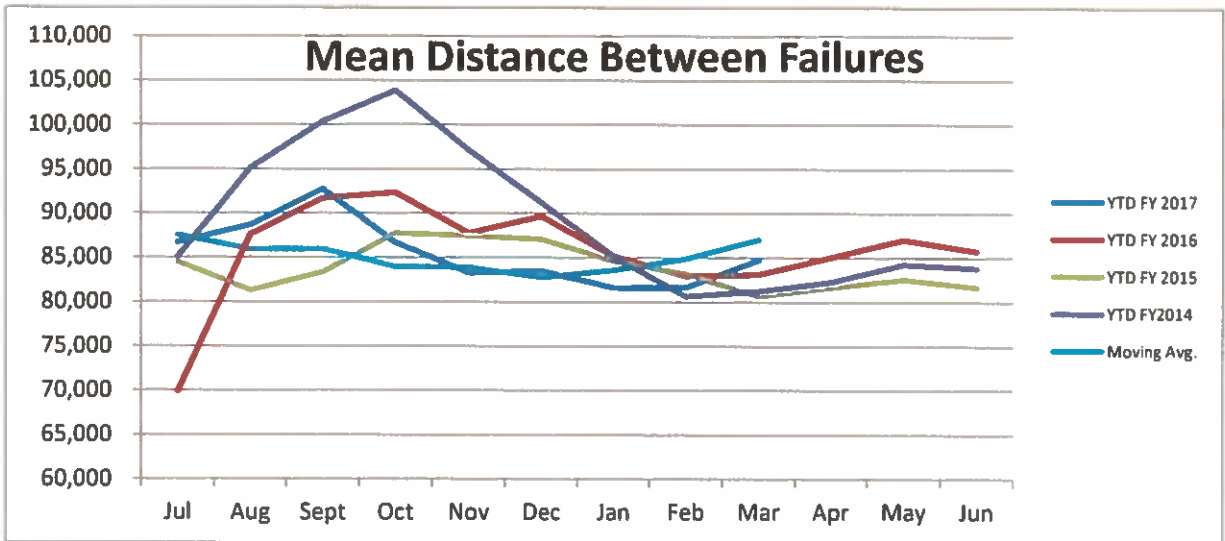
The 12-month average for Access Link On-Time Performance for May 2016 - April 2017 was 94.0%, which decreased by -1.2%.

MEAN DISTANCE BETWEEN FAILURES

March-17

NJ Transit Rail
Mean Distance Between Failures

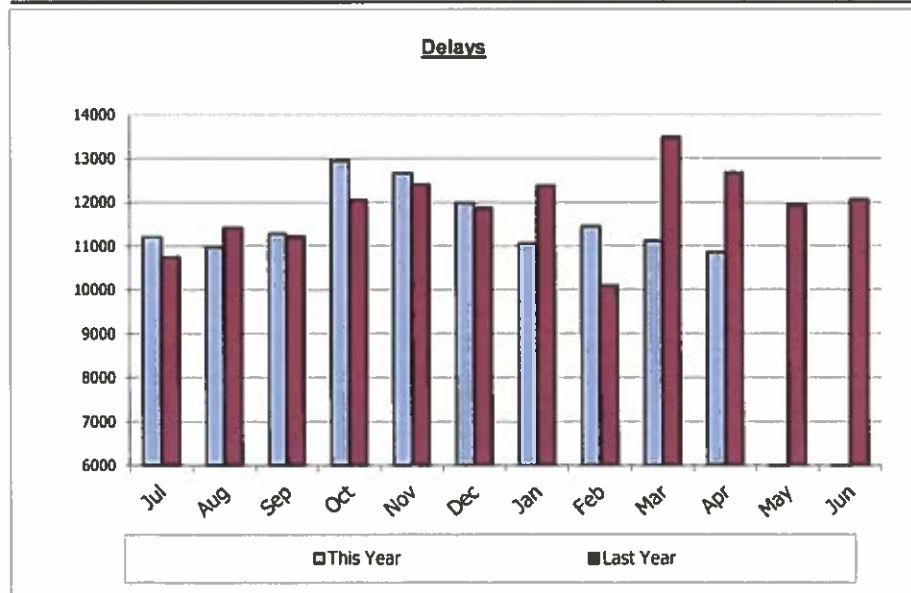
Month	YTD FY2017	YTD FY2016	YTD FY2015	YTD FY2014	12 Month Moving Avg.
Jul	86,683	69,926	84,508	85,097	87,513
Aug	88,680	87,565	81,319	95,116	85,898
Sept	92,705	91,669	83,368	100,341	85,954
Oct	86,626	92,329	87,750	103,813	83,937
Nov	83,272	87,756	87,434	97,112	83,870
Dec	83,501	89,655	87,042	91,128	82,753
Jan	81,633	85,167	84,607	85,161	83,609
Feb	81,639	82,949	83,179	80,639	84,826
Mar	84,715	83,112	80,659	81,229	87,026
Apr	-	85,060	81,649	82,293	-
May	-	87,022	82,566	84,237	-
Jun	-	85,722	81,704	83,798	-



Garage Performance Parameters

April 2017

Location	Miles Between In-Service Delays			
	FY2017 Goal	This Month	FY2017 YTD	FY2016 YTD
Fairview	7,000	5,276	5,862	6,398
Greenville	9,900	5,945	6,195	6,694
Market Street	9,500	7,121	8,434	8,296
Meadowlands	11,500	7,454	7,519	8,468
Oradell	13,500	7,437	9,845	10,829
Wayne	12,500	12,082	12,770	12,027
Northern Division	-	7,746	8,793	9,243
Big Tree	9,600	6,233	9,330	7,949
Hilton	10,500	11,080	10,121	11,021
Howell	16,750	31,918	34,688	33,656
Ironbound	9,800	8,910	10,204	10,725
Orange	10,200	10,992	9,357	9,008
Morris	10,500	45,236	47,120	43,347
Central Division	-	12,545	13,080	13,103
Egg Harbor	16,500	17,686	15,564	15,001
Hamilton	20,000	17,632	17,993	23,421
Newton Avenue	15,700	18,360	14,199	14,422
Washington Twp.	14,500	12,997	13,585	13,089
Southern Division	-	15,896	14,842	14,832
Bus Operations	-	10,866	11,517	11,772

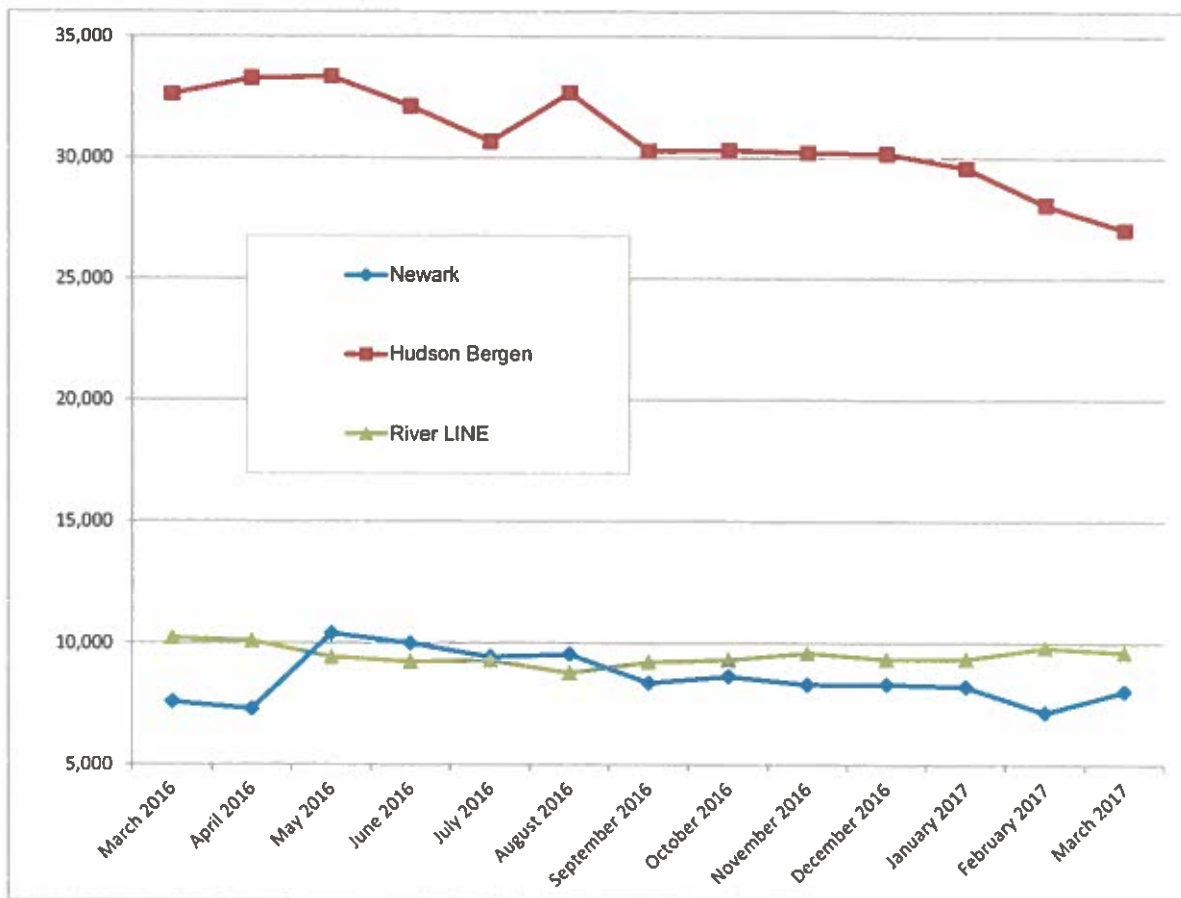


NJ TRANSIT - LIGHT RAIL, March 2017

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * March 2017
Newark Light Rail	8,026
Hudson Bergen	27,048
River LINE	9,630

AVERAGE MILES BETWEEN IN-SERVICE MECHANICAL FAILURES



* Mechanical failure data for 3 LR systems, calculated as a rolling average over multiple months.

** Newark Light Rail operates much less mileage, with all single-car trains and a 5 mile alignment.

DBE/SBE PROGRAM

NJ TRANSIT –Office of Business Development Additional DBE/SBE Participation for April 2017

State Funded Contracts

During the month of April 2017, NJ TRANSIT awarded **\$36,000.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$0.00** or **0.00%**.

During the State Fiscal Year **2017** (July 1, 2016 through June 30, 2017) NJ TRANSIT awarded **\$17,967,372.77** in state funded contracts. Of that total, SBEs received **\$4,768,020.77** or **26.54%**.

SBE Goal Attainment from July 1, 2016 through June 30, 2017 (FY 2017)

Category 1 SBEs received	\$120,000.00	or 0.67%
Category 2 SBEs received	\$35,000.00	or 0.19%
Category 3 SBEs received	\$0.00	or 0.00%
Category 4 SBEs received	\$2,379,000.00	or 13.24%
Category 5 SBEs received	\$1,811,070.77	or 10.08%
Category 6 SBEs received	\$422,950.00	or 2.35%

FTA Funded Contracts (updated Quarterly – next update will occur July 2017)

During the 2nd Quarter (January 1, 2017 – March 31, 2017) of Federal Fiscal Year 2017 (October 1, 2016 through September 30, 2017), the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$2,667,312.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$509,445.00** or **19.09%**.

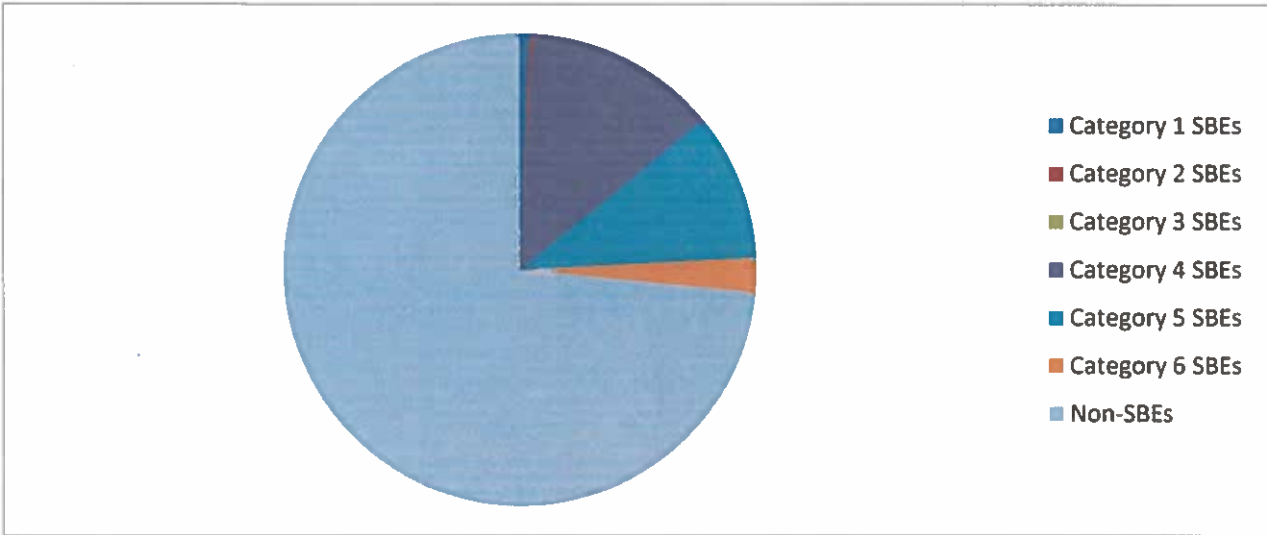
DBE Goal Attainment from October 1, 2016 (FFY 2016) - September 30, 2017 (FFY 2017) **

Contracts awarded	\$4,154,686.25
DBEs received	\$ 536,795.00 or 12.92%

****Numbers reflect federal share.**

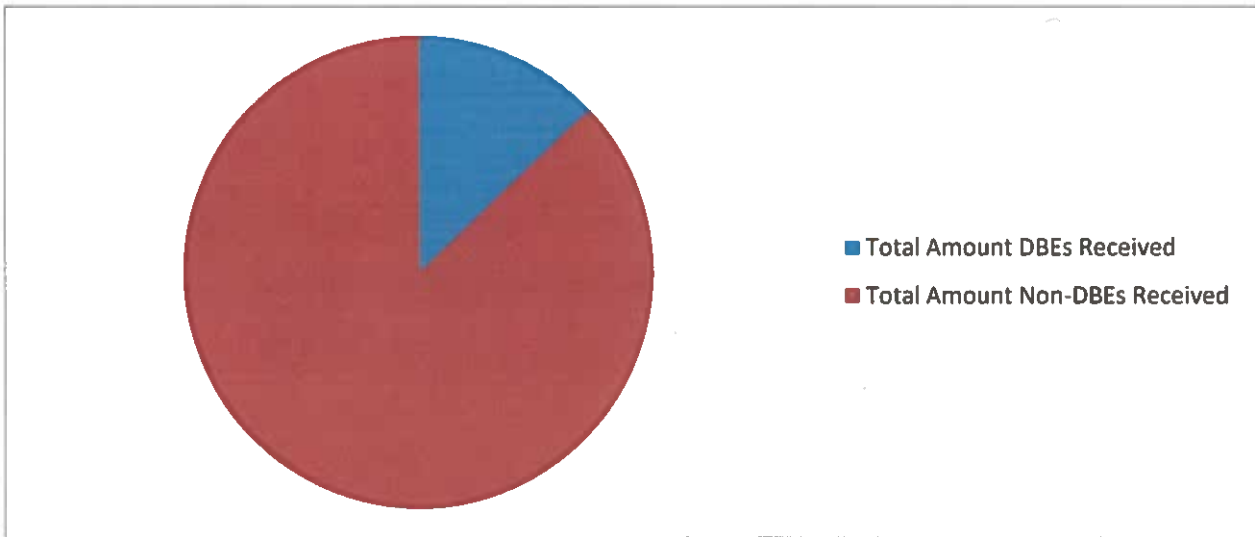
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2017

Category 1 SBEs	\$120,000.00	0.67%
Category 2 SBEs	\$35,000.00	0.19%
Category 3 SBEs	\$0.00	0.00%
Category 4 SBEs	\$2,379,000.00	13.24%
Category 5 SBEs	\$1,811,070.77	10.08%
Category 6 SBEs	\$422,950.00	2.35%
Non-SBEs	\$13,199,352.00	0.00%



DBE PARTICIPATION
FEDERAL CONTRACTS
TRIENNIAL YEARS 2017-2019

Total Amount DBEs Received	\$536,795.00	12.92%
Total Amount Non-DBEs Received	\$3,617,891.25	87.08%



EMPLOYEE RECOGNITION

NJ TRANSIT employees bid farewell after outstanding careers

Seventeen NJ TRANSIT employees retired recently with careers ranging from 7 to 42 years of service:

1. Michael Barrett, Serviceman – Ironbound – 11 years
2. Santo Bonelli, Foreman – Morrisville – 16 years
3. John Coulter, Conductor – Various Locations – 30 years
4. Robert McGuinness, Asst. Conductor – Various Locations – 7 years
5. Terrence McMahon, Inspector – Penn Plaza – 29 years
6. Ronald Rand, Signal Inspector – Plainfield – 29 years
7. Michael Santasieri, Class 1 Operator – GOB – 38 years
8. Trevor Boyce, Operator – Greenville – 10 years
9. Mitchell Libby, Operator – Egg Harbor – 11 years
10. Dorothy Southerland, Shop Clerk – Newark Bus – 11 years
11. Luis Araque, Operator – Meadowlands – 14 years
12. Khalid Awan, Operator – Hilton – 16 years
13. Craig Walter, Operator – Washington Twp. – Operator
14. Eric Garcia, Operator – Market Street – 12 years
15. Eugene McManus, Director Point of Sale Fare Collector – Penn Plaza – 42 years
16. Carl Pulaski, Director of Transportation – Newton Avenue – 40 years
17. Paul Stangas, Senior Director Capital Project Management – 19 years