

Phillip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, Executive Director

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TO: BOARD OF DIRECTORS
FROM: KEVIN S. CORBETT 
DATE: AUGUST 8, 2018
SUBJECT: EXECUTIVE DIRECTOR'S REPORT – AUGUST 2018

We're pleased to introduce a new structure to our Board meetings. We value your time and your input, and we want to make these meetings as customer friendly as we can. That's why we have moved the executive session beforehand and the public comments are at the beginning of the meeting. I thank you for your patience as we worked to fine-tune the agenda order.

It has been a difficult time lately to be a train rider and our customers' patience has been put to the test. As a train rider myself, let me assure you that I have felt our customers' pain. Over the past week or so, we've not been able to dependably offer the level of service that we had hoped for during our PTC installation. This has not only been a result of taking equipment out of service for PTC but also has been the culmination of years of under-investment which has compounded issues such as staffing levels. Unfortunately, these are issues that won't be solved overnight.

To give you a sense of what I'm talking about, from 2010 through 2017, there were only 11 locomotive engineer training classes scheduled. In 2010, there were no locomotive engineer training classes at all. During that time, we experienced a net loss of 47 engineers. Now, we are forced to make up for eight years of inattentiveness to engineer recruitment. Fortunately, we've already begun the process of moving in the right direction. We've ramped up the number of training classes to four per year, running concurrently. We anticipate a new class of locomotive engineers graduating this month, bringing nine new engineers to the roster. We're also incentivizing current conductors to become engineers. By doing this, we can leverage their railroad experience and accelerate their engineer training to less than a year.

Our PTC program continues to advance at a dramatic rate – and to accelerate. We continue working with the Federal Railroad Administration (FRA) to meet the milestones in front of us. When I arrived at NJ TRANSIT, we were at 12-percent completion. In just the past quarter alone, we've moved from 13-percent completion to 52-percent. As of August 6th, we had 100 locomotives and cab cars outfitted with PTC equipment. We've trained 90-percent of all engineers, signal technicians and others that need to be PTC trained. And, we've completed installation of 70-percent of the required wayside antennas, radios and other equipment on the railroad rights-of-way. While moving up to 52-percent completion is remarkable progress, we still have much to do. To continue the pace we're moving at, and to meet the remaining requirements, we will unfortunately have to make additional service adjustments.

Beginning September 5th all service on the Atlantic City Rail Line (ACRL) will be temporarily suspended. On September 10th the off-peak one seat rides on the Raritan Valley Line will be temporarily adjusted with those trains terminating in Newark. We recognize this is an inconvenience to our customers. Because of that, we're taking numerous actions to continue meeting the travel demands of customers including discounts and cross-honoring options on the ACRL.

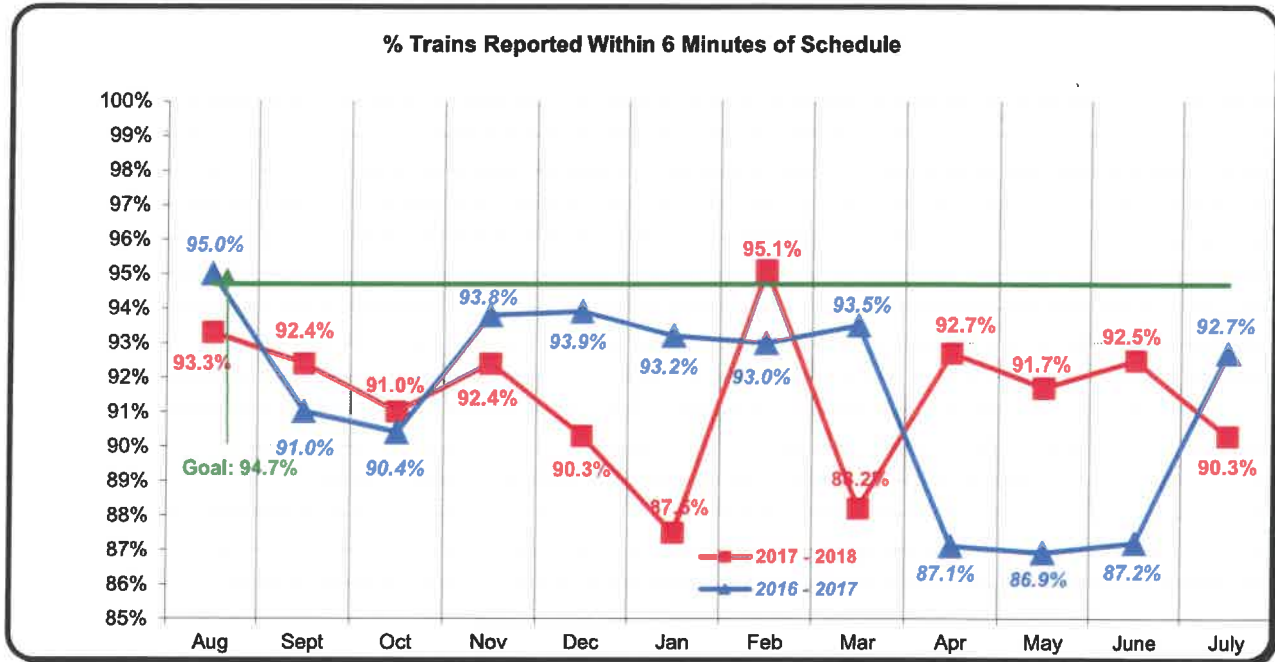
It's not just the rail side that we are addressing. We continue our efforts to recruit additional bus operators. On July 23rd and 24th, we, along with the ATU, co-hosted a special open house at Bergen Community College in Paramus in which we invited referrals from current NJ TRANSIT employees. We had a great turnout with 246 people attending. We've already made ten offers with more to come. We also continue to highlight our \$6,000 sign-on bonus for any applicant who already possesses a CDL A or B license with a passenger endorsement and air brakes. An additional recruitment event is being planned in South Jersey coming up late summer or early fall.

EXECUTIVE DIRECTOR'S MONTHLY REPORT AUGUST 8, 2018

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

PERFORMANCE MEASURES

NJ TRANSIT ON-TIME PERFORMANCE RAIL AUGUST 2016 - JULY 2018



	2017	2018	# Change
July Comparison	92.7%	90.3%	-2.4%

	2016-2017	2017-2018	# Change
12-Month Average Aug. 2017 - July, 2018	91.5%	91.5%	0.0%

Analysis:

Rail On-Time Performance was 90.3% for July, 2018. Of the 18,364 trains scheduled to operate, 16,576 were on time, while 1,788 trains (or 9.7%) were delayed. Key causes included:

- Amtrak trackside failure, Amtrak catenary failure and NJT programmed maintenance contributed to 81 delays resulting in 84.6% OTP on July 19.
- Amtrak Signal Failure, NJT shortage of equipment, NJT engineer availability and NJT unruly customer contributed to 86 delays resulting in 84.0% OTP on July 23.
- Amtrak signal failure, NJT engineer availability, NJT police activity, NJT signal failure, NJT weather related issues and NJT open bridge contributed to 102 delays resulting in 81.9% OTP on July 27.

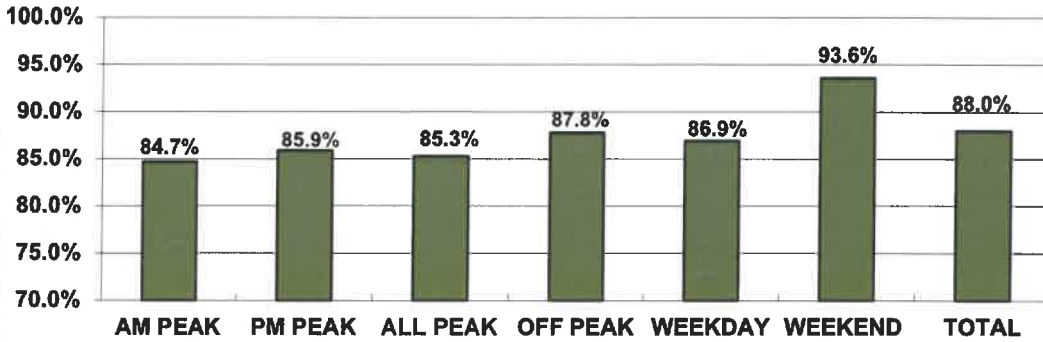
The 12-month average for Rail On-Time Performance August, 2017 - July, 2018 was 91.5%, which is no change.

ON-TIME PERFORMANCE RAIL

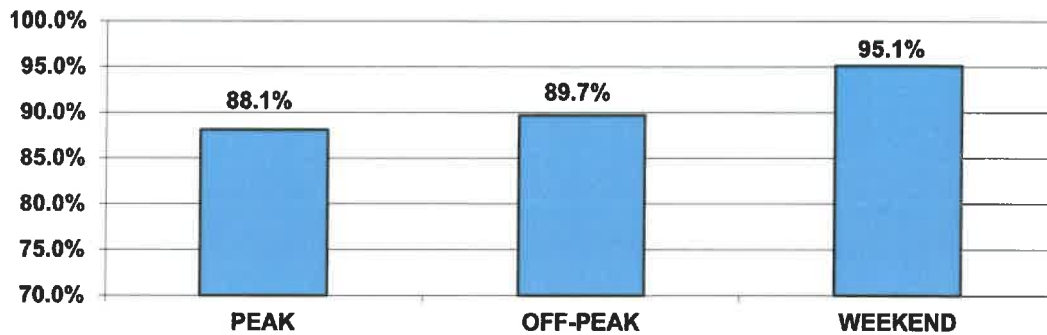
SUMMARY BY TIME PERIOD JULY, 2018

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

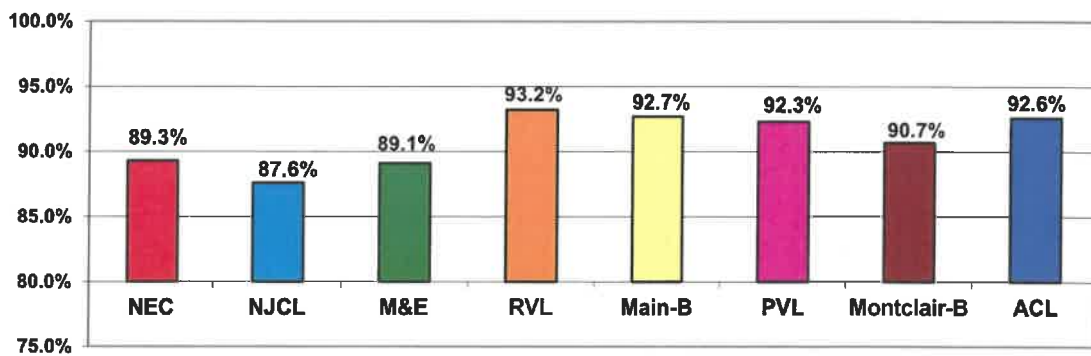
% NEW YORK PENN STATION Trains Reported On Time *



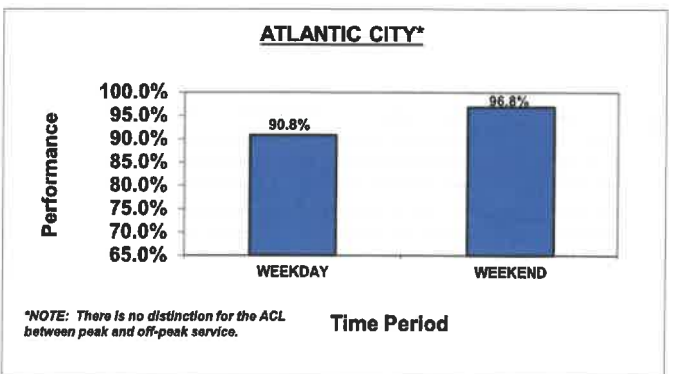
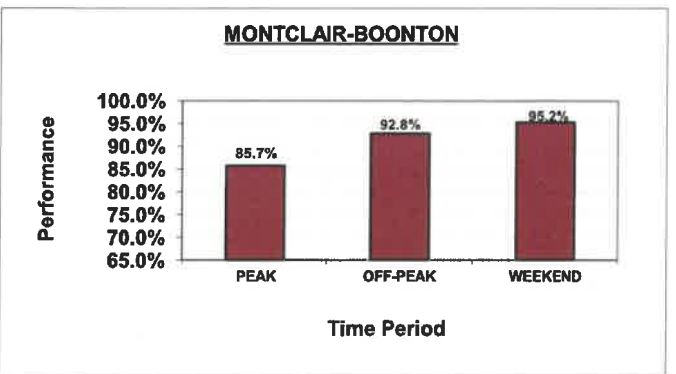
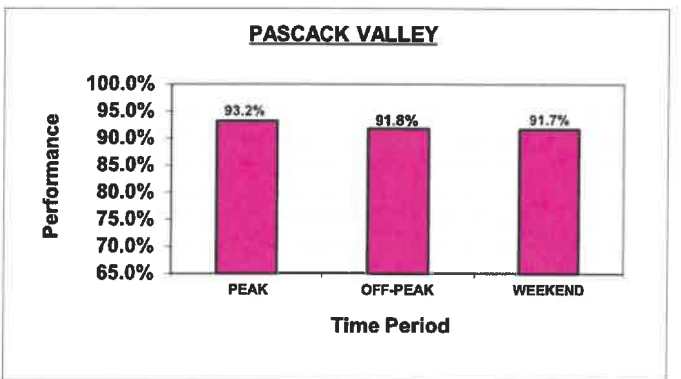
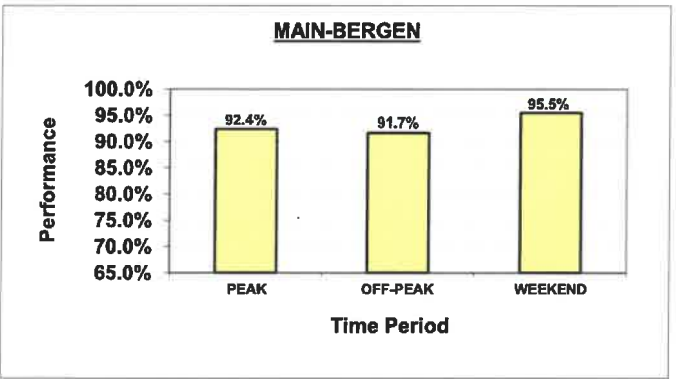
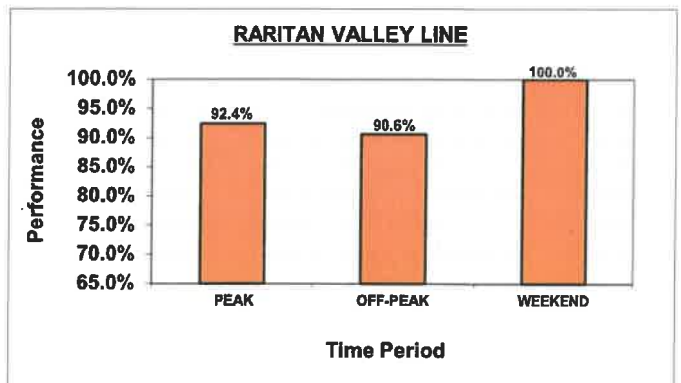
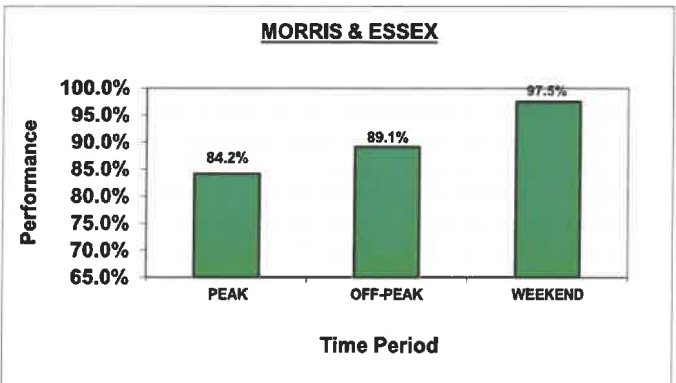
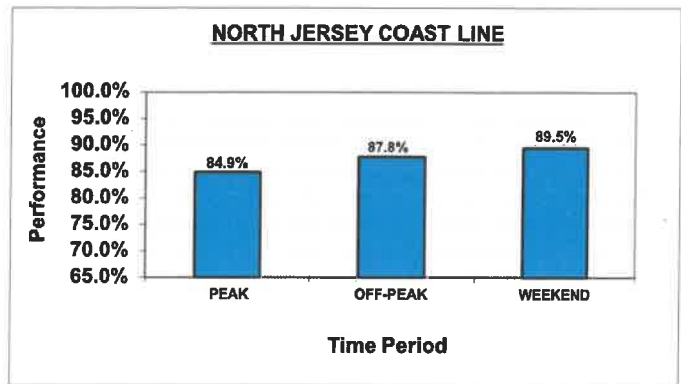
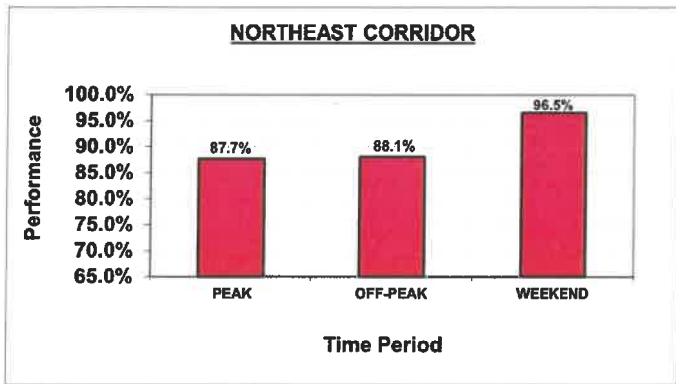
% SYSTEMWIDE Trains Reported On Time



% BY LINE Trains Reported On Time



ON-TIME PERFORMANCE BY RAIL LINE & TIME PERIOD JULY, 2018

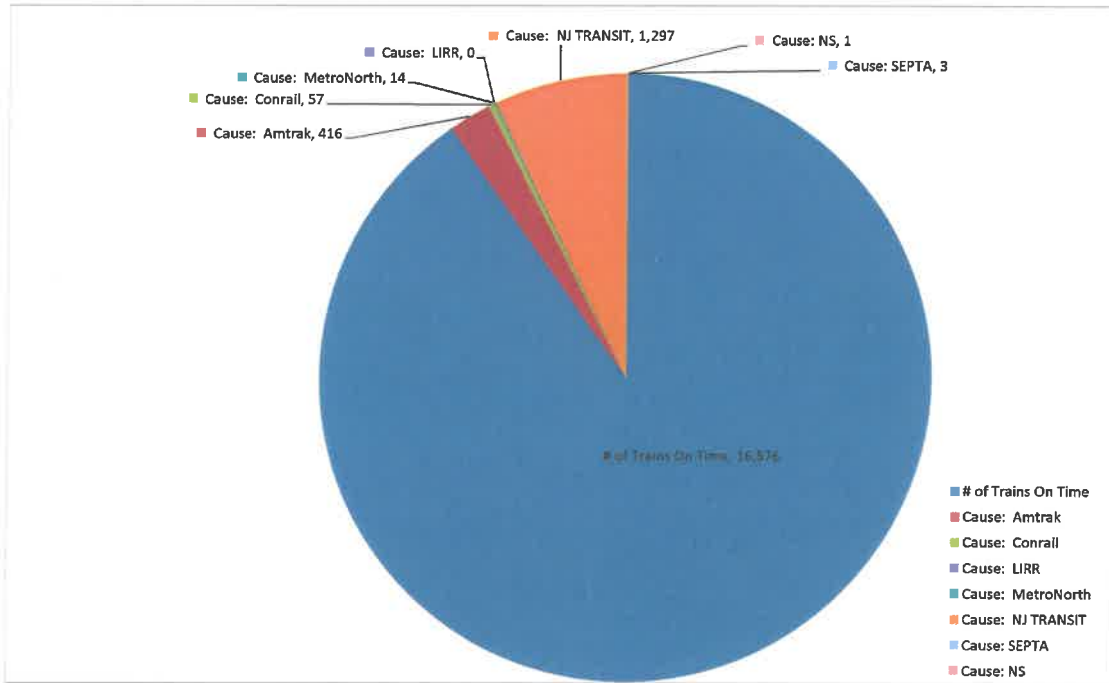


**NOTE: There is no distinction for the ACL between peak and off-peak service.*

NJ TRANSIT Performance - JULY, 2018

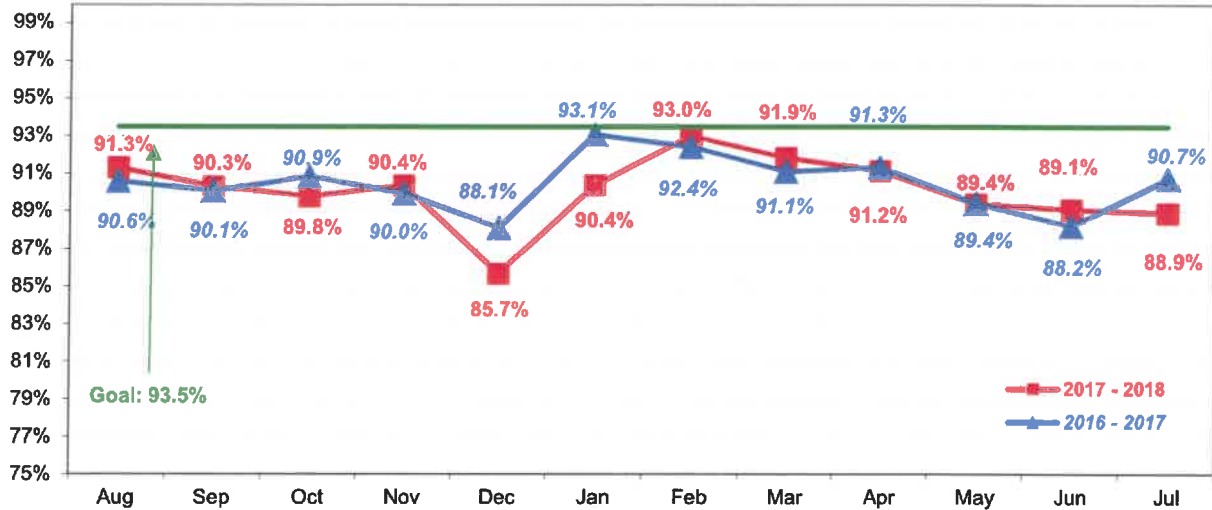
Late NJ TRANSIT Trains

	Cause: Amtrak	Cause: Conrail	Cause: LIRR	Cause: MetroNorth	Cause: NJ TRANSIT	Cause: SEPTA	Cause: NS
# of Trains On Time	16,576						
# of Late Trains	1,788						
Total # of Trains	18,364						
Percentage On Time	90.3%						
	416	57	0	14	1,297	3	1
	2.27%	0.31%	0.00%	0.08%	7.06%	0.02%	0.01%



NJ TRANSIT ON-TIME PERFORMANCE BUS AUGUST 2016 - JULY 2018

% Buses Departing Major Terminals Within 6 Minutes of Schedule



	2016 - 2017	2017 - 2018	% Change
July Comparison	90.7%	88.9%	-1.8%

	2016 - 2017	2017 - 2018	% Change
12-Month August 2017 - July 2018	90.5%	90.1%	-0.4%

Analysis:

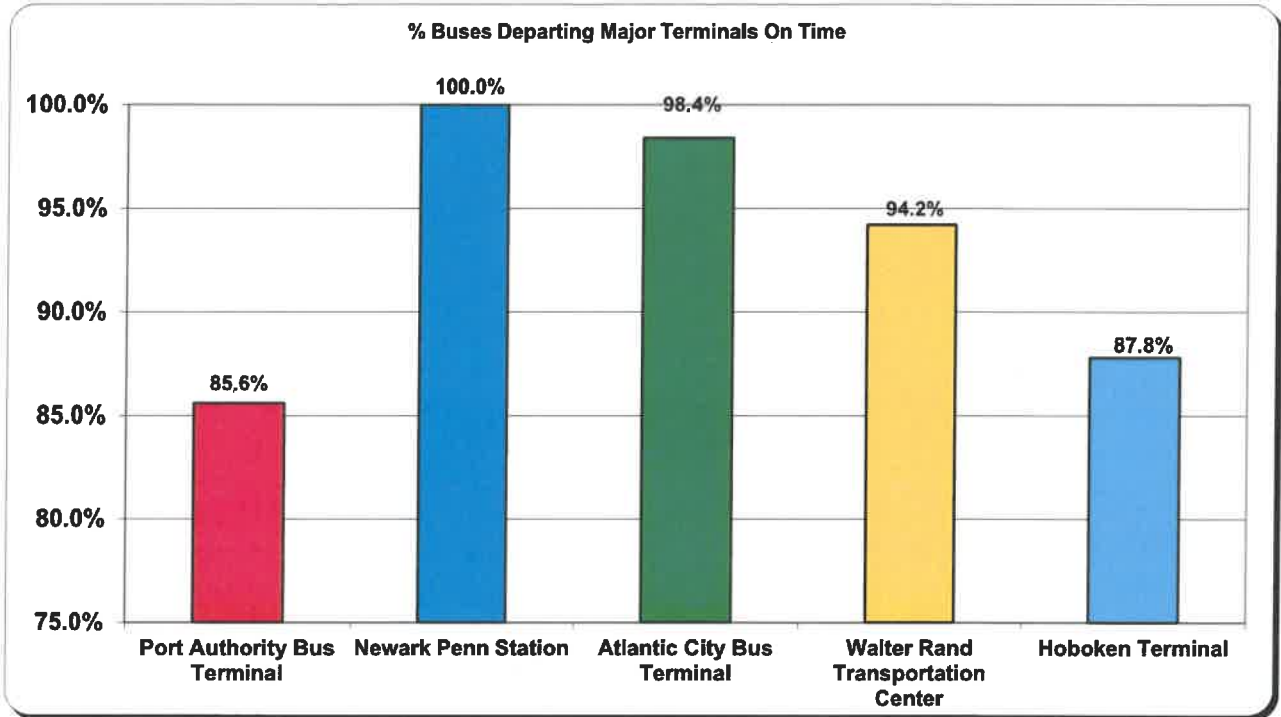
Bus On-Time Performance was 89.1% for July 2018. Of the 37,246 monitored departures 4,131 (or 11.1%) experienced delays. Key causes included:

- At Porth Authority Bus Terminal, emergency vehicles blocked the XBL on July 5, an accident and overturned vehicle closed 495 westbound on July 18, and weather-related delays on July 27 impacted service.
- eStarter was not functioning at Newark for a portion of the month. The problem has been addressed and corrected.
- Construction on Washington Street continues to impact performance at Hoboken. The project has been rescheduled and will continue until August. The heavy rain and flooding caused additional delay.

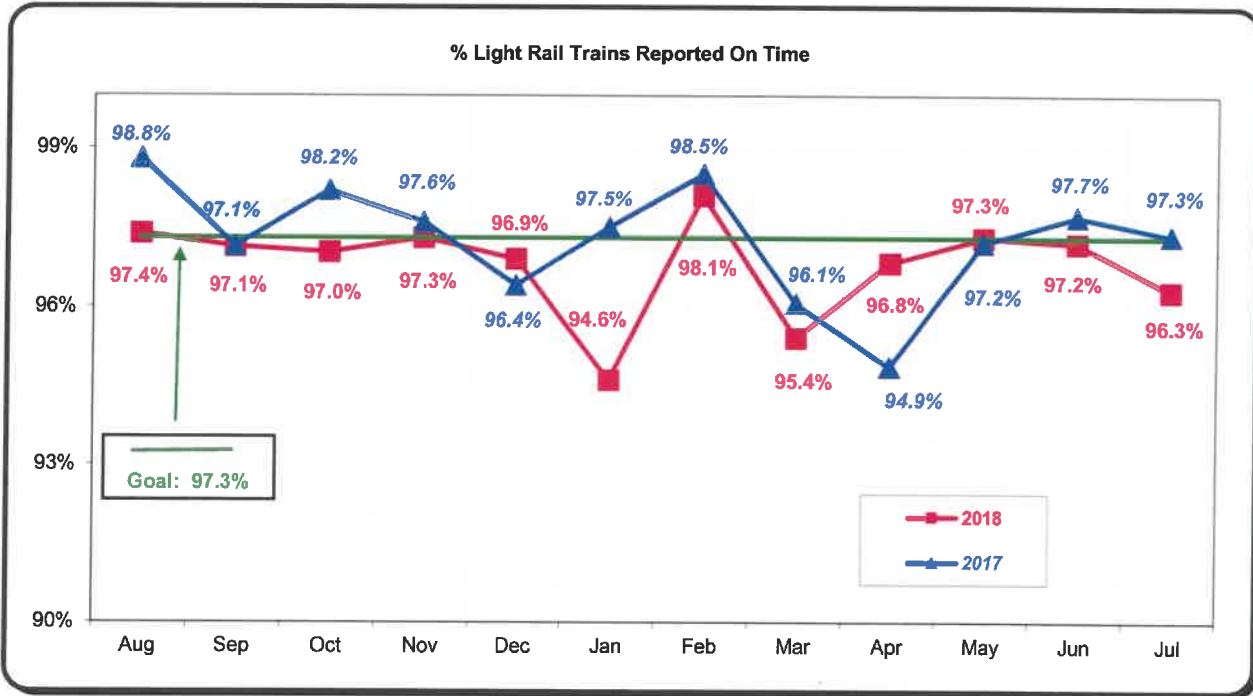
The 12-month average for Bus On-Time Performance for August 2017 - July 2018 was 90.1%, which

ON-TIME PERFORMANCE BUS

SUMMARY BY TERMINAL JULY 2018



NJ TRANSIT ON-TIME PERFORMANCE LIGHT RAIL AUGUST 2016 - JULY 2018



July Comparison	2017	2018	# Change
	97.3%	96.3%	-1.0%

12-Month Average Ended Aug 2017 - Jul 2018	2017	2018	# Change
	97.3%	96.8%	-0.5%

Analysis:

Light Rail On-Time Performance systemwide was 96.3% for the month of July 2018. Of the 26,903 scheduled departures, 999 (or 3.7%) experienced delays.

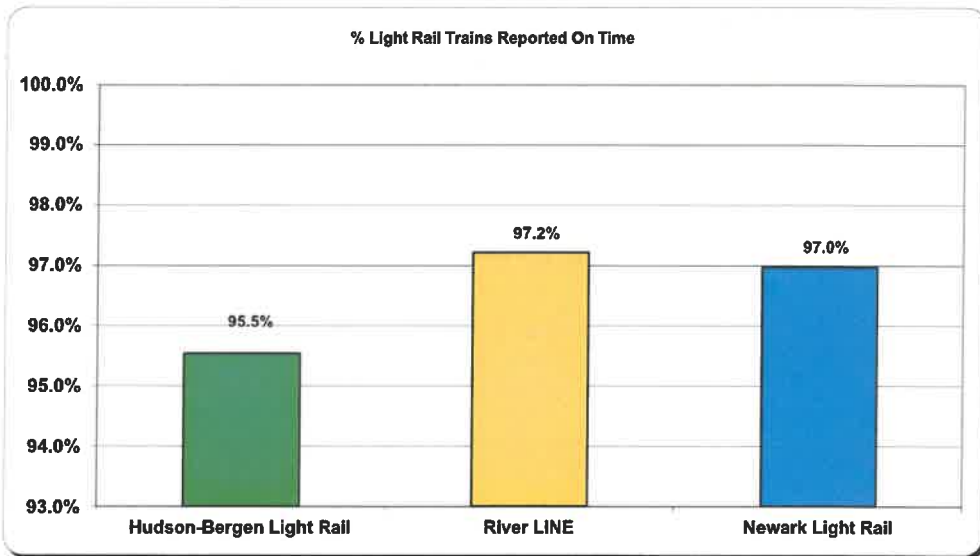
Key causes included:

- Downed tree branches near Tonnelle Ave. delayed 21 HBLR Line trains on July 23.
- LRV collision at 5th St. and Federal St. in Camden delayed 3 RiverLine trains on July 14.
- Police activity in Newark between Penn Station & Broad Street delayed 34 NLR trains on July 23.

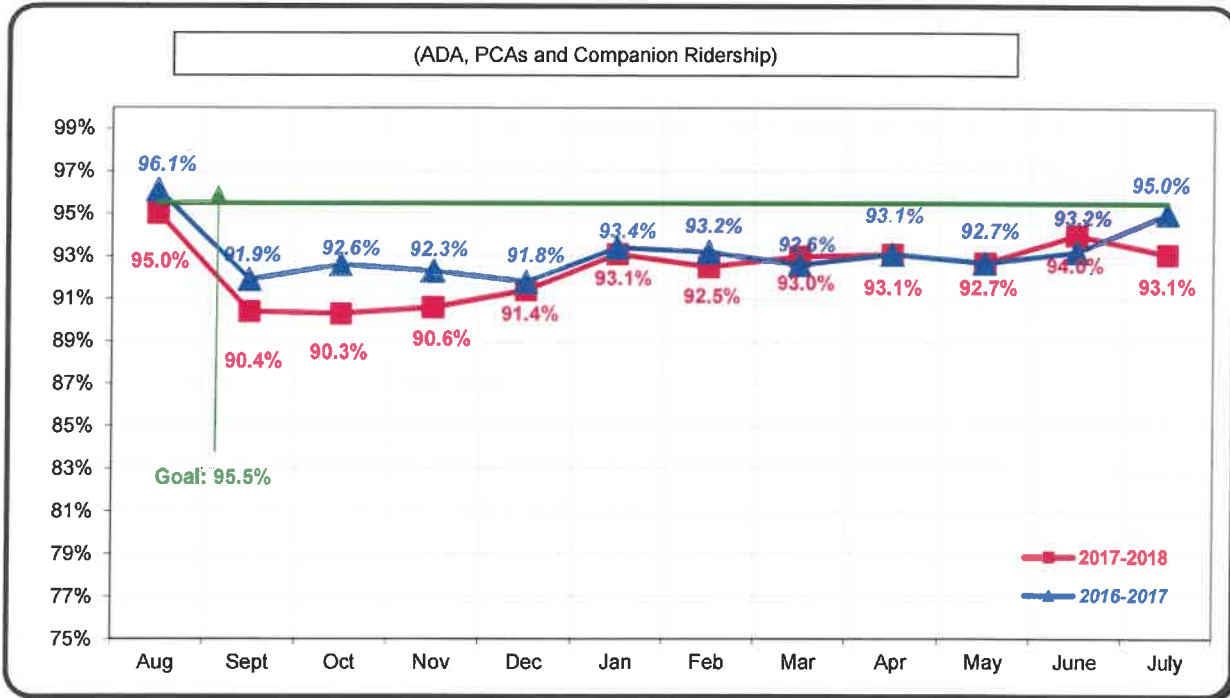
The 12-month average for Light Rail On-Time Performance for August 2017 - July 2018 was 96.8%, which decreased by 0.5 %.

ON-TIME PERFORMANCE LIGHT RAIL

SUMMARY BY LINE July 2018



NJ TRANSIT ON-TIME PERFORMANCE ACCESS LINK August 2016 - July 2018



	2017	2018	% Change
July Comparison	95.0%	93.1%	-1.9%

	2017	2018	Difference
July Ridership	130,592	136,371	5,779

	2016-2017	2017-2018	% Change
12-Month Average August-July	93.2%	92.4%	-0.8%

Analysis:

Access Link On-Time Performance was 93.1% for July, 2018. In serving 136,371 total riders, for 122,937 ADA customers trips, 8,503 (or 6.9%) experienced delays.

Key causes include:

- * Road closures / due to construction
- * Customer no-show and cancellations

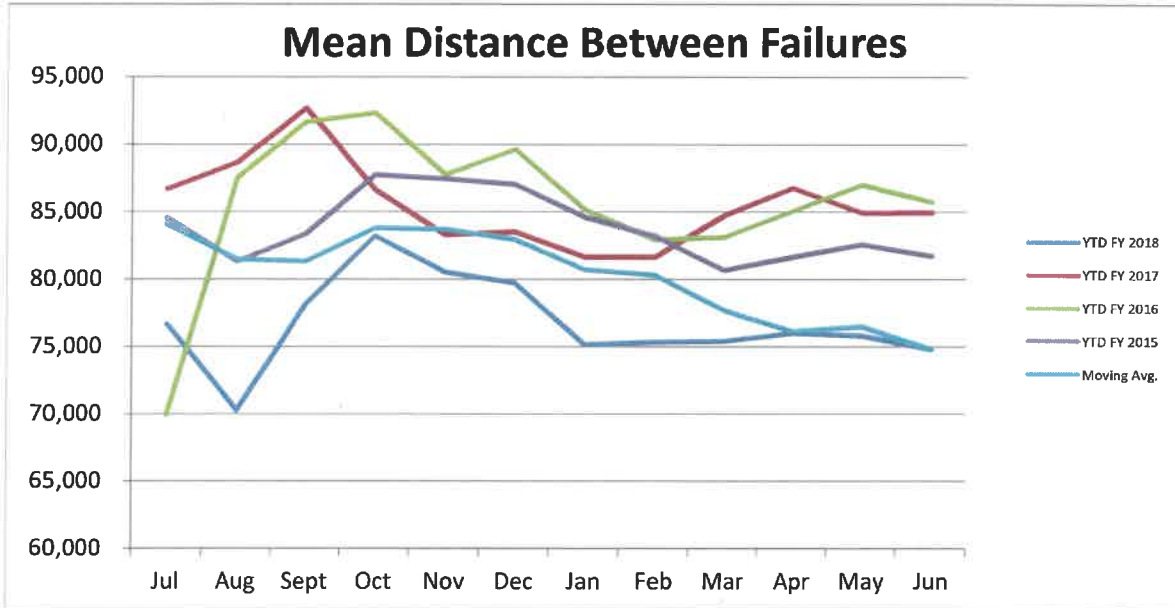
The 12-month average for Access Link On-Time Performance for August 2016 - July 2018 was 92.4%, which decreased by -0.8%.

MEAN DISTANCE BETWEEN FAILURES

June 2018

NJ TRANSIT Rail Operations
Mean Distance Between Failures

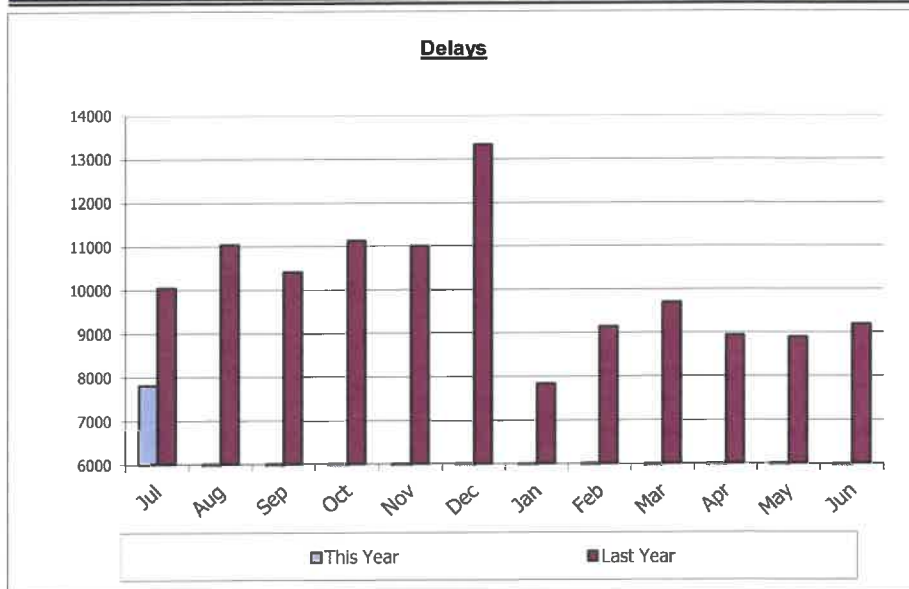
Month	YTD FY2018	YTD FY2017	YTD FY2016	YTD FY2015	12 Month Moving Avg.
Jul	76,674	86,683	69,926	84,508	84,069
Aug	70,263	88,680	87,565	81,319	81,472
Sept	78,151	92,705	91,669	83,368	81,337
Oct	83,213	86,626	92,329	87,750	83,800
Nov	80,523	83,272	87,756	87,434	83,720
Dec	79,711	83,501	89,655	87,042	82,929
Jan	75,139	81,633	85,167	84,607	80,711
Feb	75,324	81,639	82,949	83,179	80,309
Mar	75,376	84,715	83,112	80,659	77,686
Apr	75,968	86,771	85,060	81,649	76,108
May	75,787	84,920	87,022	82,566	76,487
Jun	74,776	84,936	85,722	81,704	74,776



Garage Performance Parameters

July 2018

Location	Miles Between In-Service Delays			
	FY2019 Goal	This Month	FY2019 YTD	FY2018 YTD
Fairview	6,000	3,557	3,557	5,159
Greenville	7,500	3,498	3,498	3,864
Market Street	8,500	6,126	6,126	7,737
Meadowlands	10,200	5,149	5,149	6,732
Oradell	10,500	6,133	6,133	8,263
Wayne	10,500	6,536	6,536	10,239
Northern Division	-	5,413	5,413	7,318
Big Tree	8,800	4,636	4,636	7,043
Hilton	10,200	7,821	7,821	9,024
Howell	16,750	20,473	20,473	35,754
Ironbound	9,600	7,103	7,103	10,151
Orange	9,250	7,380	7,380	7,319
Morris	10,500	47,215	47,215	46,912
Central Division	-	8,943	8,943	11,609
Egg Harbor	15,500	20,037	20,037	16,803
Hamilton	13,000	6,321	6,321	9,082
Newton Avenue	12,000	8,878	8,878	16,088
Washington Twp.	14,500	12,989	12,989	11,965
Southern Division	-	12,092	12,092	13,477
	-	-	-	-
Bus Operations	-	7,811	7,811	10,050

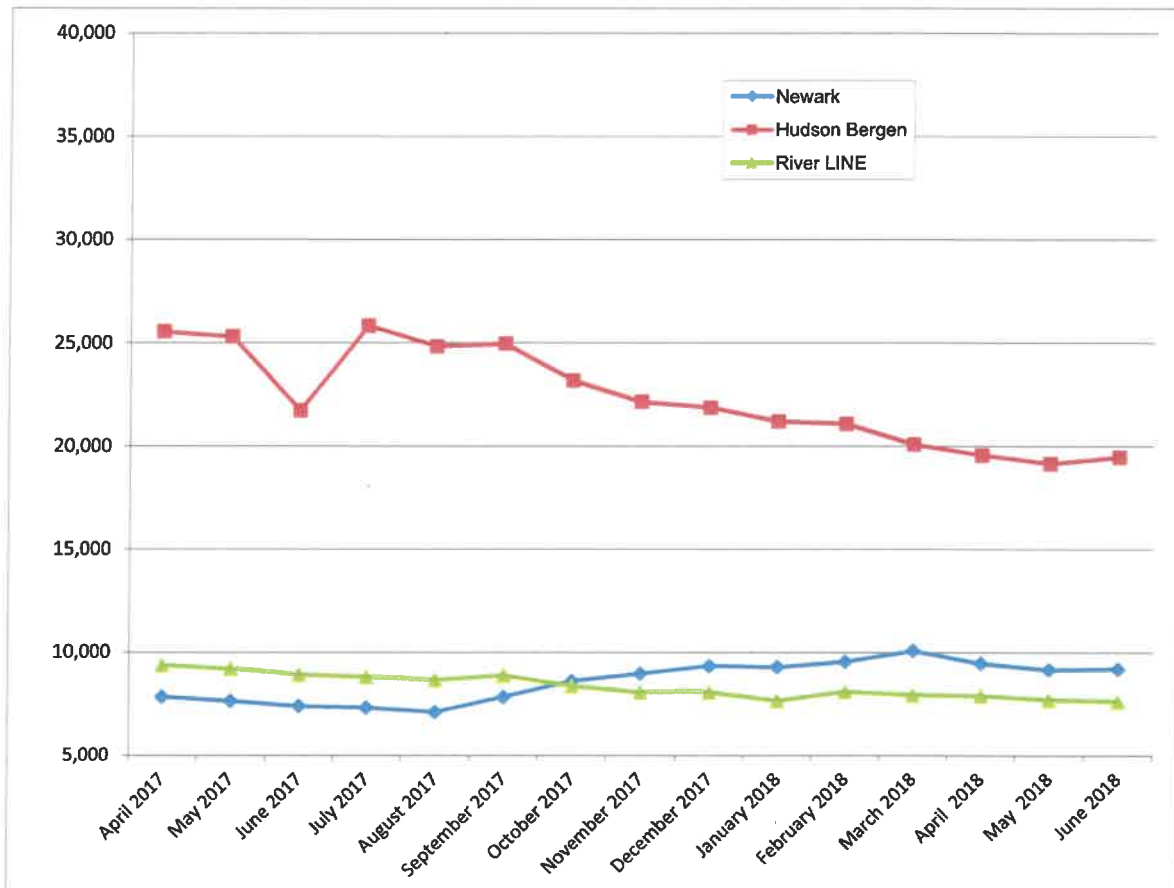


NJ TRANSIT - LIGHT RAIL, June 2018

Average Miles Between In Service Failures

NJT LIGHT RAIL	MDBSF * June 2018
Newark Light Rail	9,188
Hudson Bergen	19,470
River LINE	7,618

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 July 2018

State Funded Contracts

During the month July 2018, NJ TRANSIT awarded **\$225,000.00** in state funded contracts. Of that total, Small Business Enterprises (SBEs) received **\$0.00** or **0.00%**.

During the State Fiscal Year **2019** (July 1, 2018 through June 30, 2019) NJ TRANSIT awarded **\$225,000.00** in state funded contracts. Of that total, SBEs received **\$0.00** or **0.00%**.

SBE Goal Attainment from July 1, 2018 through June 30, 2019 (FY 2019)

Category 1 SBEs received	\$0.00	or 0.00%
Category 2 SBEs received	\$0.00	or 0.00%
Category 3 SBEs received	\$0.00	or 0.00%
Category 4 SBEs received	\$0.00	or 0.00%
Category 5 SBEs received	\$0.00	or 0.00%
Category 6 SBEs received	\$0.00	or 0.00%

FTA Funded Contracts (updated Quarterly – next update will occur October 2018)

During the 3rd Quarter (April 1, 2018 – June 30, 2018) of Federal Fiscal Year 2018 (October 1, 2017 through September 30, 2018), the FTA funded share of NJ TRANSIT's federal contracts awarded was **\$0.00**. Of that total, Disadvantaged Business Enterprises (DBEs) received **\$0.00** or **0.00%**.

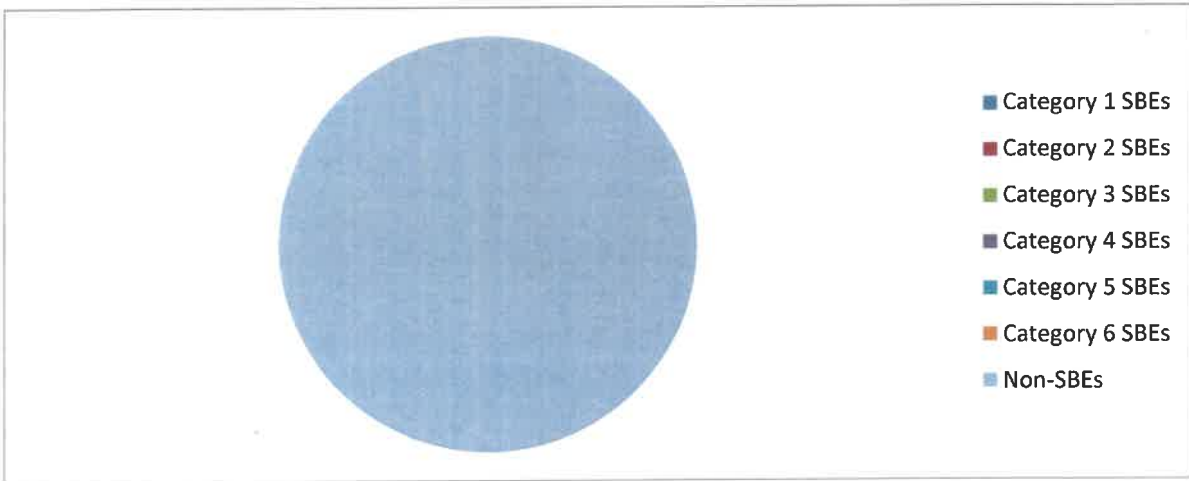
DBE Goal Attainment from April 1, 2018 – June 30, 2018 (FFY 2018) **

Contracts awarded	\$0.00
DBEs received	\$ 0.00 or 0.00%

***Numbers reflect federal share.*

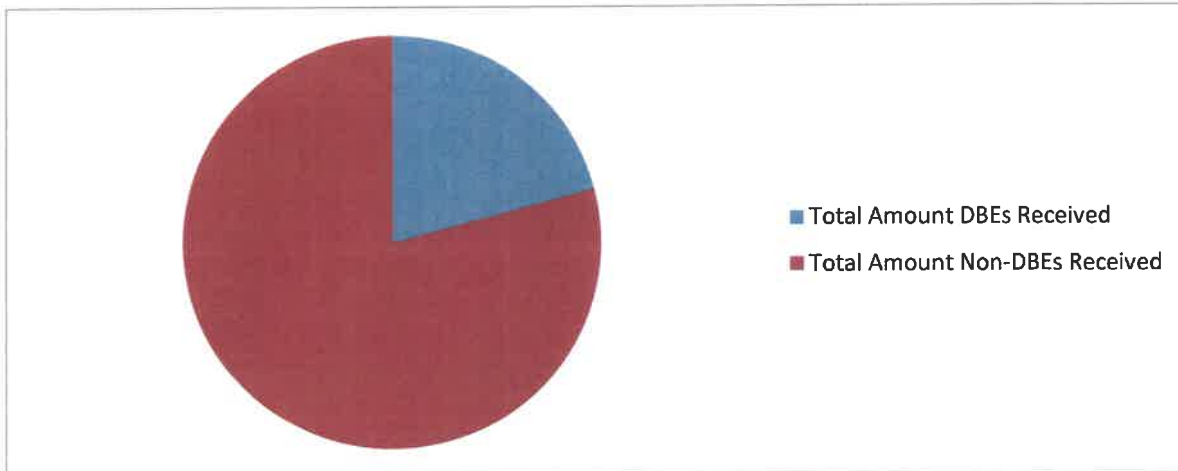
SBE PARTICIPATION
STATE CONTRACTS
STATE FYTD 2018

<i>Category 1 SBEs</i>	\$0.00	0.00%
<i>Category 2 SBEs</i>	\$0.00	0.00%
<i>Category 3 SBEs</i>	\$0.00	0.00%
<i>Category 4 SBEs</i>	\$0.00	0.00%
<i>Category 5 SBEs</i>	\$0.00	0.00%
<i>Category 6 SBEs</i>	\$0.00	0.00%
<i>Non-SBEs</i>	\$225,000.00	0.00%



DBE PARTICIPATION
FEDERAL CONTRACTS
FEDERAL FYTD 2018

Total Amount DBEs Received	\$8,233,145.97	20.84%
Total Amount Non-DBEs Received	\$31,268,353.77	79.16%



EMPLOYEE RECOGNITION

NJ Transit Employees bid Farewell after outstanding careers

13 NJ TRANSIT employees retired recently with careers ranging from 10 to 41 years of service:

1. Jeffrey Accordino, Supervisor Structures – Hoboken – 40 years
2. Willis Barrett, Spec-Communications – MMC-Kearny – 30 years
3. Albert Beyens, Foreman MOE – Hoboken Car Shed – 35 years
4. George Cherepanik, Signal Inspector – Wood-Ridge – 35 years
5. William Gindhart, Assistant Conductor – Various Locations – 16 years
6. Samy Helmi, Lead Mechanic Electric Shop – Newark Penn Station – 15 years
7. Ronald Johnson Jr., Lead Maintainer – Long-Branch – 30 years
8. Pavel Kostik, Machinist – MMC – 10 years
9. Richard Mackey Jr., Lead Laborer – Spring Valley Yard – 41 years
10. Robert Miller, Assistant Conductor – Various Locations – 12 years
11. Vincenzo Murolo, Mechanic B & B – Hoboken – 31 years
12. Nancy Pennacchio, Crew Caller – MMC – 38 years
13. Gary Zachary, Machinist – MMC – 30 years