

APPENDIX

Testimony of Steven Santoro

Executive Director, NJ TRANSIT

Joint Legislative Oversight Committee

May 31, 2017

- Good morning, Chairmen, and members of the Committees. Thank you for providing this opportunity for NJ TRANSIT to discuss the issues before us today.
- Much has happened since I last addressed you a little more than four weeks ago.
- Amtrak has acknowledged that it must do extensive and disruptive work to its tracks and infrastructure at Penn Station New York this summer due to years of its neglect.
- Like you, we have challenged Amtrak to make the necessary repairs. Amtrak maintains this work must be done now.
- Since 1997, nearly \$600 million dollars from our customers and the taxpayers of New Jersey have been transferred to Amtrak for proper maintenance and we've all been short changed for far too long.
- NJ TRANSIT must have a meaningful say on Amtrak's long-term Northeast Corridor plans and investments in New Jersey. We must work together to make sure those efforts help, and do not hinder, NJ TRANSIT's current or future operations.
- However, that is not why we are here today.
- I have heard from our customers that their lives have been turned upside down by the almost daily delays resulting from Amtrak's emergency repair work that is going on at Penn Station.
- And this is before the continuous summer work that Amtrak will perform in July and August.
- Amtrak's work will reduce the number of trains that NJ TRANSIT can send in and out of Penn Station, particularly during peak periods.
- With Amtrak taking out multiple tracks that NJ TRANSIT uses every single day, we developed a modified summer rail schedule that will be in effect from July 10th through September 1th to meet the constraints they have put upon our customers.

- The location and extent of Amtrak's work means that instead of being able to send 21 trains into New York during the busiest hours of the morning rush, we will only be able to send 15.
- Even under these constraints our experienced transportation service planners were able to develop a service plan that allows three-quarters of our customers to continue to experience their regular travel pattern into New York.
- Nearly all customers traveling on the Northeast Corridor, North Jersey Coast Line, Raritan Valley, Montclair-Boonton, Pascack Valley, Main/Bergen and the Port Jervis Lines will continue their same travel pattern as they do today.
- I would like to emphasize that over the years, NJ TRANSIT is proud to have developed a rail system that creates the best possible direct service into New York.
- However, there is an impact to having fewer trains per hour into New York during this two-month period: Some of our customers will no longer have their one-seat ride into and out of Manhattan each weekday.
- Recognizing the inconvenience of the affected customers on the Morris & Essex Lines, we will charge much lower fares – 50 to 63 percent less than the price they usually pay for their tickets and passes. And we will offer free cross-honoring with PATH and the ferries.
- More than 80 percent of NJ TRANSIT customers travel over a portion of Amtrak's Northeast Corridor at some point during their trip.
- The development of this summer service plan, in response to Amtrak's continuous track work, was carefully considered.
- NJ TRANSIT's experienced transportation service planners analyzed the reduced capacity at Penn Station, and developed a service plan with the goal of moving as many customers as possible across the Hudson River, to and from New York, safely and reliably.
- The broad outlines of the summer service plan were announced last week.
- To provide the maximum number of travel options, we are also developing a strategic increase to bus service in affected areas. Light rail service will also be adjusted.
- You will see a robust communication campaign in concert with the release of schedules and travel alternatives the first full week of June.

- NJ TRANSIT employee ambassadors will be out at key terminals including Penn Station, Hoboken, Newark and other locations beginning next month, to answer questions and hand out information to help prepare customers for the continuous Amtrak outages that will impact them this summer.
- We will provide our customers with as much information as we can, as soon as we have it – through traditional media, social media and every medium we can.
- Also, I am strongly advising customers on all modes of transportation to remain aware of the status of the system by signing up for My Transit alerts, monitoring Twitter (@NJTRANSIT) and the website NJTRANSIT.COM.
- There is no denying the situation that Amtrak has created. Our service plan will make the best of this harsh reality.
- The fare reductions and extent of cross-honoring are unprecedented. But commutes will not be normal this summer. And we are committed to doing everything we can to mitigate the disruptions.
- I assure you, I too am concerned about the personal cost to our customers who will be inconvenienced by this summer schedule created to accommodate Amtrak's work.
- NJ Transit worked hard constructing the physical interconnection of the old Erie Lackawana and the Pennsylvania Railroads to provide the Midtown Direct service that has produced stellar economic and customer benefits since it began, almost 21 years ago.
- September 5th cannot come soon enough for myself and NJ TRANSIT to restore service that we have work so hard to build over the years particularly with the opening of MidTown Direct service for Morris & Essex customers.
- And more than ever, I am also focused on an aspect of this that we discussed at our last meeting in April: The need to fundamentally change NJ TRANSIT's relationship with Amtrak from that of beleaguered tenant whose fate is at the whim of its landlord to that of an agency whose needs are respected and taken seriously.
- The time has come for us to have much more of a voice in the operation and future of Penn Station and the Northeast Corridor in New Jersey.
- For the summer, we have insisted on having a Joint Station Operations Center at Penn Station for better crowd management and customer communication.

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- We have also insisted Amtrak have rescue engines crewed and ready to respond if there is a breakdown or disruption this summer, to keep one delayed train from creating a cascade of misery for the customers on many other trains.
- And we also have insisted on a number of other steps to benefit New Jersey customers this summer, including:
 - That the west end concourse at PSNY be opened for NJ TRANSIT customers.
 - That the blanket 10 mph speed restriction now in place near PSNY be lifted prior to July 10.
 - That NJ TRANSIT is allowed to perform field inspections of the renewal work.
 - That Amtrak provide daily written progress reports.
 - And that an NJ TRANSIT representative be involved in day-to-day dispatching decisions.
- Longer term, we will insist that New Jersey have more input on Amtrak's priorities for repair and replacement of infrastructure, to ensure that state of good repair efforts – those projects most directly tied to the safe and reliable service, are being advanced where they are needed most, so that our customers can have safe, reliable service, day in and day out.
- Chairmen and members of the Committee. Thank you for providing me the opportunity to discuss these matters with you today.
- I am happy to take your questions.

Statement by Stephen Gardner
EVP for Planning, Technology and Public Affairs, Amtrak
May 31, 2017
New Jersey Legislature Joint Hearing

Chairman Gordon, Chairman McKeon, members of the Senate and the Assembly, and fellow witnesses, good morning. On behalf of our President and CEO, Wick Moorman, I am here today to discuss the upcoming renewal work at Penn Station this summer. I'm joined by my colleague, Scot Naparstek, our Chief Operating Officer, and together we will be available to answer questions following my statement.

Given that Mr. Moorman recently testified before you about the history of the station and the context for our upcoming work, and that many of you had a chance to join me on a recent tour of the Gateway Program and the station, I will focus my remarks on bringing you up to date on the progress of the renewal program as we approach our first period of continuous work. I know all of you are interested and concerned about how this work will impact New Jersey Transit (NJT) operations into and out of Penn Station. We at Amtrak understand this, and I can assure you we are working together with NJT and the Long Island Rail Road (LIRR) to minimize the disruption for all passengers while we advance these necessary investments. With many of you now having seen some of this infrastructure yourselves, I know you appreciate why we have to do this work now. The sheer volume of train traffic, the aging condition of the assets due to chronic underinvestment, and the criticality of this network to the whole region means that the time for small fixes is past and a more comprehensive approach is required.

As you know, we have already begun track renewal work in the station during weekends and have finalized our plans for the two major continuous work projects over the summer, which are set to begin on July 7 and end at Labor Day. As we reported in our earlier testimony, additional weekend work will follow the summer work, lasting through approximately June, 2018. From the customer's point of view, the primary impacts at Penn Station will fall in the July 10 - September 1 timeframe. Up to 3 tracks will be closed during the July - August work period, and up to 5 tracks will be closed on weekends for renewal work, limiting the number of trains that can use the station. Because this work is occurring in the western part of Penn Station where trains are sorted to and from the Hudson River Tunnel, Amtrak and New Jersey Transit will be the most directly impacted during this phase of the program. However, the benefits of this work will help all three railroads by enhancing reliability and freeing up time and workforce for us to focus on other priorities within the station after the renewal job is complete.

To determine impacts on service and to build a workable schedule of operations during the renewal period, Amtrak shared the work plan and available trains-per-hour capacity with both LIRR and NJT as soon as it was ready. Each railroad undertook service planning to identify the optimal use of the remaining capacity and to build a schedule that could be in effect for the summer work period. Each railroad will now take the lead in communicating new schedules and service changes to their customers, along with possible travel alternatives. Although the work will not directly affect their assets, our planning efforts have also included PATH, New York City, Metro North, and the Moynihan project to ensure coordination, since we expect they will experience changes to their ridership, usage patterns or project schedules as a result of this program.

During this summer period, Amtrak train schedules will incur the largest impacts of the three railroads in term of proportional reductions in train service. As we announced yesterday, Amtrak will cancel three weekday *Northeast Regional* round trips (a total of six trains) between New York and Washington. The schedules for our *Keystone Service* trains between New York and Harrisburg, Pennsylvania will also be modified. Three of the weekday *Keystone Service* round trips will start or terminate at Philadelphia, and one will start and terminate here in Newark, while service between Philadelphia and Harrisburg will continue to operate as scheduled. Our *Crescent*, which connects New York with Atlanta and New Orleans will now terminate and originate at Washington, DC, and connections will be provided for *Crescent* passengers to other Northeast Corridor trains to and from New York and intermediate points. Lastly, we are still working on the plan for the *Empire Service* trains that connect New York City to Albany, Rochester, and Buffalo, and we will announce changes to this service soon.

We know that passengers are rightfully concerned about travel during this period of time, and that's why we are committed to providing information well in advance of these changes and will be establishing systems to ensure that our passengers will have the most up-to-date information throughout the program. Additionally, Amtrak is taking ample precautions to ensure that we are able to get this work accomplished on schedule and provide extra support to passengers in the station and on our trains during this summer period. To help oversee and manage the renewal work, we've hired national infrastructure solutions firm HNTB Corporation to supplement our project management and technical services and we are supplementing our forces with additional labor and management personnel. On the communications front, we are developing a comprehensive plan aimed at our customers, commuter partners, city and state governments and the general public. Our outreach will employ increased social media and web content, special "Station Ambassadors" who will be positioned to help passengers, and other traditional communications measures to keep everyone informed about the program and the necessary changes to our service patterns over the course of its duration. Finally, Amtrak's Emergency Management and Corporate Security and Police Departments are busy refining incident protocols and strengthening coordination between the various entities at Penn and the local emergency responders so that we are well prepared to safely handle any disruptions or incidents that occur.

Despite this planning, we know that this is going to be a frustrating few months for passengers at Penn Station as they adjust to the new schedules and reduced service levels. We understand your frustration as well, but there are no easy solutions to addressing the problems of overuse and underinvestment that now face us. I can, however, assure you that this important work needs to be done and that Amtrak is up to the challenge. The paradigm of fitting vital renewal and maintenance work into limited windows so that peak-period service is never impacted must change if we are to get ahead of the challenge and start on the path towards greater operational reliability. We recognize the difficulty of such decisions and the regrettable inconvenience they can cause passengers, but we can't pretend that a facility with so little spare capacity and significantly aged assets can operate indefinitely under such a heavy load without more time to make basic investments in its core infrastructure. We will aggressively pursue such investments to the extent possible, and we trust that our commuter partners will support an approach that does not wait for problems to occur, but rather anticipates and addresses them.

With our existing funding in FY2017, we have the resources to advance this work now and we are dedicated to doing everything we possibly can to ensure the renewal program accomplishes its objectives. We will keep a close eye on the renewal program as it progresses and, in the event of any additional disruptions or delays to service that occur during this period, we will work collaboratively with our partners to quickly respond and keep the public informed.

We look forward to staying in touch with you over the coming months as we take these important steps to provide the people of this region the efficient and effective transportation solutions they expect – not just for today and tomorrow, but for years to come. As we've discussed before, however, reliable rail service into New York from New Jersey is only possible through two important steps. First, both New Jersey Transit and Amtrak need to leave behind the years of underinvestment and fulfill our obligations to fully fund our respective shares of the basic infrastructure capital and operating expenses of our shared-use NEC territory, both now and in the future. Second, we need the Administration, the two states and their commuter railroads, and Congress to predictably fund the Gateway Program and the expansion and renewal of the key Northeast Corridor bridges, tunnels and station capacity that it contains. Without reliable and increased funding for this program, the tunnels and bridges serving the station and future growth for any service to New York City are both at significant risk. Amtrak has done its best to hold this incredibly complex, busy and fragile infrastructure together over the years so that New Jersey Transit has been able to achieve 90% or better on-time performance for their trains at Penn Station on an annual basis, but this performance can't last without major renewal of the existing infrastructure, and an expansion of capacity made possible by Gateway.

Finally, let me touch on the station concourses. Earlier this month, Wick Moorman proposed what we believe to be the next logical step in the effort to improve the station's separately run and grossly undersized concourses – the creation of a new concourse development entity which will unify the management and operations of the station's passenger space and partner with the private sector to bring in world-class expertise to improve the station. Penn Station is a unique and challenging facility and we believe that its proper management and development require the very best talent and experience. Accordingly, we plan to solicit a private-sector partner for our concourse to enhance its operation and have proposed consolidating the management of all of the concourses into a unified structure that could hire a proven private-sector building management firm to improve the station's functionality and operation on a contractual basis. We hope to have NJ Transit's participation in this effort and would look forward to working with them and with you to further develop this proposal.

Thank you for the opportunity to testify today, and thank you for your support for improving the Northeast Corridor and Penn Station. We will keep you informed as the planning and work progress throughout the summer. I look forward to working with each of you to develop the necessary resources to keep the renewal efforts going and to make the vitally important Gateway Program a reality.

NJ State Senate Legislative Oversight & Assembly Judiciary Committees
Hearing Wednesday, May 31, 2017
Statement Michael Marino, Director PATH Rail System – Port Authority of NY & NJ

Good morning, Chairman Gordon, Chairman McKeon, senators, and assemblymen and women. On behalf of PATH and the Port Authority of New York and New Jersey, thank you for the invitation to again appear before you as you discuss the planned repairs at New York Penn Station this summer and the impacts to transit riders.

I'm Mike Marino, Director/General Manager of the PATH Rail System. I've been in this role since 2015, and prior to that I spent 43 years in the railroad industry. With me today are the Deputy Director of PATH, Clarelle DeGraffe, and Kevin Lejda, Assistant Superintendent of the Transportation Division of PATH.

PATH is a 24-hour 7 days-a-week transit system, and is a vital trans-Hudson link for residents, commuters, businesses and visitors. We're the second densest railroad in the nation in terms of riders per mile; we carried approx. 19,000 riders per mile in 2016. Last year, PATH served 78.6 million passengers. This year, we expect to carry about 81 million passengers.

Over the past few months, PATH has experienced substantial ridership growth, which we can attribute in part to the recent rail incidents that have occurred at New York Penn Station. The uptown PATH lines run to 33rd Street in Manhattan and do not utilize Penn Station or its tracks. As a result, they provide a service alternative when there are disruptions at New York Penn Station.

Our ridership increases have held over the past several weeks. System-wide, average daily ridership so far in May is over 286,000 passengers – more than 5% above ridership levels at the same time last year. Some days our ridership is as high as 295,000. That's an indication that some NJT riders are potentially already migrating to PATH in anticipation of transit disruptions this summer.

We expect that a significant number of new passengers will continue to ride our system into September, when the Penn Station work is scheduled to be completed.

We're working closely with our partners at Amtrak, NJTRANSIT, and the LIRR to provide travel alternatives for our customers once the New York Penn Station work gets

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under way. PATH has not played a role in developing the Penn Station outage plan, but is serving in an advisory role to better understand logistical needs and how to adjust our own operations to provide extra service where possible to help meet the challenges this outage plan will present.

Based on current ridership numbers and the details of the plans issued by NJTRANSIT, Amtrak, and the LIRR, we expect the Newark and the Hoboken PATH stations to be the most heavily affected. At this point, we're preparing for an additional 7,000 weekday riders to enter our Hoboken terminal during the morning and evening peak hours. Currently we serve about 15,000 riders at Hoboken during the weekday peak morning hours.

In order to meet this increase in capacity system wide, PATH has been developing an operational plan that involves adding cars and increasing morning and evening rush hour weekday service on the Hoboken-33rd Street line. We will be able to add capacity and run trains on that line more frequently. Our other lines operating in New Jersey and New York will remain at current service levels.

We plan to cross-honor affected NJTRANSIT and Amtrak customers at our Newark, Hoboken, 33rd Street, and World Trade Center stations during the Penn Station service outages. We are working on a plan to strategically deploy our passenger information agents at our terminal stations; Newark, Hoboken, 33rd St, and WTC to assist passengers with questions, wayfinding, and cross-honoring. Additionally, maintenance staff will remain at key field locations up to 60 minutes longer than they currently do to respond to any car or signal problems during peak periods.

With additional ridership comes additional crowding. We understand that. While we can increase our service during the peak periods, our system is limited by the number of cars we have and our overall infrastructure maintenance needs. We encourage travelers to consider alternative travel options, such as riding PATH to WTC and then connecting to one of 10 New York City subway lines, or, if their schedules allow, riding PATH outside of peak rush hour times.

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Commuters should be prepared to continue navigating the increase in crowding conditions that have been ongoing since April. In addition to ridership increases due to the Penn Station repairs, we are also experiencing rising demands for service from the substantial new residential development occurring near many of the PATH stations.

Make no mistake. This will be a difficult summer for everyone involved. But we are working diligently with our partner agencies to ensure ongoing coordination and alignment, and we'll continue to work together to provide a safe and reliable trans-Hudson rail link for commuters, residents, and visitors throughout the summer.

Now, let me turn it over to Clarelle, who will provide an overview of our outreach and communications strategies to serve PATH riders during the service outages.

Clarelle...

Thank you Mike, and thank you Chairman Gordon and Chairman McKeon for inviting us today. As Mike explained, we anticipate our ridership levels will substantially increase as we absorb the bulk of travelers displaced from their normal travel routes this summer.

We're developing a robust marketing and outreach plan to help our new passengers understand how to best utilize our system to meet their travel needs. We will be updating the PATH website, www.panynj.gov/path, and putting out traditional media releases with the latest information, as well as tapping into social media outlets, such as Twitter, to promote service changes, cross-honoring procedures, and fare media options to both new and current customers.

PATH also has a text and email alert system, PATHAlerts, which we strongly encourage all riders to sign up for at www.paalerts.com, in order to get real time updates on service adjustments. Riders can also expect to hear updated information in stations and on trains when service adjustments start.

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Our marketing outreach efforts will start in the coming weeks, and customers can email PATHcommunity@panynj.gov for more information and specific questions.

We fully anticipate that this summer will be a difficult commute for PATH riders, but we're working each day to provide safe and reliable service not only for our customers but for the thousands of additional NJTRANSIT riders we'll be hosting for the duration of this repair project.

Mike:

Thank you Clarelle, and thank you again members of the committees for the opportunity to participate in today's hearing, and to provide a brief overview of the work we're doing at PATH to improve service, safety and customer satisfaction.

I'm happy to answer any questions you have.

**Statement of
ARMAND POHAN, Chairman, NY Waterway
Before the Legislative Oversight Committee
New Jersey State Senate
May 31, 2017**

Good afternoon, Senator Gordon and members of the Committee. Thank you for inviting me to speak here today.

My name is Armand Pohan and I am Chairman of NY Waterway, the largest privately owned and operated commuter ferry service in the United States. NY Waterway was started by my stepdad Arthur Imperatore Sr. in 1986. We now operate a fleet of 31 vessels making over 8 million passenger trips per year. We operate this service between numerous points in New Jersey and points in New York on the largest and cheapest piece of infrastructure in the Metropolitan Area – God’s gift to all of us, the Hudson River.

Rivers may appear at first to be impediments to transportation; but ferryboats turn rivers into opportunities. There is no more expeditious method of providing short-term relief for trans-Hudson service disruptions than the use of ferries. This proposition has been proven time and time again in the past 25 years, as ferries have stepped into the breach created by massive disruptions of the public transit systems –the World Trade Center bombing in 1993, the terrorist attack of 9/11, the 2003 blackout, Hurricane Sandy – as well as innumerable smaller disruptions of NJ TRANSIT and PATH operations.

The redundancy which ferries provide is well recognized by NJ TRANSIT and by the Port Authority and has been formalized into emergency services agreements with NY Waterway which provide respectively for the cross-honoring of NJ TRANSIT or PATH tickets, and for supplemental ferry services upon request. Our NJ TRANSIT cross-honoring agreement has been implemented on numerous occasions since Hurricane Sandy, and as recently as the Penn Station disruptions in early April. We are ready to help, and indeed committed to help.

Regarding the prospective disruptions to train service which might arise from emergency repairs to the Penn Station trackage system, there are two principal ways in which NY Waterway can provide relief.

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Armand Pohan Statement

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First, in the event that NJ TRANSIT elects to divert passengers from Penn Station New York to Hoboken, we are prepared to initiate a ferry service – as we did briefly in early April – between Hoboken train station and our terminal at West 39th Street in Manhattan, from which terminal commuters would be able to access all five of our regular bus routes to points throughout midtown Manhattan. A two-boat, 15-minute service could accommodate as many as 1800 passengers per hour, or a total of 7200 seats in the four-hour morning and evening commutes. It might also be possible to add another two boats in the peak rush hour, which could provide an additional 1600 seats. Furthermore, for rail passengers who conclude their morning commute to downtown Manhattan, we have over 9,000 available seats in the morning on our existing routes between Hoboken and our downtown locations at World Financial Center and Pier 11.

Second, in the event NJ TRANSIT were to institute additional bus service to replace train service, and to alleviate the already-strained capacity of the PABT to accept additional buses, NJ TRANSIT could terminate additional bus routes, or existing East-Bergen/North Hudson bus routes, at our Weehawken terminal, from which we already provide a two-boat, 10-minute service to West 39th Street with connections to midtown on our five bus routes. That existing Weehawken service presently operates at far below capacity, even in the peak rush hours, and could accommodate an additional 6,000 passengers in the four-hour morning and evening commuting periods.

These crisis measures are well-known to NJ TRANSIT, which already has engaged with us to explore their implementation in whole or in part. We look forward to continuing that dialogue and to help with the planning process.

Beyond the immediate crisis, I would be remiss if I did not take this opportunity to ask the committee to consider that beyond short-term fixes, ferries can and should be an integral part of any long-term solution to the growing trans-Hudson commuter crisis.

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At a fraction of the cost of new bridges, tunnels or other massive infrastructure projects, new ferryboats and facilities can be built much more quickly and cheaply to utilize the cheapest infrastructure of all – the Hudson River.

Members of the Committee, I thank you for your time and look forward to working with you.

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LACKAWANNA COALITION STATEMENT TO SENATE LEGISLATIVE OVERSIGHT AND
ASSEMBLY JUDICIARY COMMITTEES, MAY 31, 2017

Good afternoon. I am David Peter Alan, Chair of the Lackawanna Coalition. I live and practice law in South Orange and, while I am involved with several rail and transit advocacy organizations at the local and national levels, I am appearing today for the Lackawanna Coalition. We advocate for better rail service and have done so since 1979. Our constituents are the counties and towns along the Morris & Essex, Montclair-Boonton and Gladstone rail lines, and the riders who use those lines and other connecting transit.

I am also submitting as exhibits two statements that I delivered at the New Jersey Transit Board meeting on May 17th and the latest issue of our newsletter, the *Railgram*. All of these documents are pertinent to this proceeding.

Today I am asking the management at New Jersey Transit to work with us, the representatives of the riding public, to make the impending disruptions this summer as painless as possible for our constituent riders. I also ask the members and staff of the Legislature to use its power to oversee New Jersey Transit in the hope that, in the future, New Jersey Transit's management improves its transparency and works with the representatives of the riding public, for our mutual benefit.

I have been riding the Morris & Essex Line for fifty years, and conditions have never been this bad. The resentment from riders has never been this strong, even in the aftermath of Hurricane Sandy in 2012. As we noted in the current issue of the *Railgram*, a sort of March Madness began on our railroad with a late-winter storm and a derailment the following week that disrupted service for several days. The madness continues, and it seems that there are more commuting days when there are major problems than when there are not. There are difficulties on the week-ends, too. And the madness will continue until at least the end of August.

We express our deep concern that Amtrak appears unable to keep Penn Station in a state of good repair, and that New Jersey Transit, whose riders comprise most of the people who use Penn Station, seems unable to do anything about it. We especially express our deep concern that New Jersey Transit has announced the temporary eviction of Morris & Essex Line riders and some Gladstone Branch riders from Penn Station on weekdays. We will all be sent to Hoboken "for the duration." Even though New Jersey Transit's management and Board are fully aware that we represent the riders on these lines, we were never consulted about how the negative effects of this service disruption can be mitigated. We were never told anything that the general public was not told, and that amounts to very little. We are still working to establish a dialog with senior management to learn more and suggest ways to soften the blow on our riders, but the "final" plan will be announced only nine days from now. That leaves very little time.

We also express our deep concern that riders on the Morris & Essex Line and some Gladstone Branch riders have been singled out to suffer all of the inconvenience, while all other lines will keep the service they now have into Penn Station. It is an easy decision to place the entire burden on our riders because we have Hoboken Terminal as an alternative destination and, yes, we are glad it is there.

Still, that decision is unfair and inequitable. New Jersey Transit could send some trains on other lines into Hoboken, too, so our riders will not be forced to endure essentially 100% of the inconvenience.

We understand that peak-commuting hours will be difficult, but we cannot fathom why mid-day and evening trains on weekdays will also be sent to Hoboken instead of Penn Station. During mid-day and late in the evening, there is one train per hour to and from Penn Station; the same level of service that runs on week-ends, when our trains will still live up to their title of Midtown Direct. There is only slightly more service during mid-evening, so there should certainly be room at Penn Station for our riders during those times, too. If the current mid-day schedule is observed, but with all trains diverted to Hoboken, there will be two trains there every hour in each direction, but running only five to ten minutes apart. That schedule makes no sense.

We also do not know what arrangements have been made with PATH and the ferry operator to move the extra riders between Hoboken and Manhattan. It may be necessary to pressure the PATH system to add Hoboken service. During the 1960s and 70s, there were a train every three minutes in each direction between both Journal Square and Hoboken coming from and going to 33d Street at peak-commuting hours. I would find it difficult to believe that PATH could not run that level of service this summer, but I doubt that they would run it willingly.

So far, it appears that all decision-makers have been trusting Amtrak to call all the shots; from scheduling, to resiliency projects, to long-term projects like Gateway. I am usually very loyal to Amtrak, but Amtrak is having hard times and has failed to keep Penn Station in a state of good repair. It is mostly New Jersey's riders, not Amtrak's, who use Penn Station if they are not coming from or going to Long Island. It is not only at Penn Station where Amtrak is experiencing major difficulties; it is elsewhere in the country, as well. Earlier this month, there was a service disruption on the West Coast for two weeks. Amtrak could have chartered buses to take passengers around the affected area, but did not do so. I was caught up in that disruption and had to go from southern California to Seattle by going back through Chicago. If Amtrak saw fit to treat riders in the West that way, I find it difficult to trust Amtrak fully to make sure that our riders get the transportation we need, despite its intentions.

For almost 21 years, Morris & Essex Line riders have enjoyed the choice of going to Penn Station or to Hoboken. We resent being deprived of this choice, but this is an opportunity to experiment with lowering Hoboken fares permanently, so it will be less-expensive to commute to New York through Hoboken and on PATH than to Penn Station. It is also time to restore "off-peak" fares, which historically gave riders an incentive to ride outside peak-commuting hours, when there is plenty of room for them. If these two reforms are built into the fare structure, it will free up some capacity at Penn Station at peak-commuting hours, which will ultimately reduce the pressure there.

So it is up to this Legislature to take the initiative and use its oversight authority. We call for strong oversight to make sure that New Jersey Transit is fully transparent in its decision-making, and that it works with the representatives of the riding public in a meaningful way. We call for the fair distribution of the negative impacts of future planned service disruptions, rather than choosing the riders on a single rail line to bear essentially all of the inconvenience. We also call on this body to repeal the infamous Public Law 2016, Chapter 52, which gave New Jersey Transit the power to eliminate service by up to two hours on any line without notice to the public.

As the representatives of the riding public, we stand prepared to work with transit management to help them provide the best service they can for their riders. We believe that management also benefits when the riders benefit. We also acknowledge that we cannot do this without your help. We again call upon this Legislature to exercise strong oversight over New Jersey Transit for the benefit of New Jersey's transit riders, and ultimately, for the benefit of New Jersey Transit itself.

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LACKAWANNA COALITION NON-AGENDA STATEMENT FOR NJT BOARD, 5-17-17

I begin by commending NJ Transit on reopening another part of Hoboken Terminal on Monday. We have advocated strongly and consistently for expedited repairs on our historic terminal ever since the sad event last September, and we know our riders will appreciate the easier transfers they have there now. That also goes for the many current Penn Station riders who will need to use Hoboken more often this summer, when many Midtown Direct trains are re-routed there, while tracks at Penn Station are taken out of service for repairs.

Twelve days ago, at a rail conference in Seattle, I delivered a presentation on advocacy and about applying what I have learned in almost 36 years of practicing law to advocating for transit riders. One important lesson I attempted to convey was about loyalty, and about credibility and integrity. We know that transit riders and management are often on opposite sides of an issue, especially when money is scarce. Still, there can be no progress toward improving our transit unless management provides needed information in a transparent manner and treats the riding public and its grassroots representatives with respect.

In the last two months, our transit has been the worst I have ever seen in 50 years of riding on the M&E. Problems have always occurred from time to time, but now it seems that Penn Station is messed up on more commuting days than not, and there are often problems on week-ends, too. This should be a time when management comes to us, the riders, with ideas on how to get out of this mess, and also asks for our suggestions and takes them seriously, giving us due credit for them. We are reviving a long-standing suggestion, too. This is the time to bring back discounted fares for "off-peak" riders, when there is room for them. Complaining about Amtrak does not help as much as action by NJ Transit management to mitigate this situation.

We know that Amtrak owns the Northeast Corridor Line, which includes Penn Station. We also know that NJ Transit is a tenant, with a landlord who has not kept the premises in a state of good repair. Can we count on Amtrak to do so in the future, in a manner that adequately serves the needs of NJ Transit's riders; both commuters and occasional riders? I certainly would not. Amtrak has other problems elsewhere in the country, too; I got caught up in one on the West Coast two weeks ago. Amtrak also has only a comparatively small number of riders at Penn Station, who do not need the infrastructure or the operations that New Jersey riders need. So it must be up to NJ Transit to take the lead in getting Penn Station up to standard again.

In the past, NJ Transit always spared peak-hour commuters when cutting service or otherwise making travel less-desirable. The last time we lost trains, they were the last trains of the evening, not late-afternoon "commuter" trains. But now, you commuters, the main people that NJ Transit's management and Board seem to care about, are now vulnerable, too. I know that you commuters are angry; perhaps because your ride home was always protected, at least until now. We who depend on transit for all of our mobility know what bad service is like. You are just now getting used to it. More than angry, I am sad. If we can help management to establish integrity, credibility and concern for all riders, especially at a time when they will need it the most, we will.

There are ways for management to earn this credibility. First, NJ Transit must take responsibility for getting its riders where they want to go, which includes Penn Station, New York. That means working around Amtrak's ideas, if they are not sufficient to deliver the needed mobility. Second, that means sharing everything you know with your riders and especially us, as their representatives. An attitude of "We'll tell you when we want you to know" is not acceptable. Third, management and the NJ Transit Board must recognize the Lackawanna Coalition, the New Jersey Association of Railroad Passengers and other rider-advocates as legitimate representatives of the riding public, and negotiate with us in good faith about solving the problems that all of us riders have on this railroad, whether we are commuters, transit-dependent or otherwise.

I remain available to do everything I can to make this happen, but you **MUST** take us seriously.

DAVID PETER ALAN
Chair, Lackawanna Coalition

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LACKAWANNA COALITION STATEMENT ON PORTAL BRIDGE TO NJT BOARD, 5-17-17

Good evening. I am David Peter Alan, Chair of the Lackawanna Coalition. On behalf of NJ Transit's riders, who are also our constituents, I express our strong objection to the plan to build a two-track Portal North Bridge. We know and understand the problems connected to the existing bridge, but one new two-track span is not the answer. It would be far more cost-effective to build a three-track bridge, rather than a proposed second bridge that is now called Portal Bridge South. The new bridge should have enough room for a fourth track, too. That way, we will be sure to have a single four-track railroad into Penn Station. If we are stuck with two separate two-track railroads, we may never enjoy the additional train capacity that our riders need.

We have been informed that Amtrak's change in plans from building a three-track bridge to a two-track bridge at the same location was made to ensure that Portal South would also be built, at the cost of an extra billion dollars. That can also be stated as the WASTE of an extra billion dollars, which can be better spent bringing Penn Station into a state of good repair and making improvements there, like extending Tracks 1 through 4 to the West End Concourse and the future Moynihan Station, to benefit NJ Transit's riders.

Amtrak does not need ANY additional bridge capacity for its own use, as we may find out this summer. For Amtrak's existing schedule, rehabilitating the existing bridge alone would be sufficient. It is NJ Transit's riders, and NJ Transit's managers, acting for us in a fiduciary capacity, who should determine how we get access to Penn Station. We call upon this Board to tell management at both NJ Transit and Amtrak that a two-track span is not sufficient and does not serve New Jersey's riders well. Build three tracks and forget about Portal Bridge South. The existing bridge can also be rehabilitated for extra capacity, at a sizable cost saving.

Amtrak's plan requires us to ASSUME that Portal South will also be funded and built. Until two months ago, we all assumed that our rail service would work properly; that it would get us to Penn Station and other destinations, barring an unforeseen emergency. Now, there seems to be a major service disruption more days than not. So the word ASSUME takes on its meaning as an acronym for "make an ASS of U and ME"; as far as OUR railroad is concerned.

It is not only potential funding for two Portal Bridges that is a dangerous assumption; so is potential funding for the entire Gateway Project. We have been following the stories about transit infrastructure under the Trump Administration and the current Republican-dominated Congress. They are not stories favorable to building big publicly-owned transit projects, no matter what grandstanding politicians claim. The Lackawanna Coalition is a non-partisan and non-political organization, but that does not prevent us from keeping informed. Anyone who believes that this administration and Congress will commit half of the \$24 billion estimated cost of the entire Gateway Project that would benefit the Democrats in New York City and northern New Jersey is living in a very unreal world. Anybody who ASSUMES that such an administration and Congress will spend so much money in that manner is, indeed, thinking like a fool.

We cannot afford to count on politicians' grandstanding and Amtrak's dreams. The politicians do not depend on NJ Transit for their mobility, and Amtrak appears incapable of keeping even the existing Penn Station in a state of good repair. It is imperative that NJ Transit take the lead on this project, so we can get USEFUL TUNNELS NOW. That means tunnels that can add capacity to Penn Station, even if the rest of Gateway is not built. Two new tunnels, one new three-track bridge with room for a fourth track and Penn Station improvements together will give us, your riders, the capacity we need. We would not need to wait for Gateway, and we would not risk a gap between the time new tunnels and a new bridge are completed, and the time when the existing tunnels must be taken out of service for repairs.

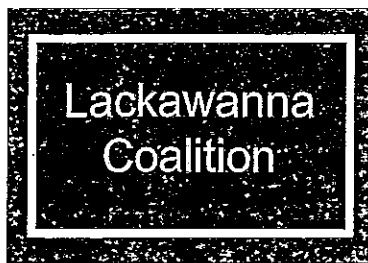
You who govern our transit have a duty to your present and future riders to say NO to Amtrak's Gateway plan, with its useless two-track bridge. Tell them we need AT LEAST THREE tracks on Portal North and, otherwise, BUILD USEFUL TUNNELS NOW!

DAVID PETER ALAN
Chair, Lackawanna Coalition

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May/June 2017

...An independent organization
advocating for better transit

RAILGRAM

A Month of Madness on the Railroad

By DAVID PETER ALAN

New Jersey Transit's rail riders had their own special version of "March Madness" this year, and it had nothing to do with basketball. There were a number of days that featured various delays on the railroad, but two incidents stood out: one in the middle of the month, and the other at the end. NJT's performance was mixed, and demonstrated once again that preparedness matters.

It was a mild winter until Tuesday, March 14. That day, the area was pounded with the only severe snowstorm of the winter. It was not as bad in New York City or at the Shore as had originally been feared, but the areas north and west of the City took the brunt of it. NJT gave up on running buses, but made a valiant effort to run some trains. They did well to make the effort on Tuesday, only to have a fallen tree pull down the power wires at Mountain Station and make matters worse.

Whatever preparedness efforts NJT's management and other employees made failed the next day. On Wednesday, the majority of commuters had gone back to work, but NJ Transit ran only an augmented weekend schedule, normally operated on semi-holidays like Martin Luther King Day or Presidents' Day. That was not enough for the angry riders who could not get to their offices. We hope NJT runs a significantly more robust schedule on similar days in the future. The MARC trains in Maryland indicate certain "snow day" trains with the letter "R" in their timetables. We recommend this practice for NJ Transit.

Fate struck again on Friday, March 24th, as an Amtrak train derailed and sideswiped a train coming from Montclair at Penn Station. Service was disrupted through the mid-day period, but NJT devised an afternoon schedule to get commuters home from Penn Station. Morris & Essex Line and Montclair trains were diverted to Hoboken, and most of them ran. We commend NJT for its preparedness that day and the way managers and other employees swung into action to run the service that the riders needed. We at the Lackawanna Coalition are proud of Hoboken Terminal, and we hope NJT appreciates it as we do.

Our railroad's own March Madness continued into April. On Monday, April 3, the first business day of the month, it happened again. A piece of the track into Penn Station went out of alignment, causing another derailment. This time, service was affected for the entire week, and it did not get back to "near normal" until Friday.

Then came another incident the following Friday. An NJT train lost power at about 3:30, and passengers were not rescued until 6:00. That incident snarled the entire afternoon peak schedule, a situation made worse by the implementation of the "early getaway" schedule in

effect for the rush home on Passover and Good Friday. To make matters worse, a police officer subdued an unruly passenger with a Taser, which the anxious crowd mistook for a shot from a gun. The crowd panicked and ran for the exits, and 13 people were injured. Fortunately, nobody was killed.

As we note elsewhere in this issue, the news just keeps on coming. This gives us grounds to think about how we can do the best job of keeping you informed. We will address that question elsewhere in this issue, but there is other news on the railroad, as well. We will do the best we can to keep you informed, here and on our website, www.lackawannacoalition.org. We appreciate your concern, and we share it. We also thank you for your interest in the Lackawanna Coalition and our efforts on your behalf.

Day After Snowstorm, Irate Riders Launch Blizzard of Tweets

By R. DONALD WINSHIP

Publisher's Note: While we hope that our website and the Railgram are two of your sources of news about our transit system, social media are playing an increased role in keeping transit riders informed. R. Donald Winship, our Communications Director, checked out Twitter after the March 14 blizzard.

March 14, when a Nor'easter dumped between eight and 15 inches of snow on northern New Jersey, actually reflected fairly well on New Jersey Transit's rail management compared to similar storms in the recent past. There was no system-wide shutdown of service, even as our neighbors in New York (Metro North and the Long Island Rail Road) closed down. Most lines managed to hold a weekend schedule with moderate delays throughout the day. There was only one major blemish, and it was beyond their control: high winds brought down a tree on the overhead wires at Mountain Station around 1 p.m. The line was reportedly back in service by around 3 p.m. By midday Governor Chris Christie commented on WCBS 880 that "I expect NJ Transit will be in full operation tomorrow; there is no reason to think it won't."

It wasn't. At 1:26 p.m., NJT's Twitter account announced that rail service would "operate on a President's Day sched tmrw 3/15, which is more robust than a wknd schedule." While the description was accurate, there was still a huge difference between the train volume in the minor holiday schedule compared to a weekday schedule. As Twitterite "Big T" commented in reply, "[S]o buses which run on actual roads are running a normal schedule but the trains aren't? Who's the idiot that made that decision? ... PVL line getting hosed again. 1 train an hour isn't going to work!!!!"

(Article continues on reverse side)

HELP MAKE A DIFFERENCE!

Come to a Lackawanna Coalition meeting!

Fourth Monday of the month (except holidays), 7:00 p.m., Millburn Town Hall. Next meetings: May 22 and June 25.

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A Blizzard of Tweets (Continued from reverse side)

That concern, echoed by many other riders, was well founded. According to NJ.com/Star-Ledger journalist Larry Higgs, NJT would determine by the end of the morning rush that about 90% of regular weekday ridership used the trains. A small excerpt from the blizzard of tweets from riders about the misery speaks for itself:

Heather_Mill: @NJTRANSIT [Train 8404] was over 50 minutes late and 3 other scheduled trains did not arrive yet or skipped the stop. You need announcements

Richard problems: @NJTRANSIT #8404 completely stalled at Brick Church because there are literally too many people on it.

Ravi: @NJTRANSIT why is NEC Train 8214 missing from Rahway departure vision[sic]. It's supposed to be here at 7:31 AM.

TCinNJ: @NJTRANSIT people standing in aisles at Metuchen on 8810. Great work and we pack more at Metropark? #unsafe

Deej_Vegas: @NJTRANSIT @njtadvisory amn you're saying is 15 minute delays but how about the hour delays when we can't board the train [accompanied by photo of a huge mass of people waiting outside a stopped train at Metropark]

Giona Cho: @NJTRANSIT the PVL line that was supposed to stop at Emerson at 730 came at 755 and didn't stop here???

Ravi: @NJTRANSIT so unsafe to travel. Ppl standing in b/w cars, on steps, who made the decision running holiday sch [accompanied by photos of riders standing in the vestibule and even in the diaphragm space between cars]

Avantprojet: @NJTRANSIT - you better have more trains for the evening commute!!!!

To NJT's credit, 17 trains were in fact added to the evening rush and post-rush schedule, which reduced the pain to an extent. One wonders if the storm of social media anguish (and the press coverage of same by Larry Higgs and others) forced their hand. But the question still remains: why *did* they run a holiday schedule the day *after* the storm?

Report From The Chair

By DAVID PETER ALAN, Chair

Our local transit infrastructure is failing, and it is failing badly. Much of the blame for the problems suffered by NJ Transit's riders during March and April lies with Amtrak, which owns the part of the line where the failures occurred. Some of it lies with NJT, and some of it lies with elected leaders and others who remain completely unrealistic about what can be done about these problems.

NJT did not perform well the day after the mid-March blizzard. There were enough riders to justify far more than an "enhanced" weekend schedule the day after the storm. For years, we have suggested that management devise a "snow schedule" such as MARC in Maryland has for trains to Baltimore and Washington, DC. Now, NJT Executive Director Steven Santoro has said that the agency will consider planning and implementing such a schedule. We certainly hope that they do.

The two derailments occurred on the ladder track into Penn Station, a very complex section of infrastructure that leads each train to its assigned track in the station. The Good Friday disruption concerned a train that was stuck in the tunnel. These structures are all owned by Amtrak. With three disruptive incidents in as many weeks, it seems obvious that Amtrak cannot maintain Penn Station in a state of good repair. Things will probably get worse under the Trump Administration, which has threatened to eliminate much of Amtrak's funding and severely cut funding for local transit.

We all need to work together to prevent this potential disaster to our mobility. Rider advocates around the nation are gearing up to fight these

cuts. We suggest you contact your local elected officials and your member of Congress, and tell them that we need funding for Amtrak and for transit, so our trains will continue to be there for us.

We also need to be realistic about the future. This writer, for one, cannot fathom that the current administration and Congress would authorize \$12 billion in federal dollars for Gateway. It is also difficult to believe that local sources could come up with a similar amount. It is time to "get real" about the project. We need new tunnels into Penn Station on an alignment that would be useful to our riders, even if the rest of the Gateway project is never built. Amtrak wants Gateway, complete with a separate and inconvenient station for NJT, further from Manhattan's offices and the subways. Amtrak does not need any new tunnels for its own trains. It is NJT riders who would benefit from any new infrastructure, and we need to be sure that it actually does benefit them. So, let's take a fresh look at the political and economic situation, and call for TUNNELS NOW.

Railgram

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The Railgram and Our Website: The Ideal Combination to Keep You Informed

By DAVID PETER ALAN

At the Lackawanna Coalition, the *Railgram* is one of our traditions. Since the early days of our organization, which was founded 38 years ago, it has kept riders and NJT managers alike informed of the rider's view of the news on our railroad.

Today, for the first time in our history, the *Railgram* alone cannot keep up with the news. With a crippling blizzard, two derailments that disrupted service for days, and a train that was trapped with an ensuing panic at Penn Station, we could never hope to cover that much news solely in this newsletter.

With the news cycle becoming instantaneous and social media keeping people informed in its own way, we have changed with the times, too. John Bobsin has covered all of these difficult events on our website, www.lackawannacoalition.org. He has covered them in a way that traditional print media cannot, and we strongly urge you to check our site frequently, so you can stay informed about all the latest news on our railroad and connecting transit.

The *Railgram* is still here, too, and its function appears to be changing. It is the place where our members comment and give their opinions about the news on our railroad, and where we bring you stories that are not necessarily covered by the "big" media, but which affect you and us as transit riders.

So we urge you to check our website frequently and continue to read the *Railgram*. Between these two services of the Lackawanna Coalition, we will continue to keep you informed. While you are at it, don't forget our Twitter feed. We are beginning to check Twitter more frequently, and encourage you to Tweet to or follow @Lackawanna_Rail.

Coming Attractions for Meeting Presentations

Please join us at the Lackawanna Coalition, as we bring you presentation by two well-known transit managers. On May 22, author and retired planner James R. Greller will explain his plan for extending the New York subway to New Jersey through the "L" line, which runs under 14th Street. Our presenter in June will be Robert Lavell, NJ Transit's Vice-President for Rail Operations. He will report to us with an update about what is happening on the railroad. We invite you to join us for these and all of our future meetings. We meet on the fourth Monday of the month at 7:00 at Millburn Town Hall.

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NJ TRANSIT CUSTOMER NOTICE FROM MAY 22

Modified Service Plan Due to Amtrak's Summer Track Repair Work in Effect Monday, July 10 through Friday, September 1, 2017

NJ TRANSIT rail customers have been forced to deal with delays, derailments and unreliable service because Amtrak, which owns the tracks our service relies upon, has neglected the maintenance of its critical infrastructure for years. For three-quarters of NJ TRANSIT rail customers travel patterns will not be modified, including the Trenton to New York Northeast Corridor Line. However, delays on all rail lines, except for the Atlantic City Rail line, are inevitable.

Long overdue Amtrak track repair work will significantly disrupt travel this summer for customers who normally travel on the Morris & Essex Midtown Direct service to and from Penn Station New York. As a result, for their inconvenience, Morris & Essex Lines customers will receive about a 50 percent discount off the regular Hoboken ticket cost, in addition to cross-honoring with ferry and PATH service at Hoboken Terminal.

Below is the overall rail service plan for customers who will be traveling into Penn Station New York and Hoboken Terminal this summer.

NJ TRANSIT Service Plan for July 10th - September 1st

The following weekday rail service plan will be in place continuously from July 10th through September 1st.

- Midtown Direct trains on the Morristown Line will be diverted to Hoboken.
- Midtown Direct trains on the Gladstone Branch will be diverted to Hoboken.
- All Midtown Direct trains on the Montclair-Boonton Line will operate on regular weekday schedules with minor time changes to/from PSNY.
- All Northeast Corridor and North Jersey Coast Line trains will operate on regular weekday schedules with minor time changes to/from PSNY.
- Raritan Valley Line will operate on regular weekday schedules with adjustments to PSNY schedules.
- Main/Bergen, Pasack Valley and Port Jervis Lines will operate on regular weekday schedules however customers may need to adjust their connections to New York at Secaucus.

NJ TRANSIT's regular weekend service will remain in effect through the summer Amtrak Track Repair Work.

Fare Discounts for M&E customers

M&E customers will receive about a 50 percent discount off the Hoboken fare, and will be able to utilize cross-honoring alternatives in Hoboken. This discount will be based on the origin and the destination of the M&E customer's travel.

• **Examples:**

- A customer who currently purchases a Gladstone to New York monthly pass pays \$451. During the Amtrak repair work, Gladstone customers will pay \$168 – 63 percent less.
- A customer who currently purchases an East Orange to New York monthly pass pays \$184. During the Amtrak repair work, East Orange customers will pay \$72 – 61 percent less.

Web Site and Travel Information

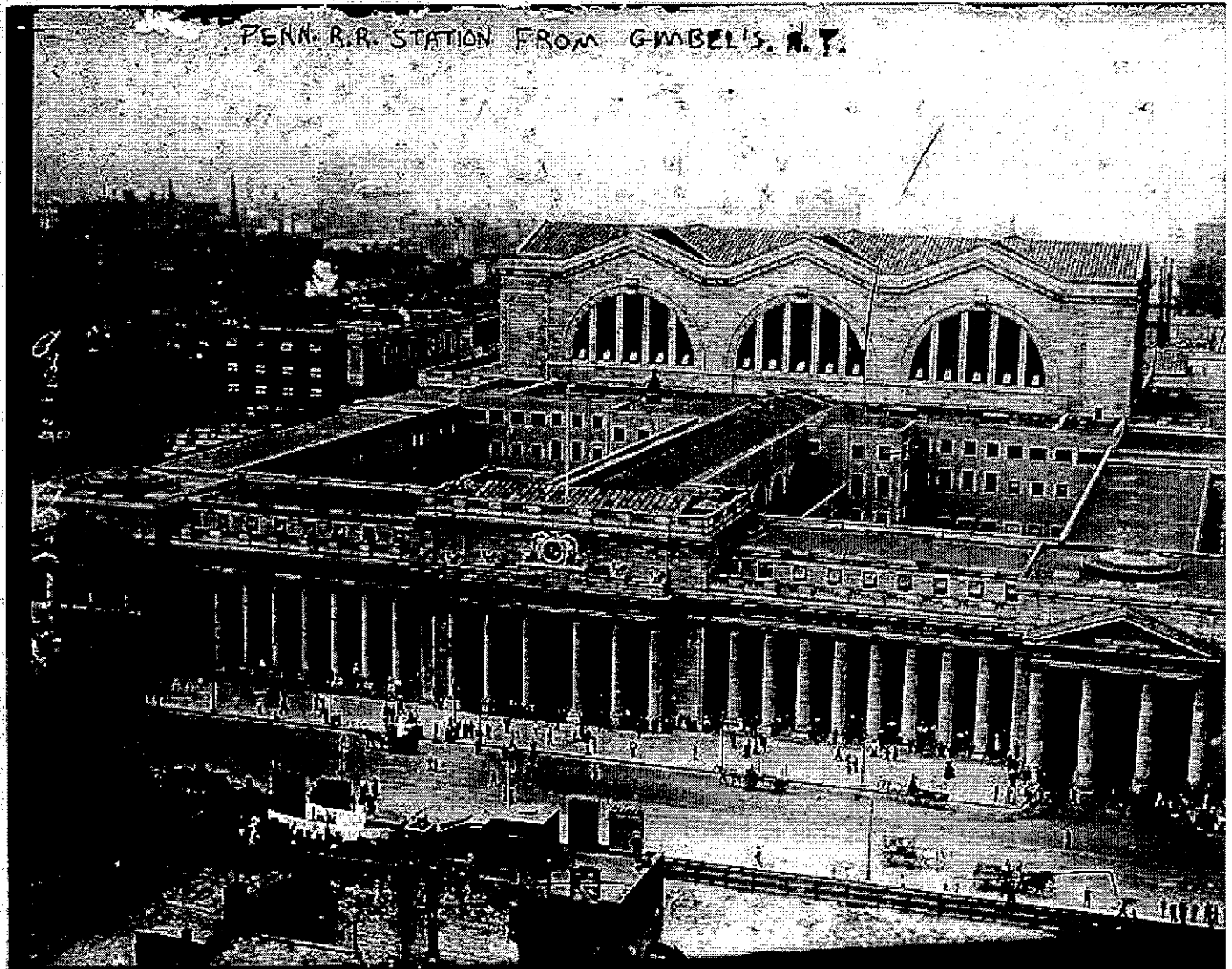
NJ TRANSIT will provide updated information as it becomes available on njtransit.com.

Information on NJ TRANSIT's website is available in 14 languages using Google Translate. To use a language other than English, click on "Translate This Site" at the lower right corner of the homepage and click on the language of your choice.

Customers may also access NJ TRANSIT's Twitter feed at @NJTRANSIT or listen to broadcast traffic reports. Additionally, NJ TRANSIT will provide the most current service information via the My Transit alert system (www.njtransit.com/mytransit), which delivers travel advisories for your specific trip to your cell phone. Service information is also available by calling (973) 275-5555.

Q1 AX

Penn Station: A Citizen's Guide to an American Tragedy



Original Pennsylvania Station head house. Library of Congress collection.

Pennsylvania Station, opened 107 years ago as a great entry to New York City and destroyed in reckless fashion over the past six decades, has become the poster child for America's crumbling

26X

infrastructure; a dubious honor which tragically undersells the magnitude of cultural disaster lurking among its three subterranean levels. Recent media attention on derailments and signal failures may give the impression that the station's current troubles happened overnight. They didn't. Penn Station is not an aberration. It is not a dark twist in an otherwise happy story. It is the product of chronic cultural ills and stunning societal failures allowed to fester unchecked for over 50 years. Where hand-carved stone eagles once watched over an acclaimed architectural and engineering triumph, the pigeons of our collective inaction have come home to roost.

To understand Penn Station is to understand America. For better or worse, the station has always been a reflection of the times.

A Product of the Gilded Age

The very reason for the existence of Penn Station stems from the most American of traditions: corporate rivalry. At the turn of the 20th century, the Pennsylvania and the New York Central railroads were economic giants equivalent in power and riches to Google and Facebook today. Their mainlines battled for business between New York and Chicago, while branch lines skirmished in smaller markets across the midwest and northeast. Although the companies were relatively equal in stature and service, the New York Central had one great advantage. By nature of its "water level route" along the east bank of the Hudson River, the railroad gained direct entry into Manhattan. Freight trains served the bustling West Side, while passenger trains called at a series of depots constructed over the years, culminating in the magnificent Grand Central Terminal.

The Pennsylvania (or Pennsy, and please pronounce that PENN-zee) wasn't so lucky. Its route over the Allegheny Mountains

resulted in a western approach to Manhattan with terminals on the New Jersey side of the North River (pardon my personal peccadillo, but in the late 19th century, the lower portion of the river separating New York and New Jersey was called the *North River* with the *Hudson River* starting further north). Freight for New York City was transferred to barges and lighters guided by tugboats through New York Harbor, while passengers boarded ferries or rode the Hudson & Manhattan tubes into the city.

Lack of direct access to Manhattan stuck in the craw of Pennsylvania Railroad President Alexander Cassatt (yes, Mary's brother), while the inequity of the situation delighted the Vanderbilt family whose New York Central had Gotham to itself. Cassatt was determined for the Pennsy to reach Manhattan, and to do so in a manner overshadowing the Vanderbilt enterprise. After dreams of building a railroad bridge from Hoboken to Chelsea, Samuel Rea (Cassatt's right-hand man) pushed a massive engineering effort which not only led to the Pennsy tunneling under the North River, but all the way across Manhattan, under the East River and into Queens. Unlike the one way in/one way out design Grand Central Terminal, the Pennsylvania built an electrified through route connecting the Chicago mainline to the west with the Long Island Railroad and the New Haven Railroad to the east (the latter via the landmark Hell Gate Bridge). Atop the subterranean mainline, in an infamous red light district known as The Tenderloin, Cassatt's dream of a station besting Grand Central in design and efficiency came to life. When completed in 1910, the McKim, Mead & White designed Pennsylvania Station was arguably the most beautiful building in the country. It was a masterpiece of engineering and architecture, with a swagger befitting the Pennsy and America at the height of the industrial revolution.

Public Investment Changes the Game

Of course, by the time Pennsylvania Station opened in 1910, America was already entranced by the automobile. The rapid mechanical advancement of cars, busses and trucks challenged the dominance of the railroads, but it wasn't until the government entered the highway building business that serious damage was done. The railroads built their own rights-of-way, paid property taxes and updated equipment via their own finances. Private automobile owners, bus companies and trucking firms faced lesser burdens once government-supported highways connected American cities. Airlines later reaped similar benefits at federal, state and municipal levels.

By the 1960's, the inequity between the cost of railroading as a private concern and its subsidized transportation competitors had taken its toll. Despite mighty Penn Station being just over 50 years old, the Pennsy authorized demolition of the landmark. Beneath the city streets, railroad operations would remain relatively unchanged. On top, the "air rights" would support a relocated Madison Square Garden arena and new office buildings; the Pennsy would profit from the real estate while travelers who once disembarked into a magnificent space would now follow broken corridors through the basement of a sports complex.

The destruction of Penn Station gave rise to the historic preservation movement in New York. It is widely credited as setting in motion the process that prevented Grand Central Terminal from facing a similar fate. That may be the only positive outcome from the demolition, as the infusion of money from redevelopment proved insufficient to save the Pennsy. The company succumbed to bankruptcy and vanished forever, while Manhattan never recovered from the loss of its grand entrance.

Good Intentions, Bad Planning

As the rest of the developed world was learning, passenger trains (just like airlines and bus routes) could not survive without government assistance. In 1971, Penn Station and a sizable portion of America's sagging passenger network were transferred to a new government entity: Amtrak. It was a Hail Mary effort to save American passenger rail travel.

Salvation, according to the government planners swooping in to help struggling railroads, would come through consolidation. "Rationalization," a streamlining of infrastructure, was their mantra. While the loss of old Penn Station was an aesthetic failure, at least the trains were still running. What would come next not only led to the five-decade decline of the station but the entire physical plant of the railroad east and west of the passenger platforms, as the aging infrastructure was called upon to carry more and more trains despite chronically insufficient budgets for maintenance or upgrading.

The trouble began in New Jersey.

The North Jersey waterfront once hosted no fewer than a half-dozen rail-to-ferry commuter terminals serving Manhattan. By the late 1960's, only two remained open: the Erie-Lackawanna Railroad's Hoboken Terminal and the Jersey Central's Communipaw Terminal in Jersey City. The Pennsy had closed its own tidewater terminal at Exchange Place in 1962, rerouting those trains to Newark or New York. Commuter trains were money-losers, and the railroads that ran them were sinking into bankruptcy. The New Jersey Department of Transportation became directly involved with the operation of commuter trains, eventually transforming into the public agency we know today as NJ Transit. The strategists at NJDOT were expert in the short-sighted, dark art of rationalization. Communipaw was closed to passengers in 1969, with all trains serving it rerouted on the old Pennsy mainline to Newark Penn Station. There, passengers were

expected to transfer to the PATH rapid transit or change trains and continue on to Penn Station, New York. Thus began a 48-year trend of increasing demands upon Penn Station.

NJ Transit, seeking to offer new options for riders while easing congestion at the Hoboken terminal, opened a new rail connection in the meadowlands allowing additional trains from northwestern New Jersey direct access from the west to Penn Station. On the east side, the Long Island Railroad steadily increased service while also building a huge rail yard as an appendage to Penn Station's west end. Amtrak, seeking consolidation of depots and easier passenger transfers, made significant track changes allowing the national carrier to move all of its trains then calling at Grand Central Terminal to rails on the west side of Manhattan leading directly into Penn Station. This came shortly before Amtrak introduced the high-speed Acela trains and additional Boston—Washington service, that (you guessed it) all ran through Penn Station... which was now a basement mall serving more trains and more people than the original grand building had been designed for.

Had these changes been governed by a carefully executed master plan, the railroad through Manhattan might have been systematically improved and upgraded. Instead, the changes were handled on an ad hoc basis, driven by convenience, cost and the awkward relationship between Amtrak and its tenants NJ Transit and the LIRR. The absolute minimum was spent, with little investment towards improving the aging infrastructure. Worse, funds were not available for basic maintenance. The physical plant designed before 1910, upgraded in the 1930's and incrementally increased in size during modern times was somehow, some way, expected to cope.

And that was just what was happening at track level.

Upstairs, the station was quickly deteriorating. Amtrak, with a woefully small railroad police force and a dearth of passenger-facing employees, let its portion of NYP (Amtrak's three-letter code for Penn Station) decline in status from a depressing basement in to something approaching a homeless shelter at the gates of hell. Around the turn of the millennium, NJT and the LIRR invested in new corridors for their passengers while Amtrak rebuilt a few escalators (which actually reduced foot traffic capacity). The resulting patchwork of halls further disassembling the brilliant traffic flow of the original station. With Amtrak apparently indifferent to addressing the overall need, NYP operated as three separate concourses, each with its own issues, and all funneling passengers to the same broken 100-year-old railroad infrastructure.

Politicians understood that there was a problem. Rather than fix it, their plan was to turn the massive Farley Post Office adjacent to Penn Station into a new hub harkening back to the glory days of old Penn Station. Now called the Moynihan Station project (named after a politician, of course) the work has moved glacially slow, and even when finally complete will result in nothing more than a prettier space over the same failing tracks and platforms. A decade ago the State of New Jersey began digging new North River tunnels designed to connect NJ Transit with a planned addition to the Penn Station complex. As is typical of the partisan politics choking progress across the country, one party of politicians started the project; the next party in power ended it. Nothing but finger-pointing has happened since... nothing other than the accelerated deterioration of the entire situation.

If only the problems of NYP were an anomaly. Take a look at the state of things a full 46-years after Amtrak was created, and you will find that America's passenger rail service lags far behind the rest of the first-world. This is where the story of today's Penn Station really begins.

Falling Behind the World

Amtrak never really stood a chance. It still doesn't. While European and Asian countries were experimenting with public or public/private models of improving passenger rail, the United States Congress spent most of the past five decades trying to kill what few trains America still had. As a pawn in a partisan game, the best Amtrak can ever hope for is to be underfunded. The system should have been a crown jewel of American foresight, but it ended up a victim of the two party system. At the very best, one could argue the Democrats usually have half-baked plans to save Amtrak while the Republican's revere half-crazy plans to kill it. Neither party has a long-term solution.

Arguments over Amtrak funding tend to slide into the same ideological rift that threatens to split the Union, itself. Objectivists and hardcore conservatives view Amtrak as a welfare case covering short falls from ticket revenue with tax dollars. Progressives tend to take a more charitable view of passenger rail as an essential public service, but they have been ineffective at pushing through a cohesive agenda. The greatest victory for Amtrak, the launch of higher-speed Acela trains between Boston and Washington, was accomplished with the smallest investment possible. How minimal? The center point of the route (the only close-to-high-speed-rail America has) is none other than Penn Station. That's right, the tragic failure at the heart of this story is also an integral part of our *best* passenger rail story.

Tragic, indeed.

In the 50 years since the demolition of the original Penn Station head house, Japan expanded its famous bullet train network, France continued to improve the TGV system and China invested in state-supported high-speed rail. America? Not so much. No

matter how the rest of the world funds transportation, we continue to force Amtrak to limp along under the constant threat of zero-funding.

Trouble Ahead, Trouble Behind

While the failure of America to fund transportation initiatives has directly impacted Penn Station itself, our fear of spending on infrastructure has led to the severe deterioration of the right-of-ways leading in and out of Manhattan.

Trains heading east from Newark cross the New Jersey meadowlands on a two-track route built specifically to handle trains in and out of New York's Penn Station. The rest of the Pennsylvania mainline was four tracks. Why do only two sets of rails venture through the swamps? The Pennsy maintained other freight yards and passenger terminals in the region, with branches radiating out of Newark to those points. Two tracks were sufficient for passenger traffic into New York.

The aforementioned NJ Transit connections added to this stretch of track, along with the new Secaucus Junction station, have dramatically increased the number of train movements through the meadows. Other than a few sidings at the station, the line remains the double-track, specialized use route it was designed for—even though expectations have changed.

Deep in the swamps of Jersey, fast by the shadow of Snake Hill, lies one of the most despised bridges in America: Portal Draw. A “swing” bridge spanning the Hackensack River, Portal dates back to the construction of the line 1910. The structure has been plagued by operational difficulties; burned by numerous fires among its creosote-soaked pilings; and beset by malfunctions that—among other events—derailed an Amtrak mail train into the

swamp in 1996. In response, dreams of a one-billion dollar replacement have been floated, but in reality all that has been done is slowing the speed limit of the trains across the bridge.

Lowering train speeds is a common solution railroaders call “deferred maintenance.” Rather than fixing infrastructure (which would cost money), putting up a speed restriction eases the stress on the failing parts and staves off the inevitable repair for just a little longer. (Current riders will note this was the same remedy put in place at Penn Station earlier this year). Of course, slowing trains down means they take longer to travel through an area, and that has a domino effect. If traffic levels were low, it wouldn’t matter as much. The opposite is true. In 2005, NJ Transit estimated 40,000 passengers a day rode across this bottleneck. Today, they estimate 150,000–200,000 people a day are carried over Portal Draw, and that figure doesn’t include Amtrak figures.

If Portal fails, the entire Boston to Washington D.C. Northeast Corridor will be severed. There is no back-up. The best estimate for a replacement is 2024, if the government agrees to fund the project immediately.

Assuming Portal manages to stay intact, the next risk is just a couple of miles east: the North River Tunnels. Attempts at tunneling under the North River wasted a lot of money and killed a lot of people until the Hudson & Manhattan and the Pennsylvania Railroad tubes were successfully completed. The Pennsy tubes are still in use today and like Portal they only support two tracks and there is no back-up. Current riders may not like this tidbit: they really are tubes. After tunneling through the rock under Union City, NJ the tracks lie in iron tubes designed to float in the silt at the bottom of the North (Hudson) River. They were a feat of civil engineering when built and haven’t had significant improvements made since. Whether this is a testament to the quality of the Pennsy’s work or dumb luck is anyone’s guess.

As political leaders continue to block alternatives, the tunnels lie aging in the muck. The timer on “dumb luck” is ticking.

Once through the tunnels and into Penn Station proper, everything falls apart. Literally. The switch tracks which give access to the station platforms (known in railroad parlance as an “interlocking”) have been at the center of 2017’s woes. The derailments and track failures that have put NYP back on the front page have occurred in this spot. As Amtrak has admitted, the deterioration of the tracks was well known, but widely ignored. It was something to fix “later” when money was available. Once the derailments happened, Amtrak’s first reaction was to lower speed limits through the station. Just like over at Portal Bridge, trains now take longer to move through the area, creating systemic delays. This is why NJ Transit trains can no longer adhere to their schedules; they can’t move through the interlocking as fast as the scheduled requires.

The signal system which governs movement through the west end interlocking has also been blamed for systemic failures. In fact, the signal system and the tracks need modernization all the way through the station, past the east end interlocking, into the East River Tunnels and out to Sunnyside Yard in Queens. Most eastbound NJ Transit trains move to Sunnyside after dropping passengers at NYP; most westbound counterparts originate in Sunnyside. The reason is simple: there is no place in Manhattan for NJ Transit to store trains between runs. The Long Island Rail Road built a compact yard in Manhattan. NJ Transit did not. Thus, most NJT runs involve traveling through the entire failing physical plant from Portal in New Jersey to Sunnyside in Queens, New York. For an NJT train to negotiate its daily run, all the ancient infrastructure needs to work flawlessly.

Trouble from the Rails, Up

The obvious outcome of an under-funded Amtrak is its under-maintained infrastructure, but that's only one of America's ills haunting NYP. The tragedy of Penn Station is also societal. All of our misbegotten plans, fears and inhumanity are on display there seven days a week.

The most noticeable change over the past 20 years is the militarization of the station. Throughout the passenger concourses, travelers are watched over by a large force of soldiers, Amtrak police and city forces armed with machine guns and other large-scale weapons. This is a post-9/11 phenomenon that has played out in many public spaces. One does not need to be well-versed in domestic security to see how the situation at NYP reflects the national dilemma: we are great at funding military expansion but stingy when it comes to investing in our core societal needs. Some people can't walk and chew gum at the same time. America can't have adequate homeland security and take care of its society at the same time.

The soldiers on duty are hardly the only military men and women at NYP. The surging homeless population includes what appears to be a growing number of vets (as self-identified by the signs used in panhandling). Penn Station has always had homeless people, but not the extent of today's problem. Under the Bloomberg administration, options provided for helping the homeless reduced the number of lost souls seeking redemption in the basement. The administrations before and since were not as successful. Today, homeless people are flocking to Penn Station and the adjoining street corners. Public toilets are in daily use as sleeping accommodations, while restroom sinks become makeshift showers.

After an incident this spring when the NYPD triggered panic by tasing a vagabond in the middle of the rush-hour crowd, many commuters mumbled about the need to "clean up Penn Station."

That is not the answer. Instead, New York City has to take ownership of the homeless problem and accept responsibility for it. Whether it is a veteran suffering from PTSD or a person with life-long mental health problems, the moment when leaving them to wander a train station becomes acceptable is the moment our society fails. Moving these citizens out of NYP without a proper program for treatment may address the optics, but not the human need.

What's Next?

The silver lining, as faint as it may be, is Amtrak's new CEO Charles "Wick" Moorman. An unabashed railroad advocate with decades of experience, Moorman has begun the process to fix what his predecessors declined to. He can't finish the job unless Congress comes around to appreciating the severity of the issue. Moorman is expected to focus on track and signals within NYP. The tunnels and bridges still sit waiting for political budget approvals. Anti-rail New Jersey governor Chris Christie will be out of office soon. A rail advocate in the Jersey statehouse could help things dramatically, as would consistency in support and funding from New York officials.

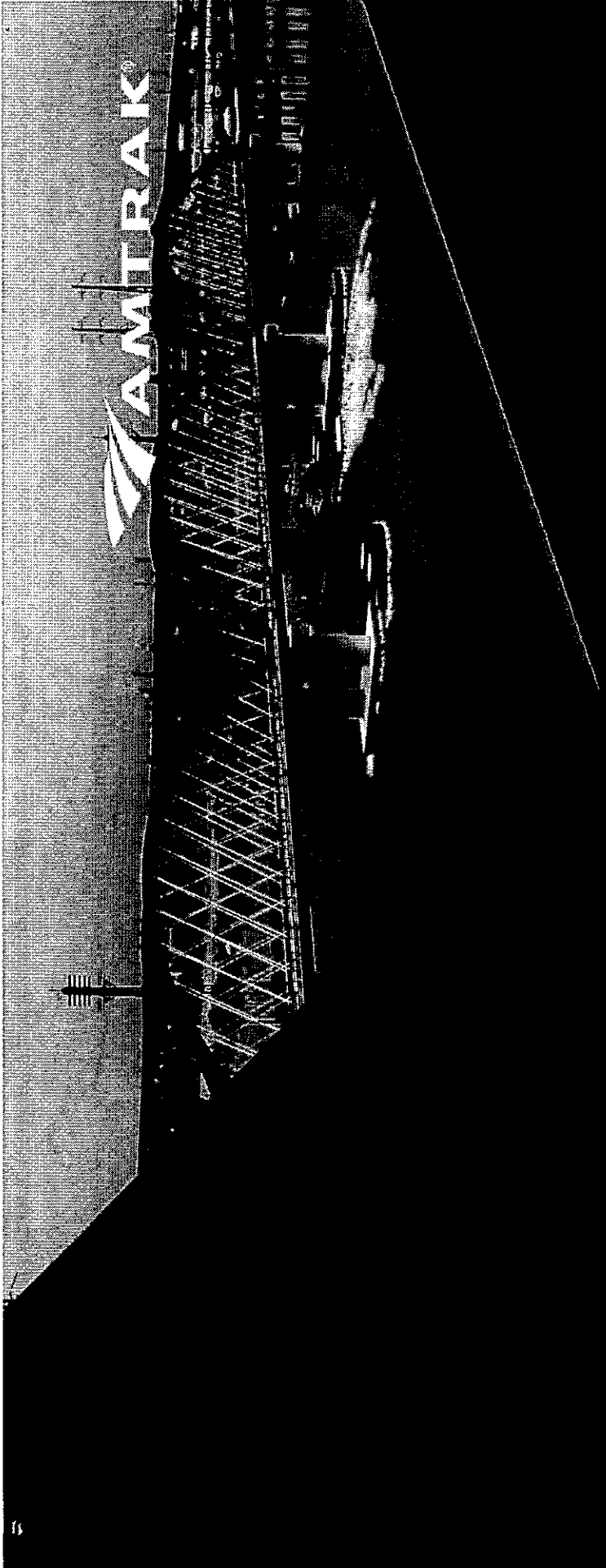
Moorman also has the task of changing the way NYP operates. Penn Station, once the envy of cities worldwide, is now a laughing stock of mismanagement. Poor dispatching choices regularly dump 1,500 passengers onto the platforms at one time. Station workers are overwhelmed by simple tasks like making sure escalators are running in the right direction when trains are called for boarding (it is hard to believe how often this doesn't happen). Amtrak passengers stand in lines that cross the entire waiting room, blocking the flow of people through the facility. A new digital signage system beams train information throughout NYP, but the updates are often unreliable. The digital voice employed to announce departing trains mispronounces over half of the New

Jersey station names. Is that a big deal? Maybe, especially for folks with English as a second language. It also conveys something larger and unsaid: that nobody cares. Your train will come when it comes and leave whenever it leaves. The same system that can't pronounce town names has no soul... and no empathy for you.

Fixing Penn Station will take billions of dollars and year after year of construction. The need is inevitable. It either gets fixed now, or it will succumb to age and cripple northeastern America's transportation core.

Are we up for the task?

***Robert John Davis** is a marketing executive, NJ Transit commuter, railroad historian and past vice-president of the Jersey Shore Commuters Club (which was the last private parlor car service in the east).*



THE GATEWAY PROGRAM & NEW YORK PENN STATION RENEWAL

May 12, 2017
Amtrak Planning, Technology & Public Affairs

40X

NY PENN STATION INFRASTRUCTURE RENEWAL PROGRAM



The New York Penn Station Infrastructure Renewal Program is a series of major track and switch renewal projects that will strengthen railroad infrastructure and improve operations and preparedness at New York Penn Station.

Two major track projects that will impact service are planned:

Renewal Phase 1 (July)

Renewal Phase 2 (August)

Additional work will last through approximately 2018, with most work taking place on weekends.

More info at:

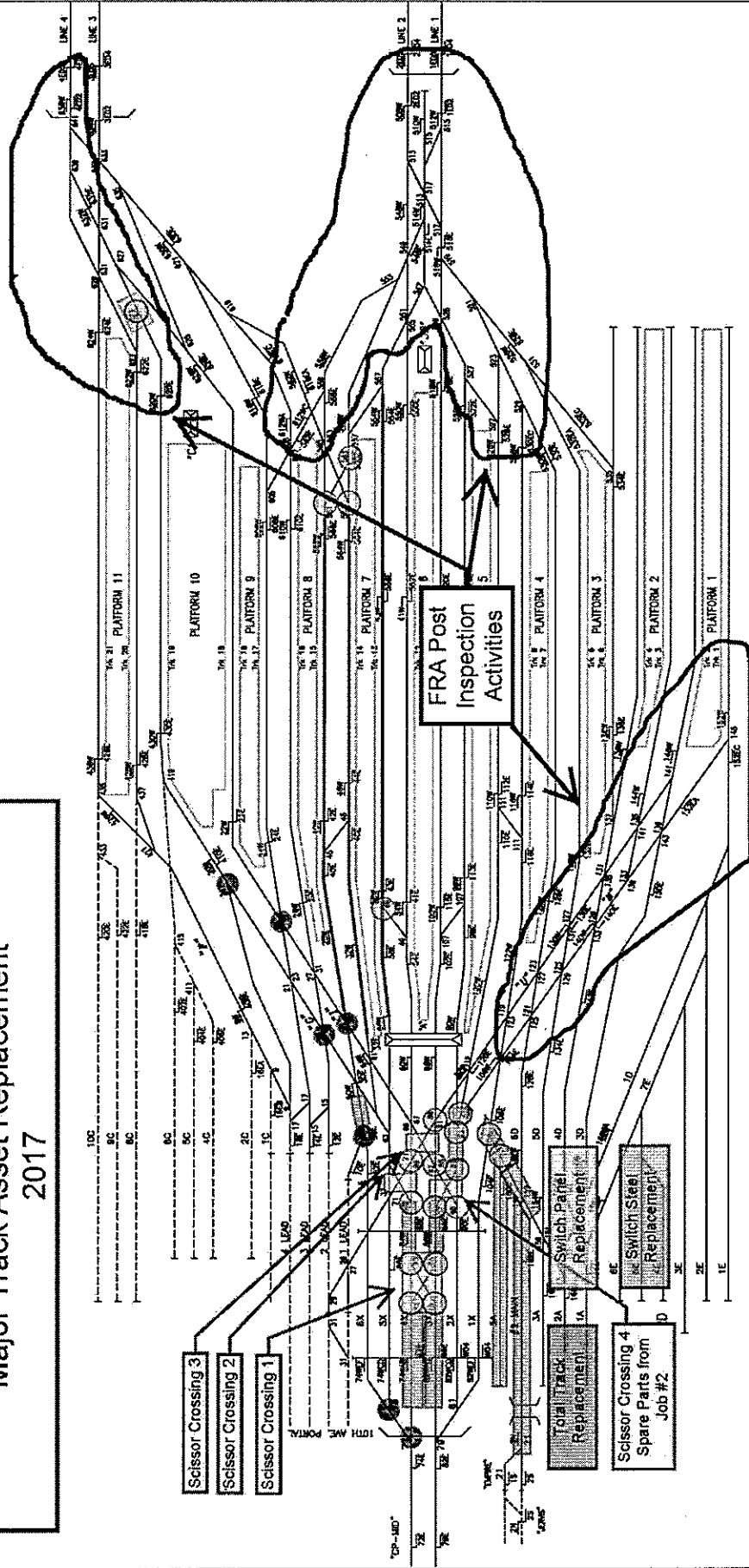
www.amtrak.com/NYPRenewal

41X

PENN STATION: AT THE LIMITS OF THE POSSIBLE

Penn Station Major Track Asset Replacement 2017

— ELECTRICIFIED TRACKS
- - - NON-ELECTRICIFIED TRACKS



JAP / bah - 4/18/2017

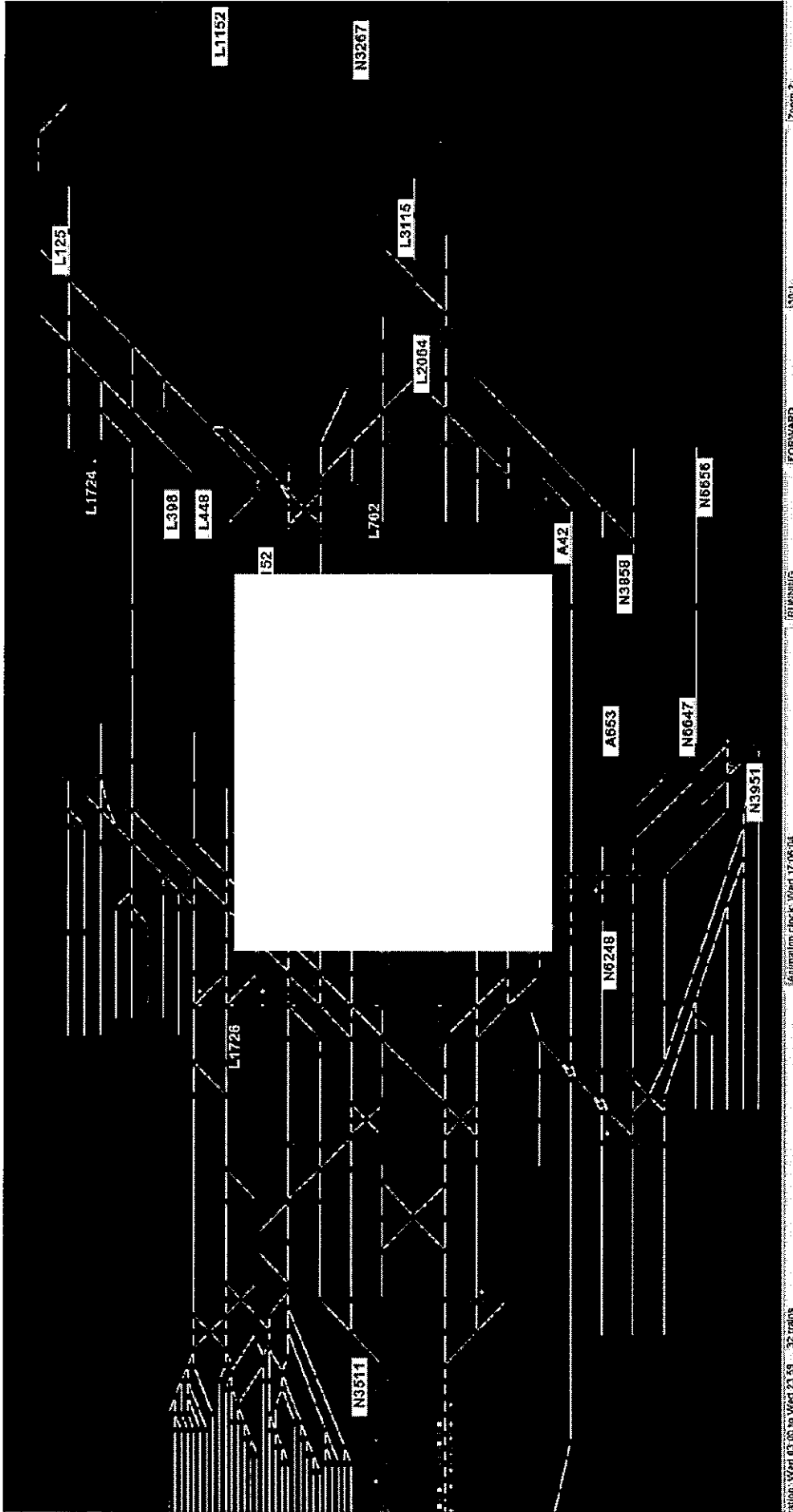
Drawn by: LL
Rev 02/04/2004

PENN STA NY "A"-"C"-"JO"
NYET-502 Mod

42X



PENN STATION: AT THE LIMITS OF THE POSSIBLE

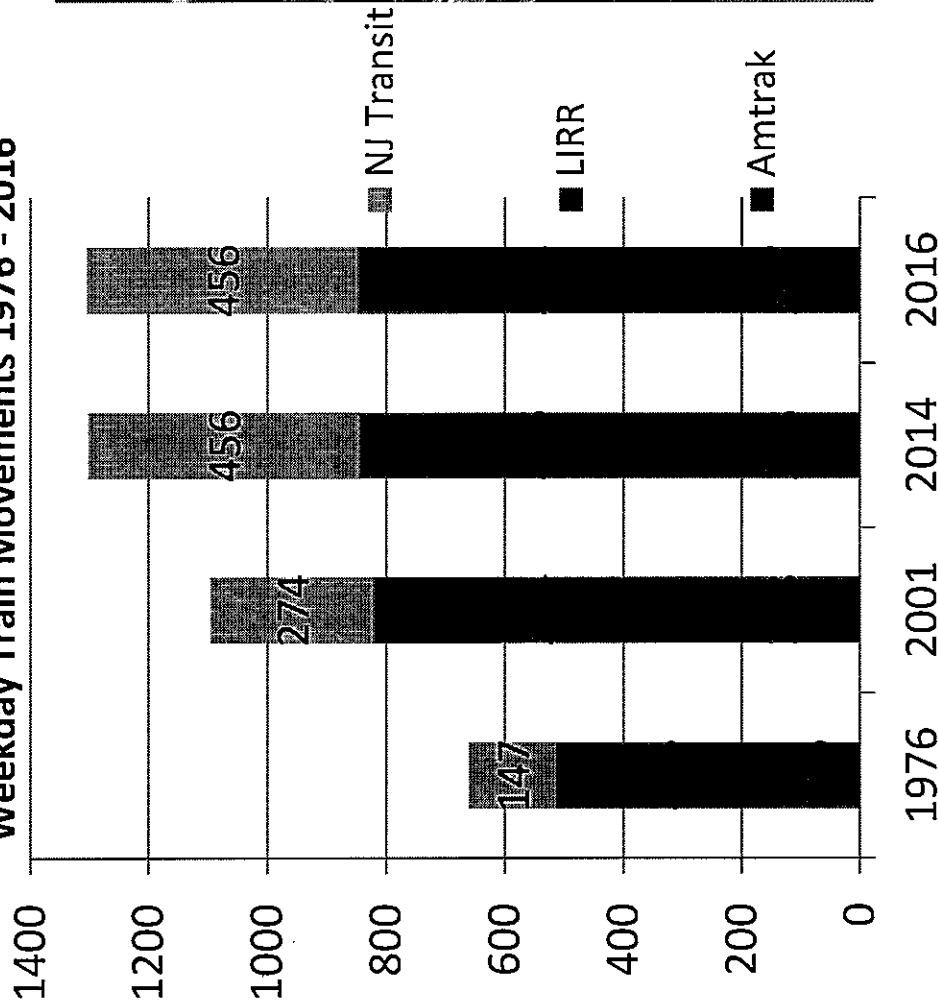


43x



PASSENGER GROWTH DRIVEN BY COMMUTER SERVICES

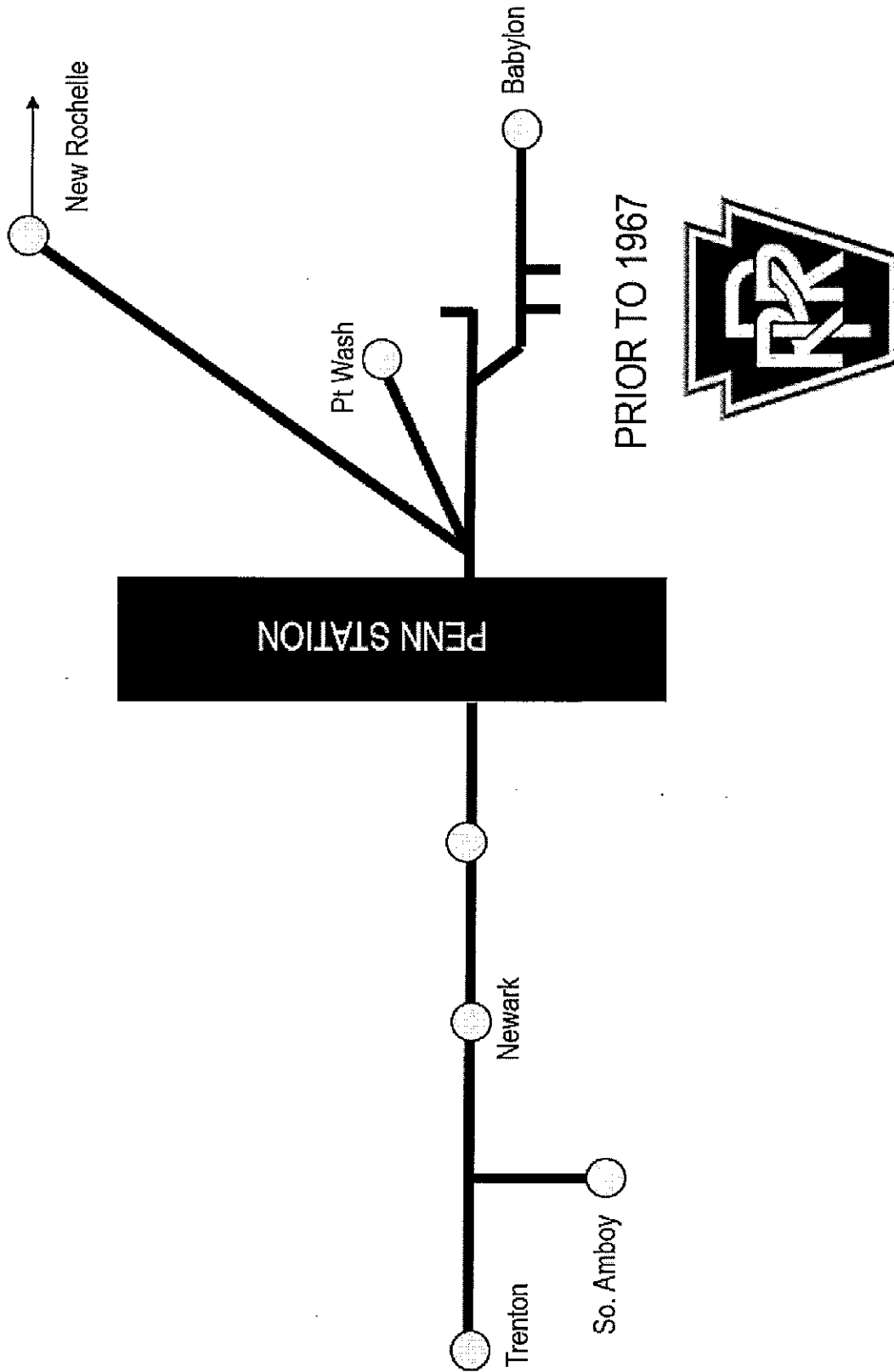
Weekday Train Movements 1976 - 2016



*Train and passenger volumes have doubled since 1976
More than 650,000 subway, commuter and intercity passengers daily*



PASSENGER GROWTH DRIVEN BY COMMUTER SERVICES

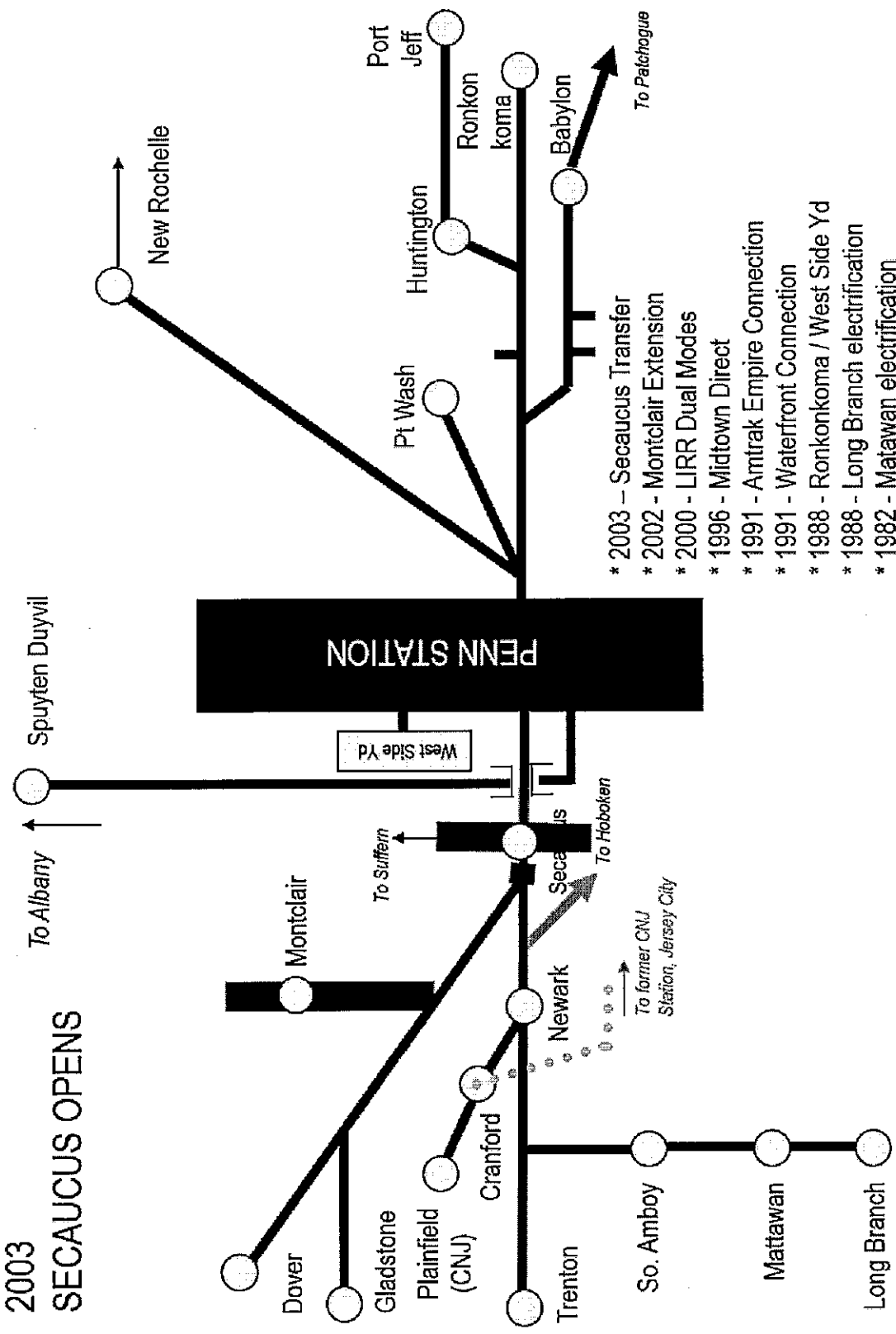


45X



PASSENGER GROWTH DRIVEN BY COMMUTER SERVICES

2003
SECAUCUS OPENS



- * 2003 - Secaucus Transfer
- * 2002 - Montclair Extension
- * 2000 - LIRR Dual Modes
- * 1996 - Midtown Direct
- * 1991 - Amtrak Empire Connection
- * 1991 - Waterfront Connection
- * 1988 - Ronkonkoma / West Side Yd
- * 1988 - Long Branch electrification
- * 1982 - Matawan electrification
- * 1970's - Port Jeff Branch electrification
- * 1967 - Aldene Plan

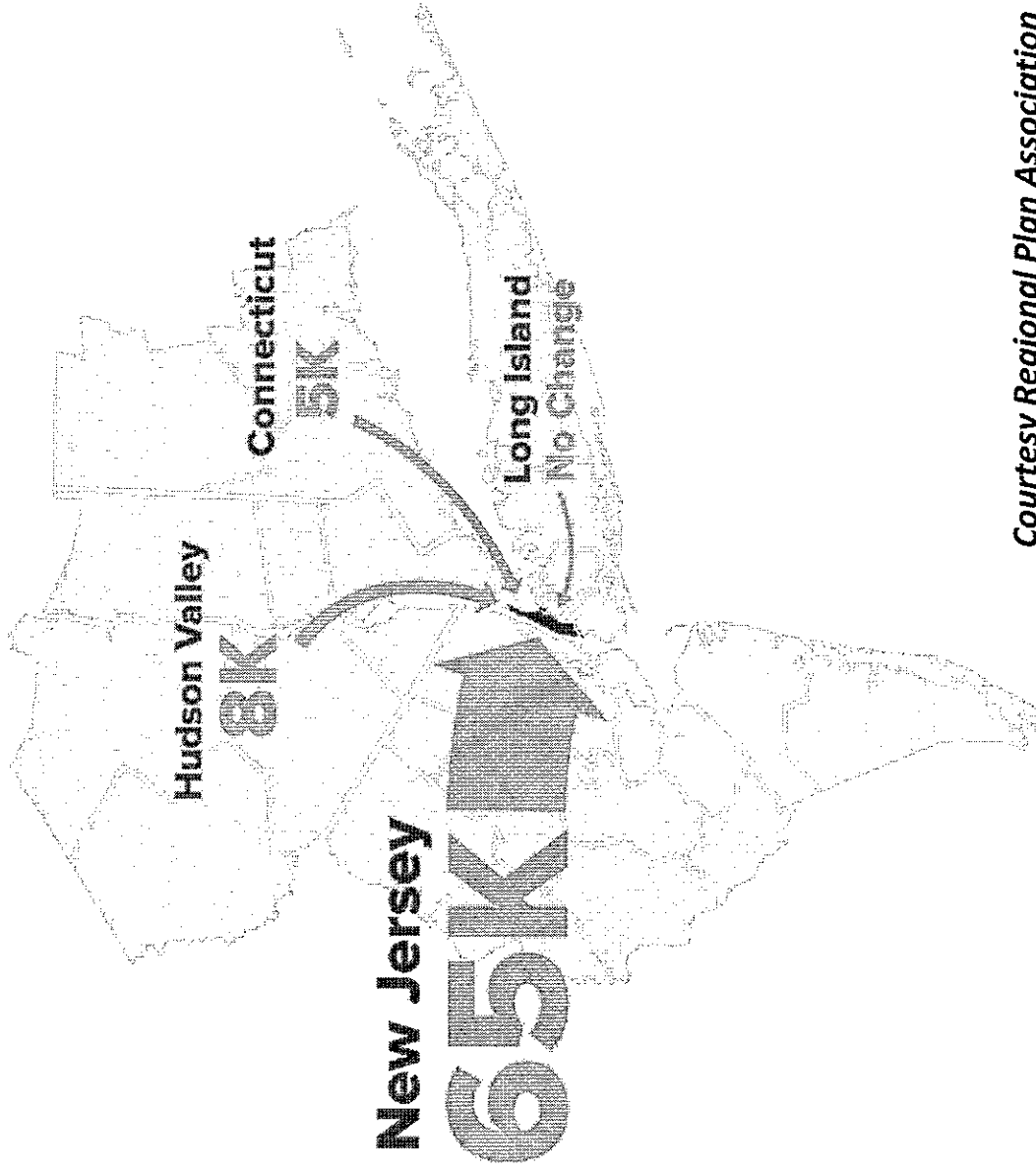
4.6X

HISTORIC GROWTH IN TRANS-HUDSON TRAVEL



**Increase in
Manhattan-bound
commuters
(1990-2010)**

47X



Courtesy Regional Plan Association

IMPROVEMENTS ON THE WAY FOR PENN STATION

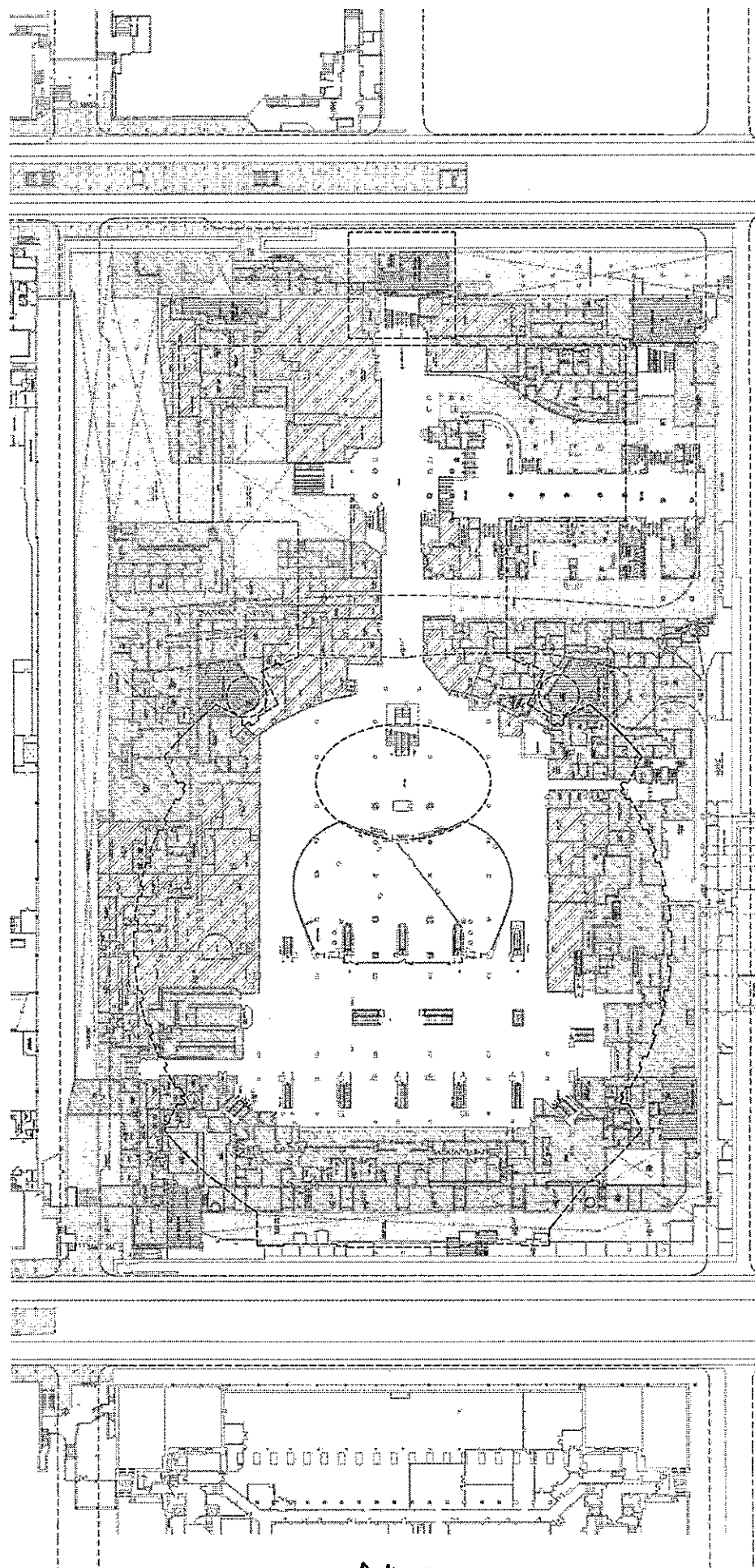


- » Near-term projects in Amtrak-controlled areas include restroom renovation, Club Acela expansion, HVAC upgrade, rebuilt elevators
- » Build on Penn Visioning study – Amtrak, NJT, URR effort to unify & better integrate terminal including wayfinding and circulation enhancements
- » Coordination with State of NY & ESDC on Moynihan Train Hall

48X



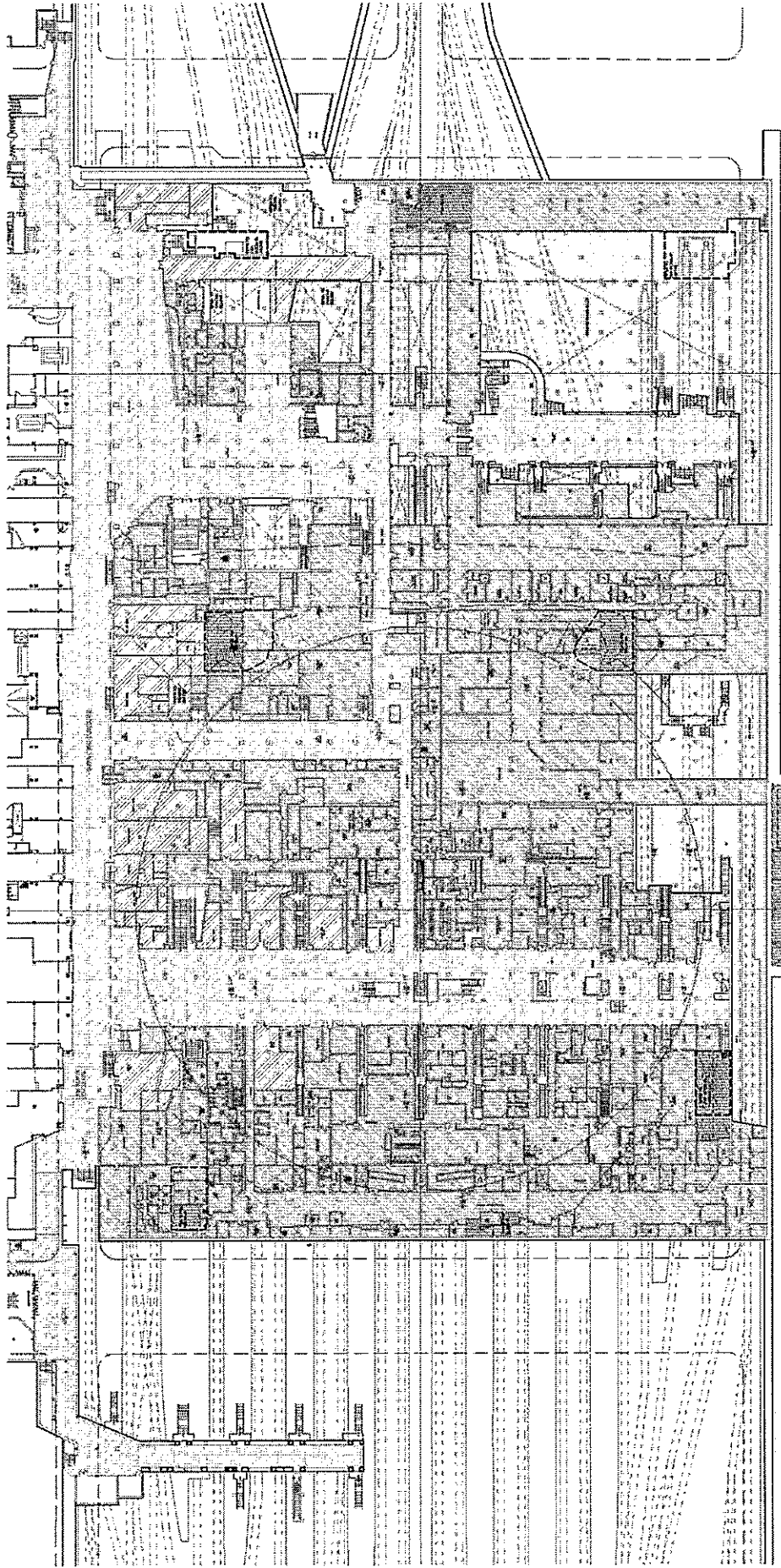
PENN STATION – LEVEL B (AMTRAK/NJT) CONCOURSE



49x



PENN STATION – LEVEL A (LIRR/AMTRAK/NJT) CONCOURSE

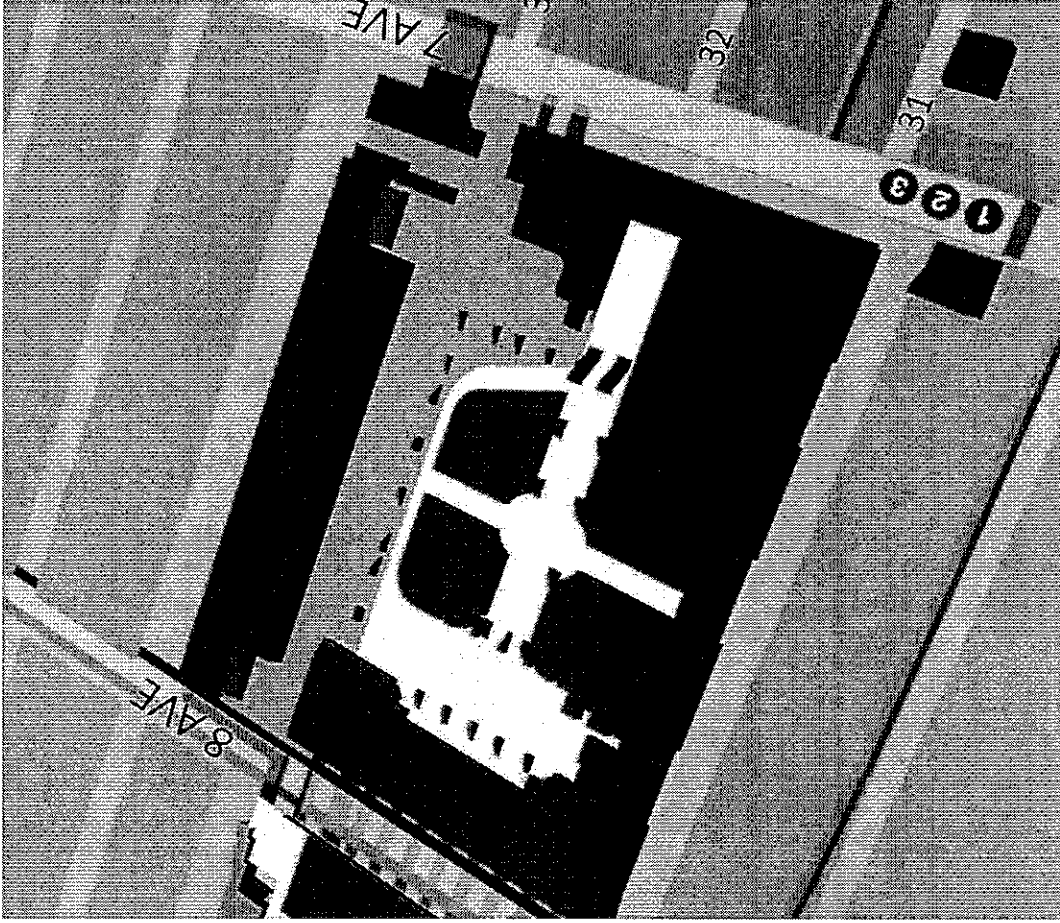


50X

PENN STATION DEVELOPMENT ENTITY



- » Challenges at PSNY stem from bifurcated control, disjointed concourses, complex environment
- » Amtrak creating a new concourse development entity to unify concourse management and operations & improvements
- » Entity will partner with private sector to bring world-class expertise to facility management
- » NHT & MTR invited to join new entity
- » Working together is best way to significantly improve the passenger experience at Penn Station



51x



MOYNIHAN STATION: A NEW HOME FOR AMTRAK IN NY

- » 255,000-square-foot Train Hall
- » Ticketing and waiting areas for Amtrak and Long Island Rail Road customers
- » 112,000 square feet of retail, 588,000 square feet of office space
- » Construction to begin 2017 and be complete in late 2020.
- » Developer – joint venture of Related-Vornado-Skanska
- » Owner – New York State/ESD

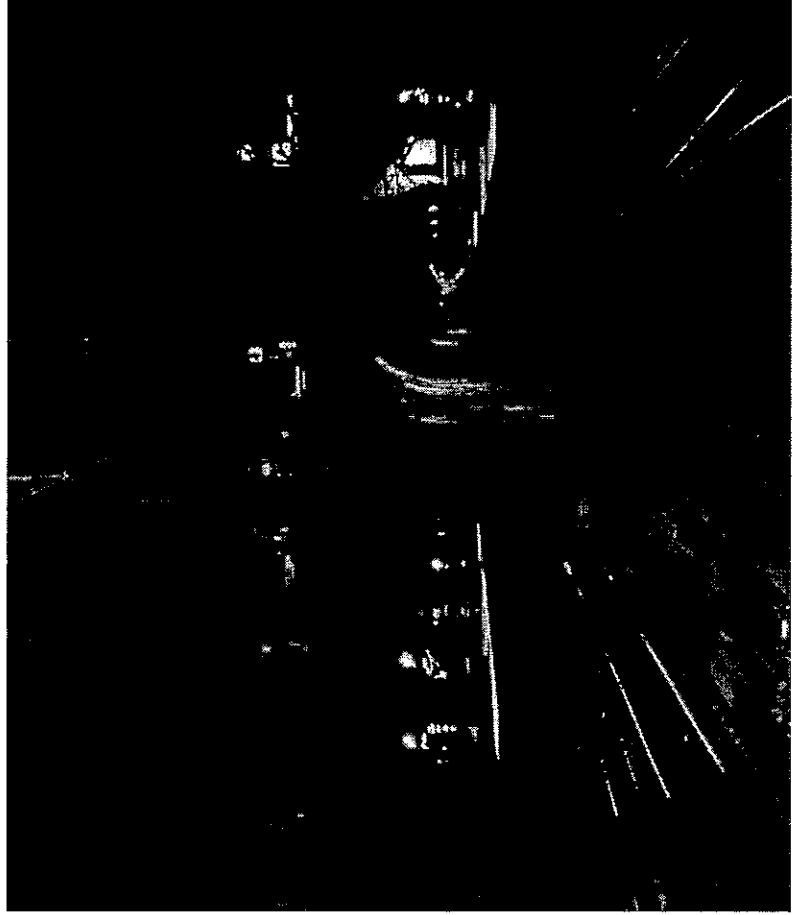
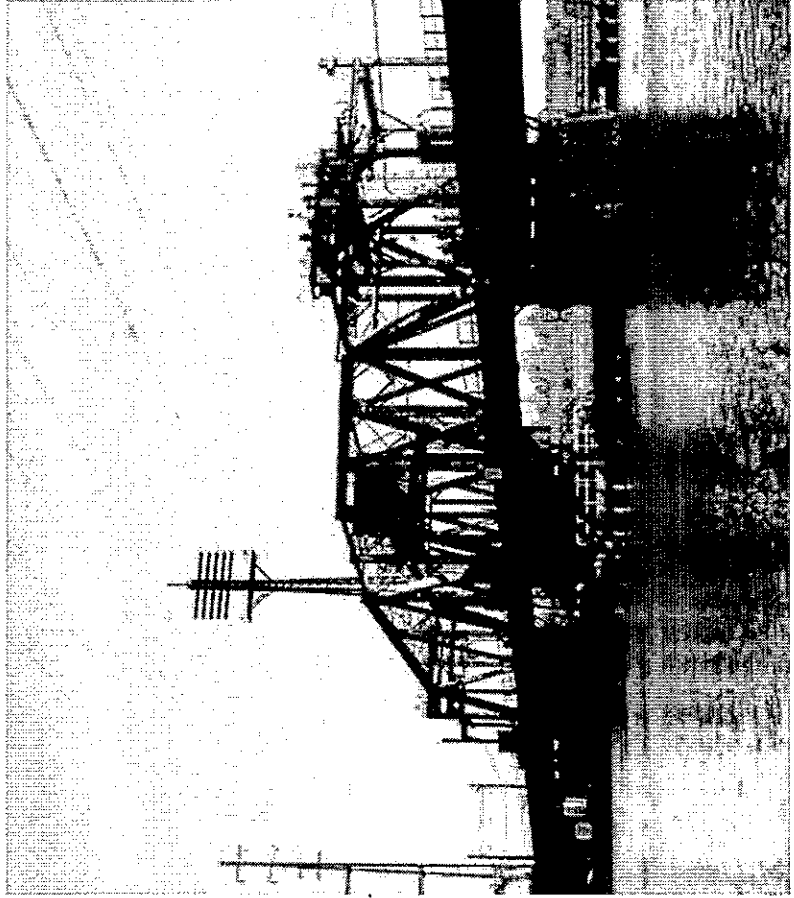


52X

GATEWAY: THE MOST URGENT PROJECT IN AMERICA

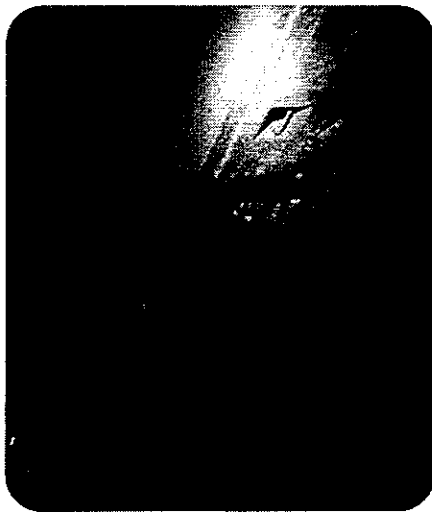
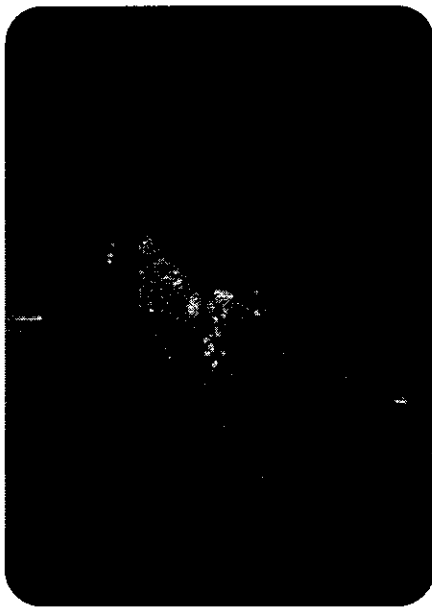


- » North River Tunnel, Portal Bridge & other infrastructure dates to early 1900's
- » 10-mile section between Newark & NYC is busiest on NEC (450 trains, 200k passengers/day, only 2 tracks)
- » Single points of failure increase risk to regional economy (10% of U.S. GDP)
- » Gateway will preserve existing Northeast Corridor service, create needed redundancy/resiliency in the system, and build for future



53X

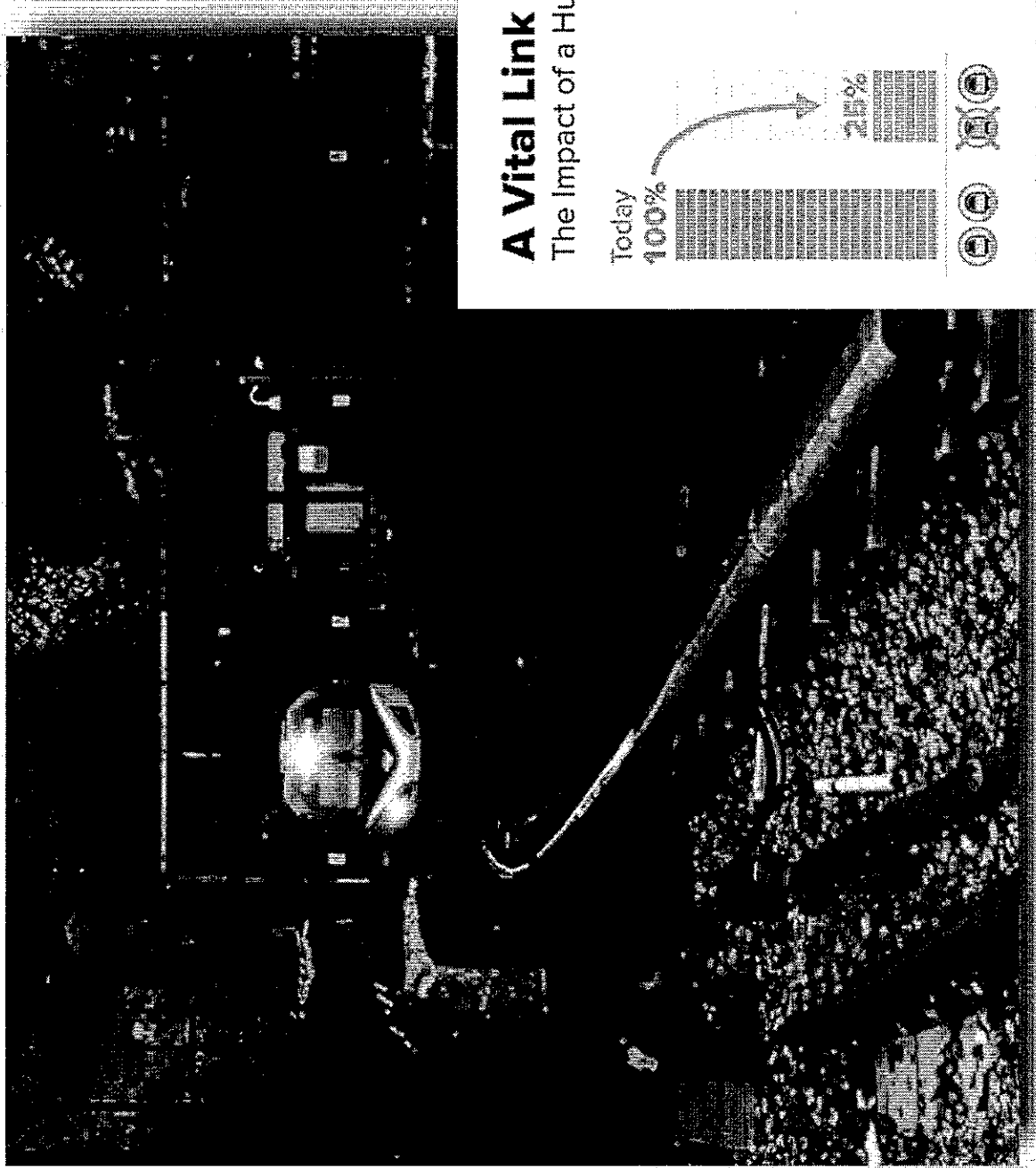
SUPER STORM SANDY CAUSED SEVERE DAMAGE



54X

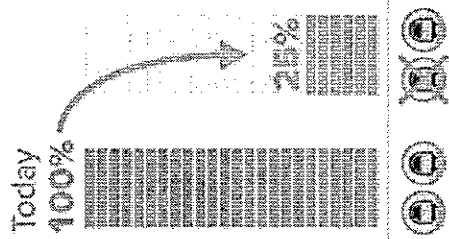
- » 5-day closure of NEC, 3.5 million gallons of sea water
- » Salts & chlorides continue to damage internal components (i.e. bench walls, HV cables)
- » Tunnel is safe but less reliable; renewal required ASAP
- » Reconstruction requires ~2 years per tube
- » Without new tunnel in place, closure would devastate service and the regional economy

TUNNEL CLOSURE SCENARIO



A Vital Link at Risk

The Impact of a Hudson Rail Tunnel Closure



With two tunnels, capacity is 24 trains per hour*



With one tunnel, capacity falls to 6 trains, or 25%*

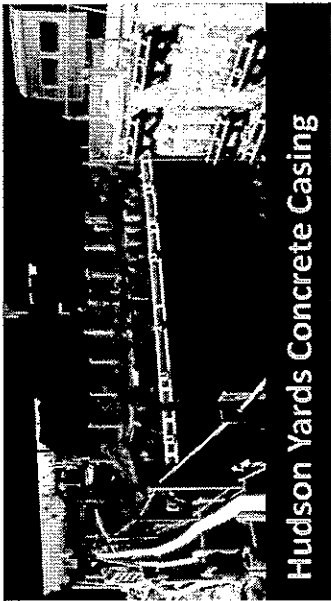


*Inbound, at peak morning times

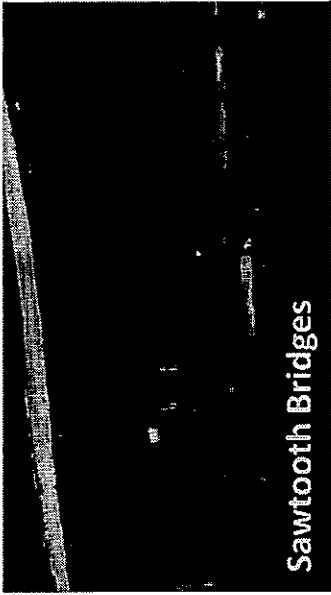


55X

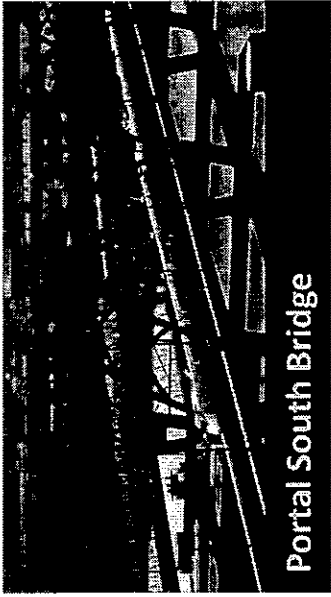
GATEWAY: A PROGRAM OF PROJECTS



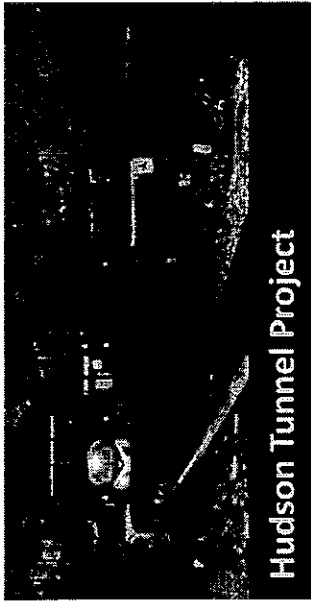
Hudson Yards Concrete Casing



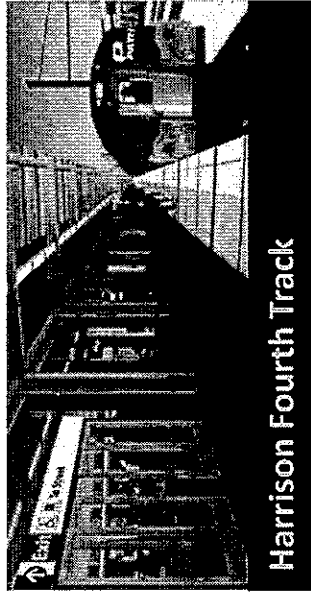
Sawtooth Bridges



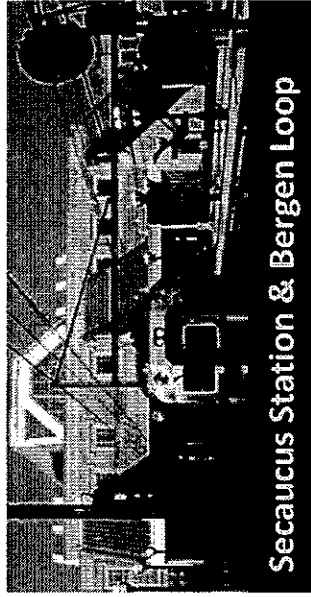
Portal South Bridge



Hudson Tunnel Project



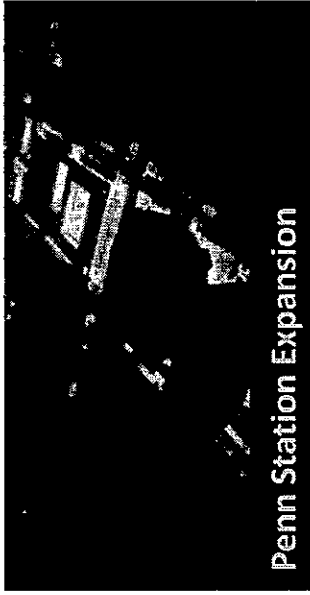
Harrison Fourth Track



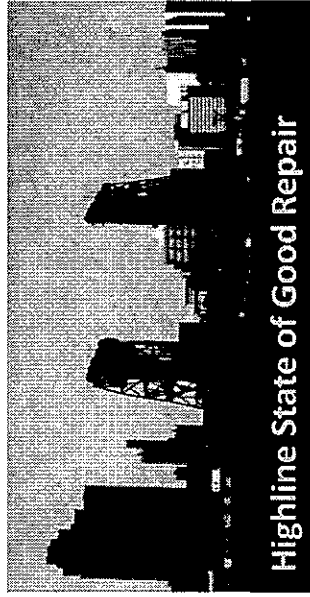
Secaucus Station & Bergen Loop



Portal North Bridge



Penn Station Expansion



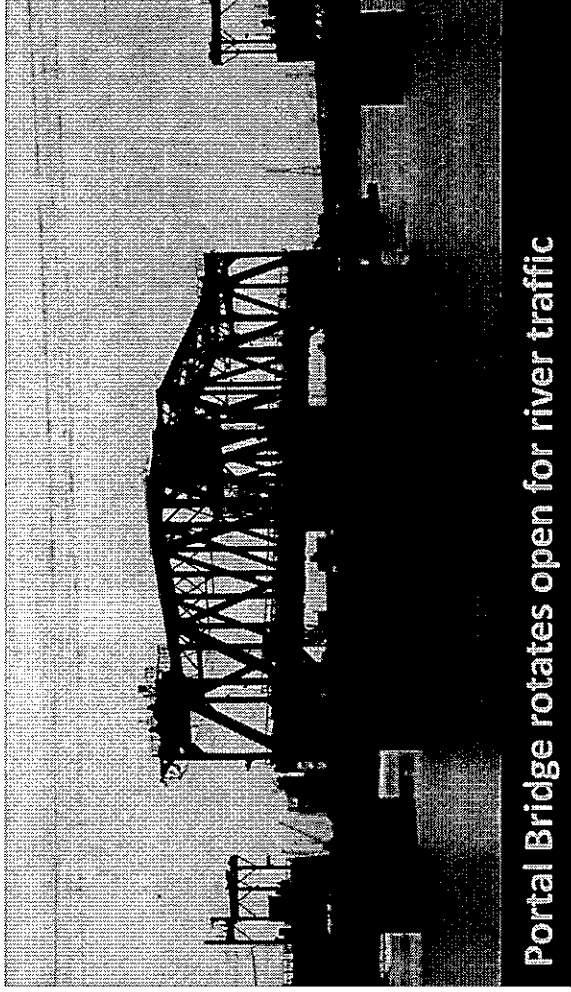
Highline State of Good Repair

56x

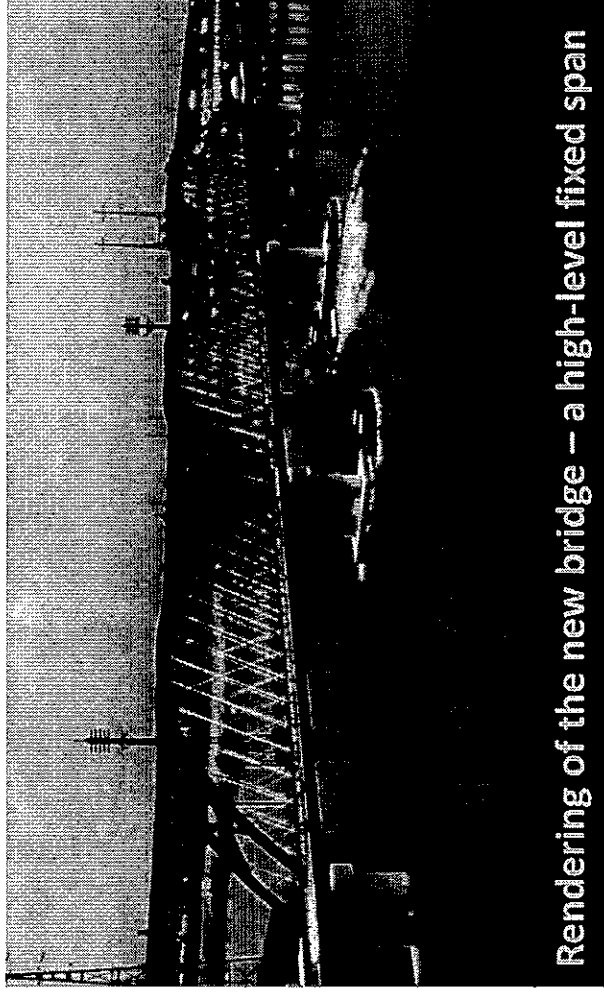
PHASE IA: PORTAL BRIDGE REPLACEMENT PROJECT

- Replace century-old swing bridge over the Hackensack River in NJ with new, high-level, fixed bridge, enhancing capacity.
- Final design and environmental review complete.
- Port Authority to repay \$284m Federal loan to Gateway Program Development Corporation (GDC)
- NJT/NJEDA commitment in place
- Amtrak commitment in place
- Accepted into project development pipeline for FTA Core Capacity grant.
- Early work will begin in 2017 funded by \$16 million TIGER grant + \$4 million NJT match.

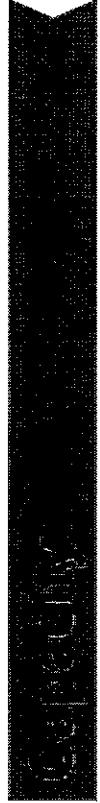
57X



Portal Bridge rotates open for river traffic



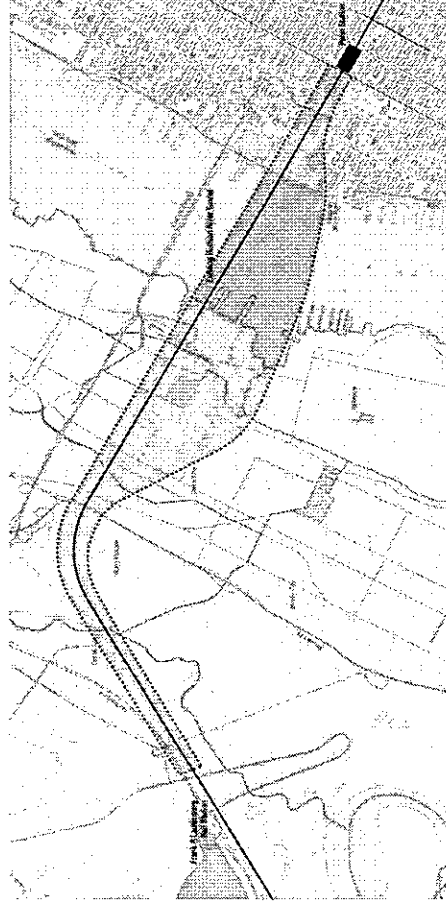
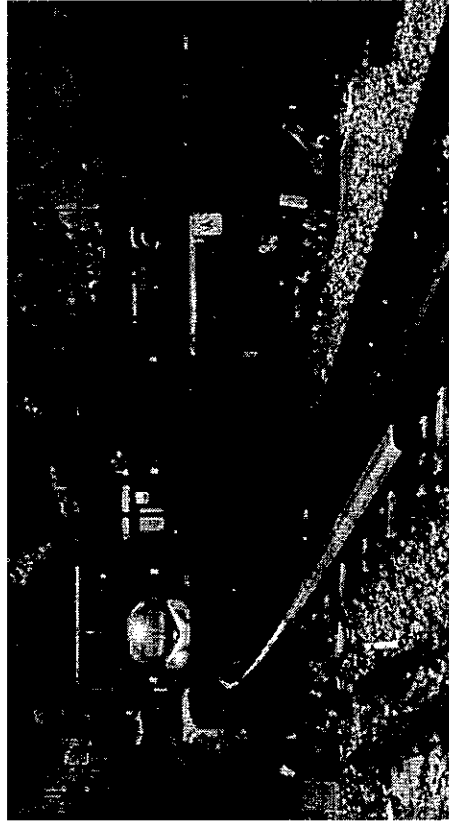
Rendering of the new bridge – a high-level fixed span



PHASE IB: HUDSON TUNNEL PROJECT

- Construct new two-track Hudson River tunnel in order to rehabilitate existing two-track tunnel while preserving NJ TRANSIT and Amtrak services without interruption.
- Accelerated environmental process in progress. Draft EIS to be released June 30. FEIS/ROD anticipated March 2018.
- Accepted into project development pipeline for FTA New Starts grant.
- Port Authority 10-year Capital Plan includes \$2.7 billion commitment to repay federal loans to be obtained by GDC

58X



HUDSON RIVER TUNNEL A PRIORITY FOR NJ VOTERS



QUINNIPIAC UNIVERSITY POLL

Poll conducted April 26-May 1
Quinnipiac University surveyed 1,209 NJ voters
Margin of error +/- 2.8%

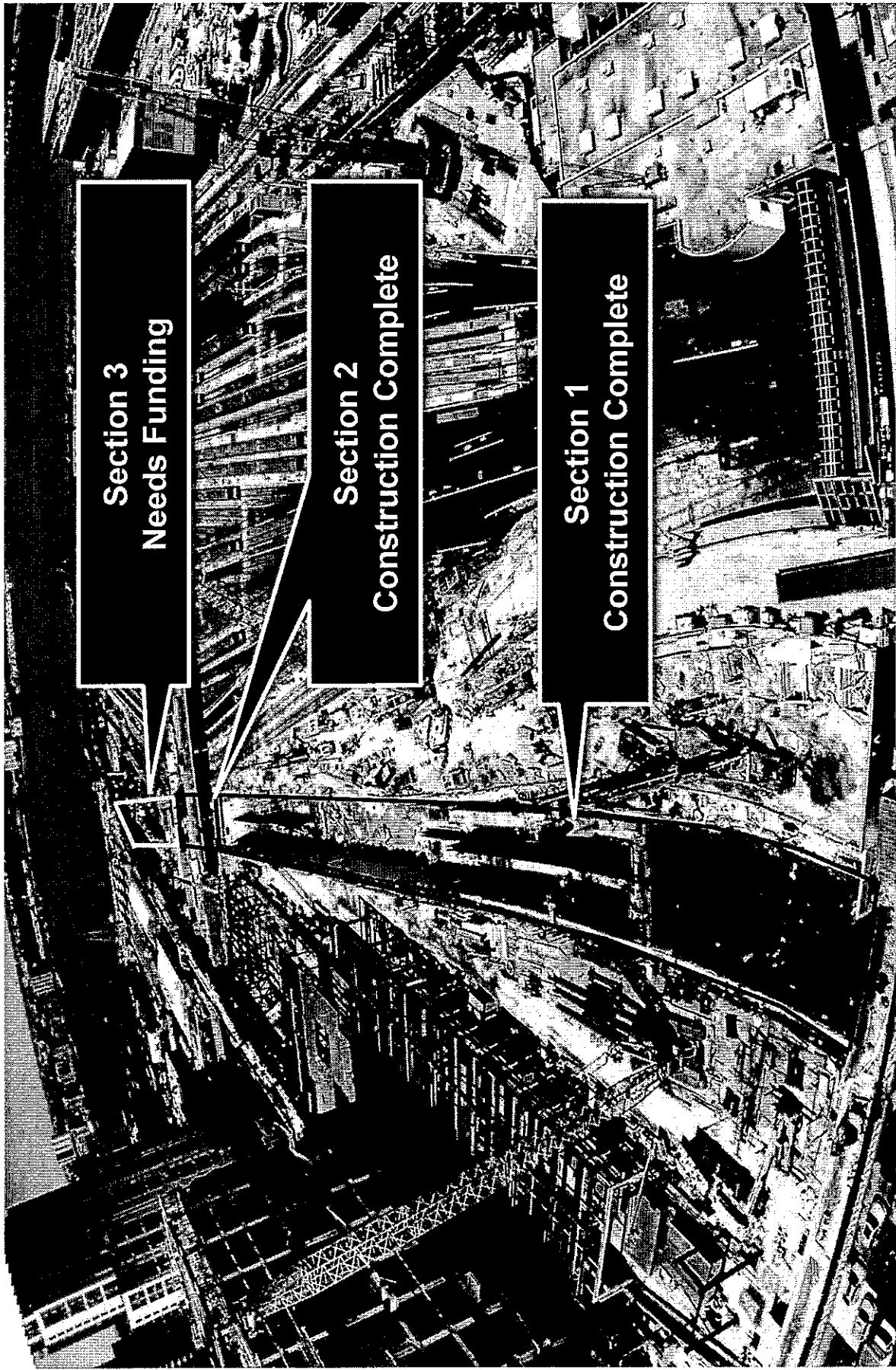
59x

95% of New Jersey voters very or somewhat concerned about the Hudson River tunnel

84% say it is very or somewhat important to add a second tunnel under the Hudson River

80% of respondents DO NOT commute to NYC. They still overwhelmingly support tunnel

HUDSON YARDS CONCRETE CASING



60x

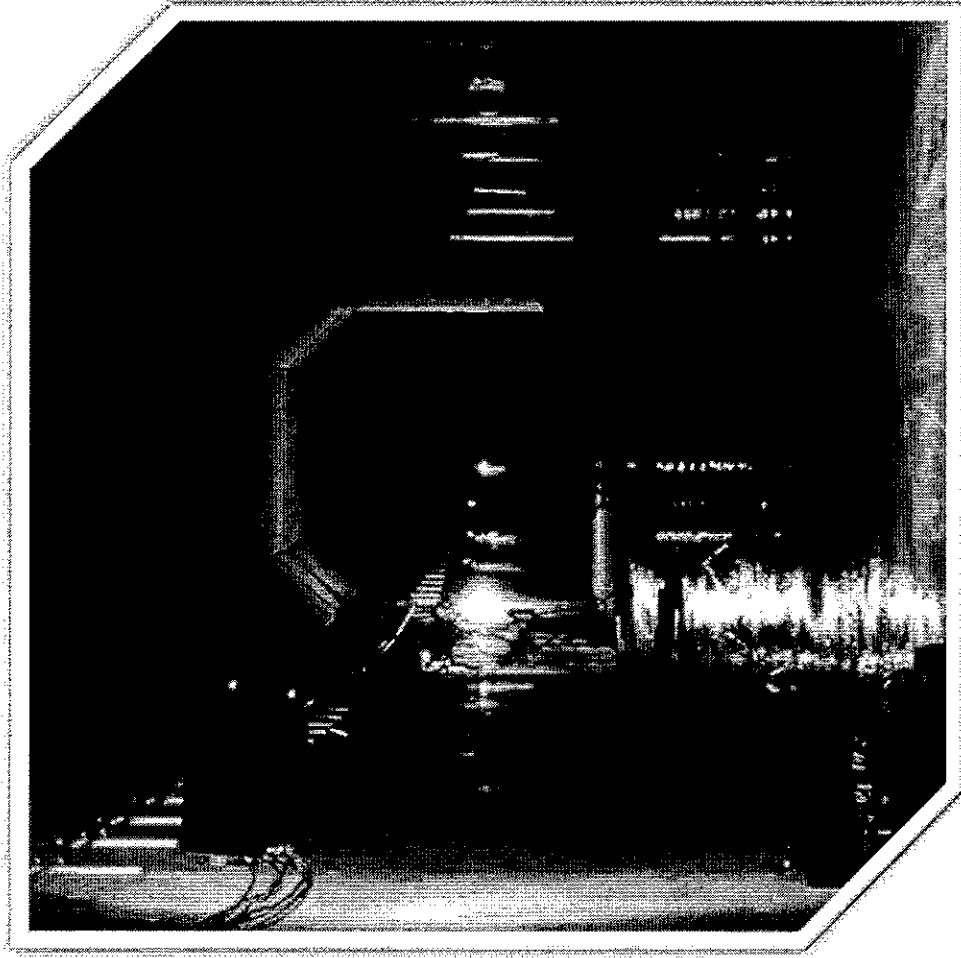
Preservation/Resilience

HUDSON YARDS CONCRETE CASING



- **Preserving Right-of-Way for Hudson Tunnel Project in Manhattan.**
- **Environmental process complete.**
- **Sections I/II construction complete**
 - Federal Sandy Relief funding
 - \$11m local contribution (NJT, MTA)
- **Section III construction can begin this year with funding**
- **Important to begin construction ASAP**
 - Developer is advancing design in WRY
 - Limited space for construction staging
 - HYCC will "receive" new Hudson River Tunnel

61X



Protective/Resiliency

PENN STATION EXPANSION



- Expand Penn Station tracks and platforms to accommodate an approximate doubling of service capacity from the west.
- Environmental Impact Statement will be required – will evaluate various alternatives
- Funding/financing needed for design and construction. Potential for public private partnerships to offset infrastructure costs.

62x

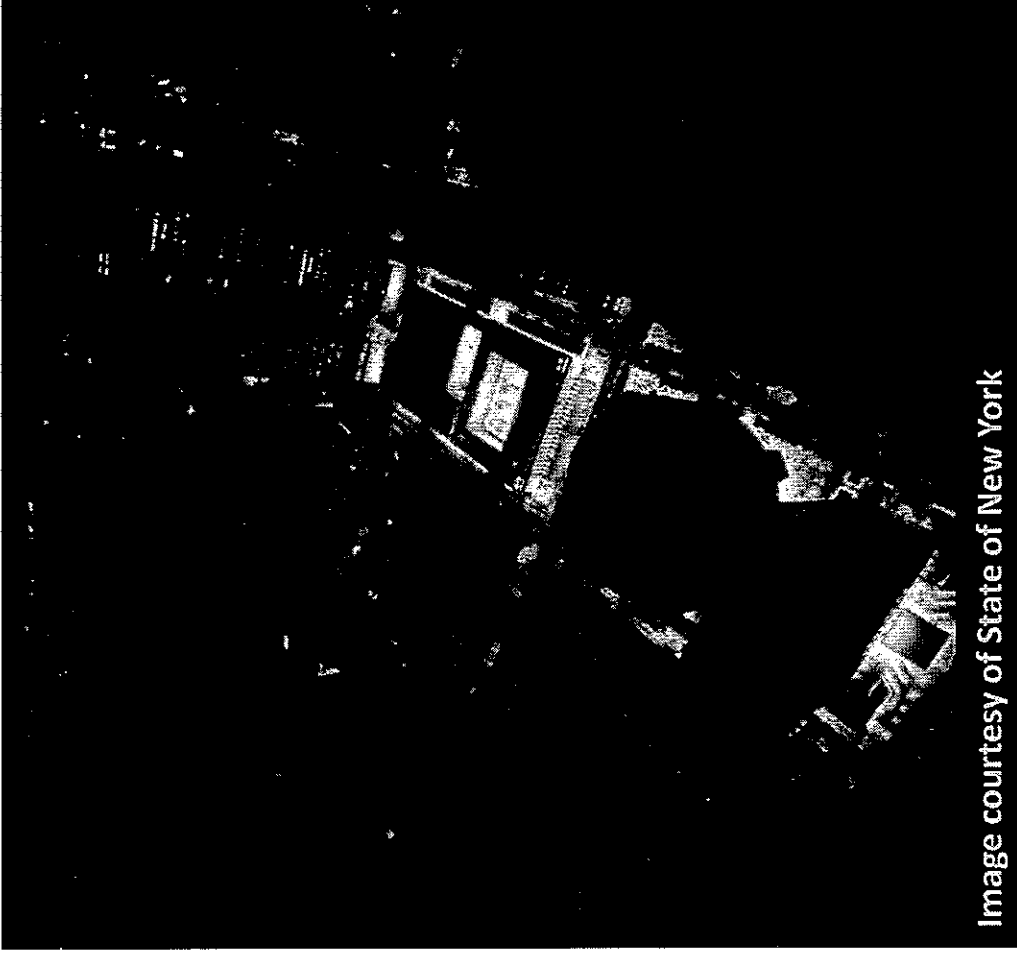
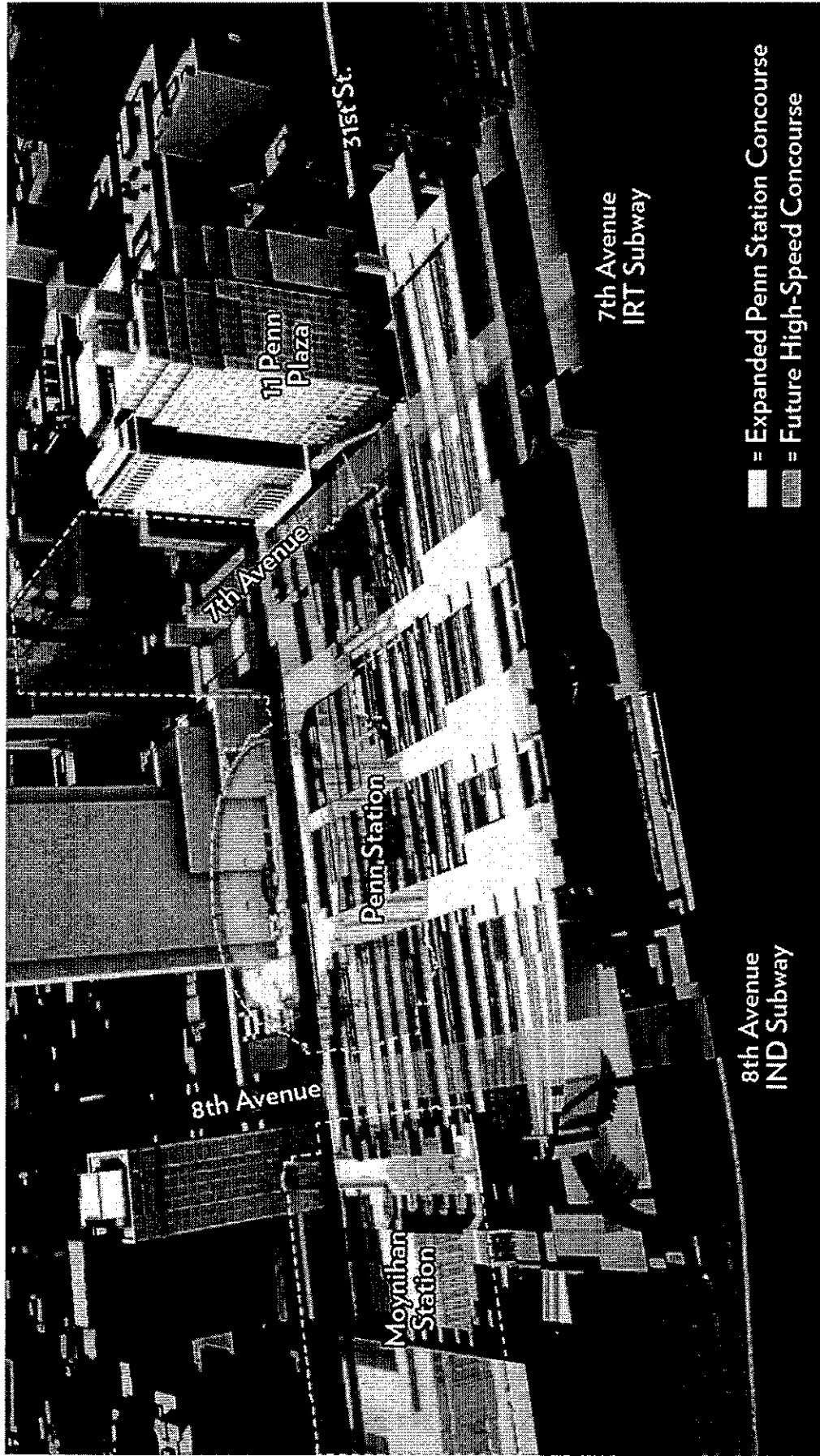


Image courtesy of State of New York



PENN STATION SOUTH – FEASIBILITY-LEVEL DESIGN

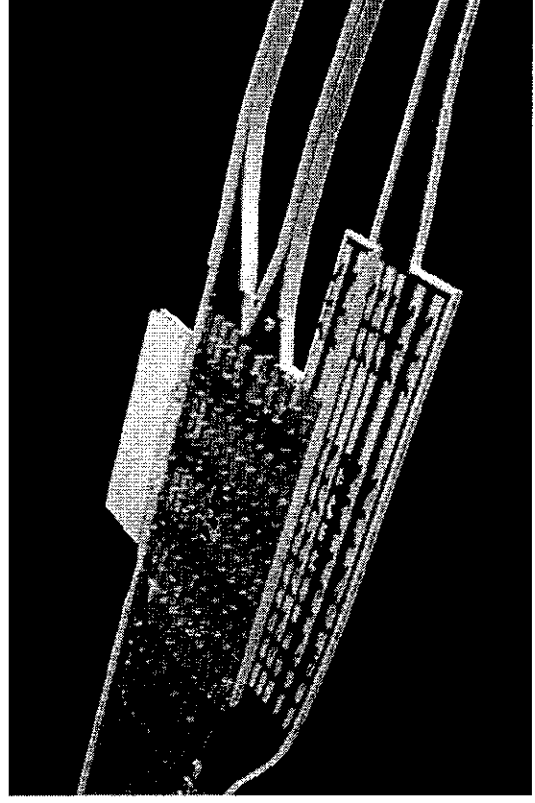
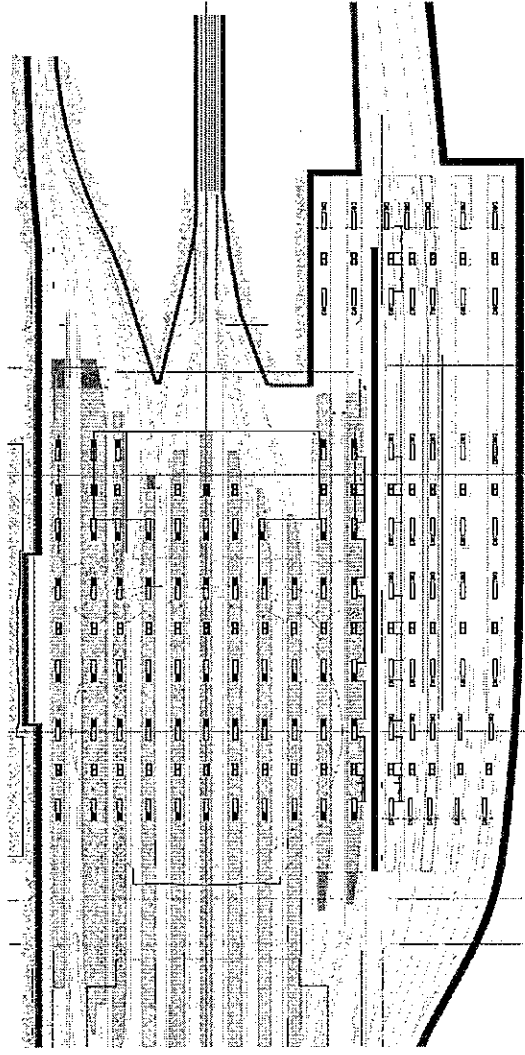


63X

PENN STATION SOUTH – FEASIBILITY-LEVEL DESIGN

- One of several concepts to be evaluated in EIS
- Expansion of PSNY tracks and platforms south to Block 780
- Accessible from PSNY
- Link from new tunnel through Amtrak’s “A” Yard
- Some new tracks could also be accessed from the North River Tunnel
- Full buildout of Gateway is required to support expanded service.

64X



SECAUCUS STATION & BERGEN LOOP

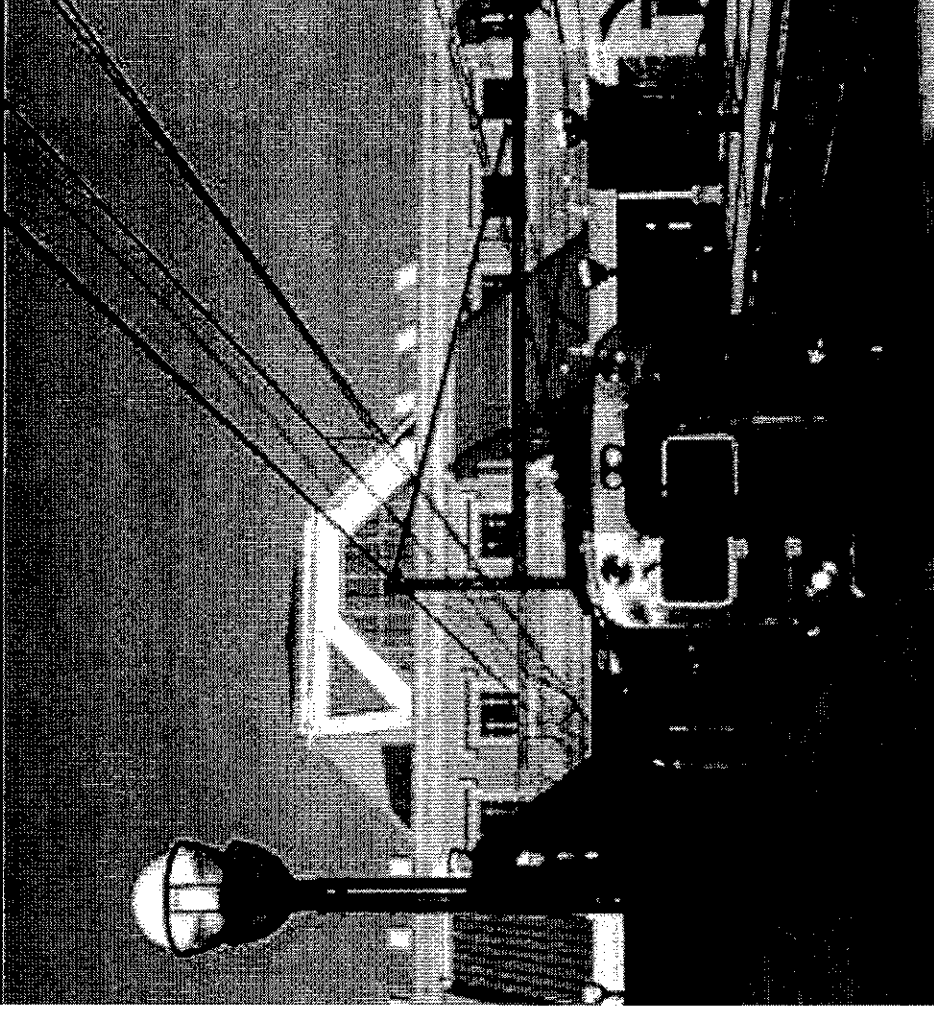


- Expansion and reconfiguration of tracks at Secaucus Junction to support doubling of train movements through this territory.
- Construction of loop tracks to allow a one-seat ride for MTA Metro-North Port Jervis Line and NJ TRANSIT Main/Bergen and Pascack Valley line services.
- Funding/ financing needed for design and construction.

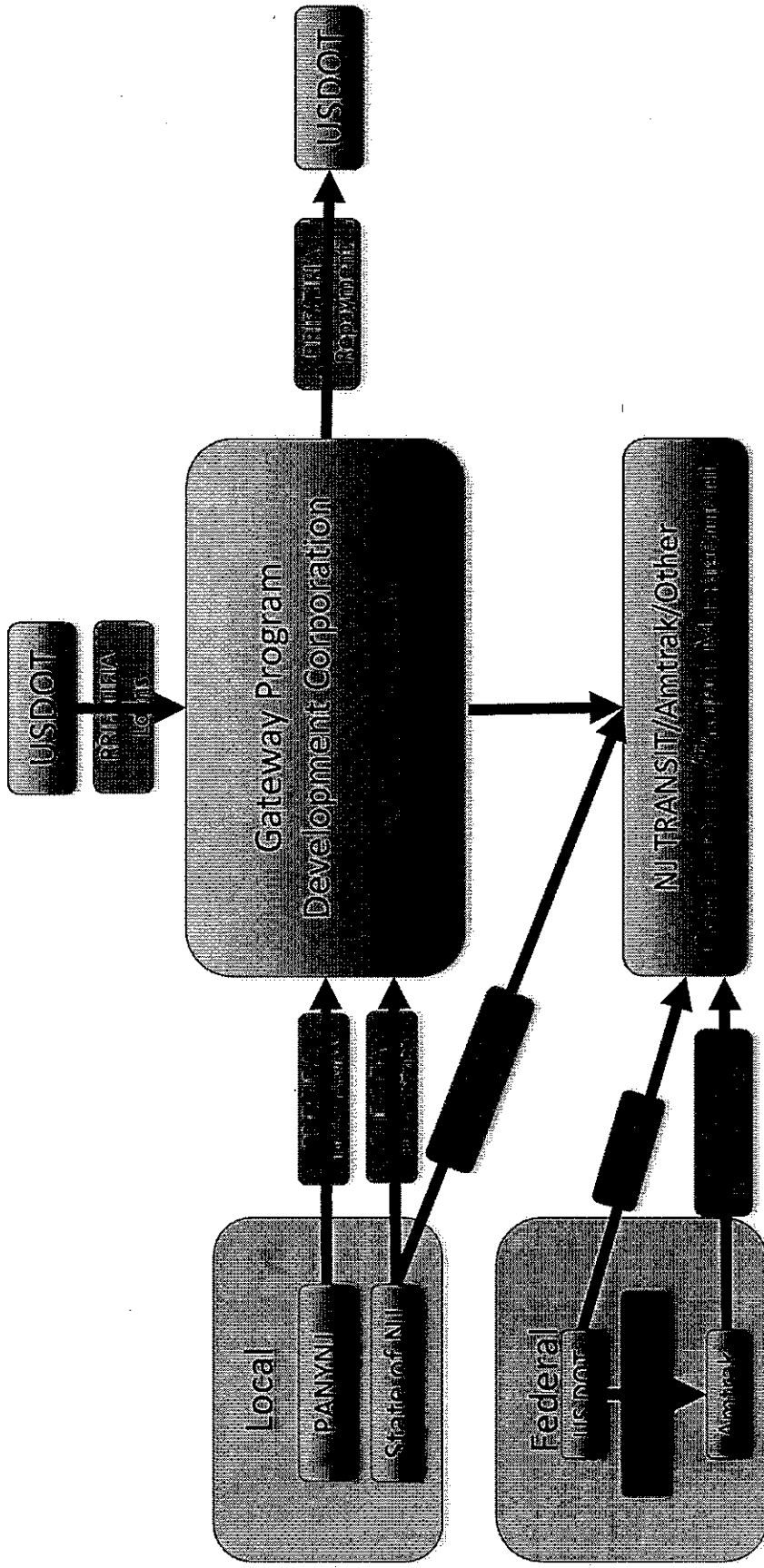
65X

Frank R. Lautenberg Secaucus Station

Image credit: Jmm1713 at en.wikipedia



HOW IT WILL WORK – THE GDC



67X



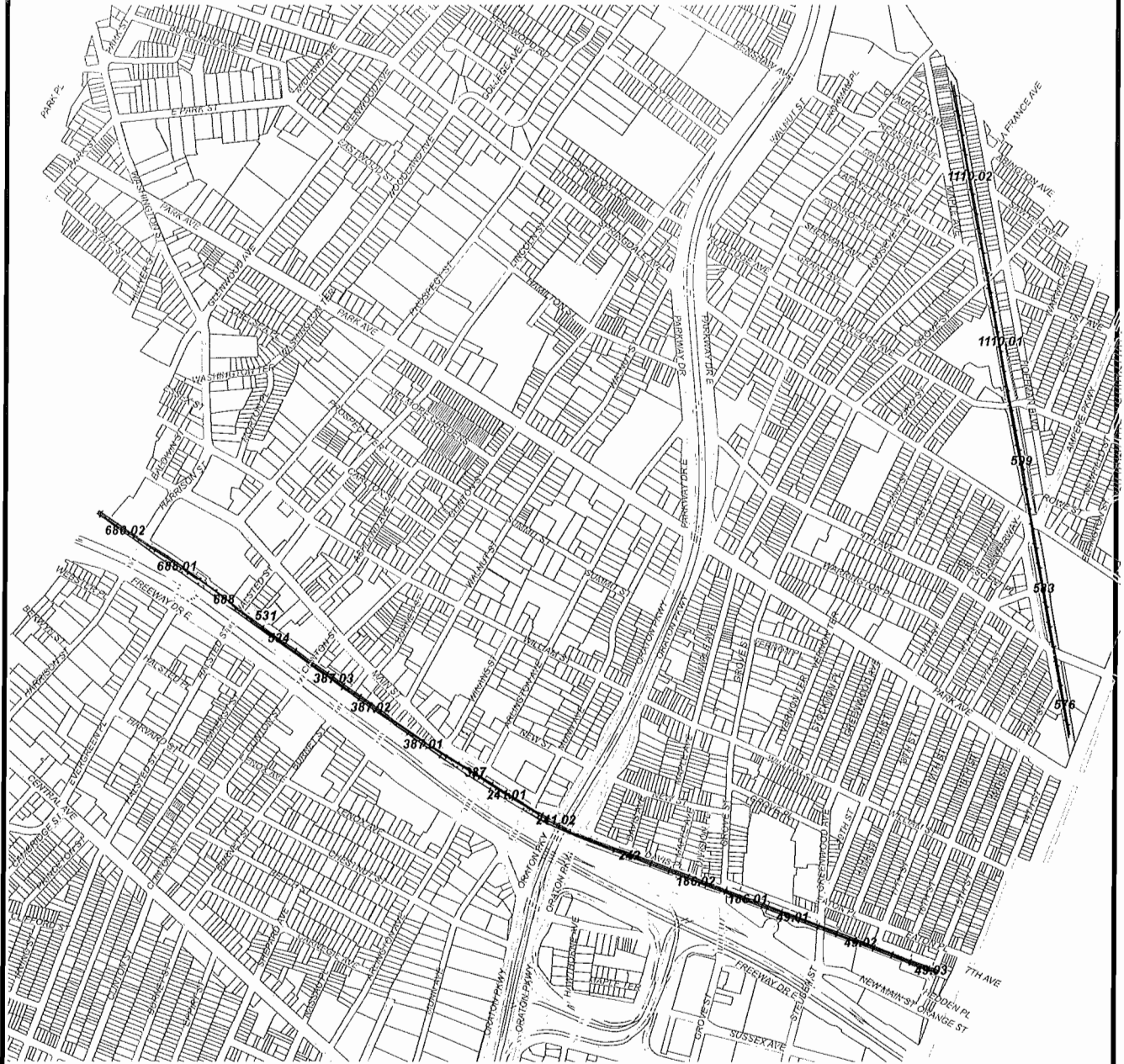
THANK YOU!

More info @ nec.amtrak.com

62X



NJ TRANSIT PROPERTY



UNIQUE_ID	BLOCK	LOT	PROPERTY_L	ZONE	Acres
0705688.02-1	688.02	1		VC	0.394013
0705688.01-1	688.01	1		VC	0.860899
0705688-1	688	1		VC	0.385908
070599-1	599	1		INST	1.61287
070583-1	583	1		IND	1.867484
070576-1	576	1		IND	1.154291
0705534-1	534	1			1.010762
0705531-6.02	531	6.02	28-32 HALSTED ST.	MSE	0.770399
070549.03-1	49.03	1		GRN	0.431491
070549.02-1	49.02	1		GRN	0.870445
070549.01-1	49.01	1		R-2	0.974894
0705387.03-1	387.03	1			0.711275
0705387.02-1	387.02	1			0.535624
0705387.01-1	387.01	1		MSE	0.941597
0705387-1	387	1		MSE	0.174147
0705242-1	242	1		R-2	1.276661
0705241.02-1	241.02	1		R-2	0.872237
0705241.01-1	241.01	1			0.833264
0705186.02-1	186.02	1		R-2	0.536816
0705186.01-1	186.01	1		R-2	0.676129
07051110.02-1	1110.02	1		R-2	2.578503
07051110.01-1	1110.01	1		R-2	1.866283

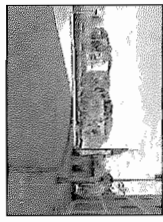
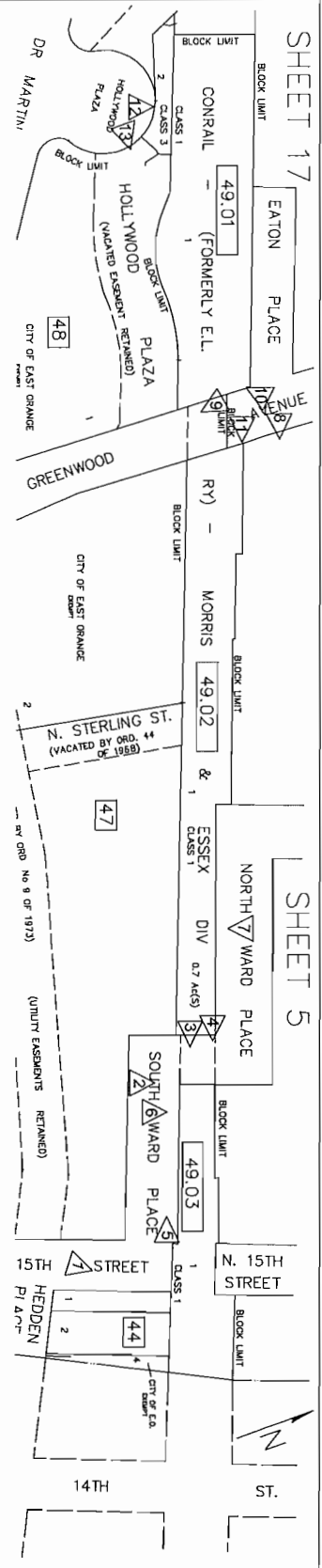
Legend

 RailRoad Property

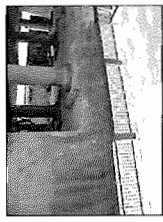


**CITY OF
EAST ORANGE**

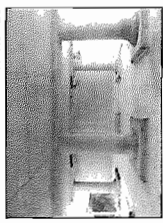
AUGUST 2014



CRACKED SIDEWALK



CRACKING, EFFLORESCENCE, EXUDATION



CRACKING



EXPOSED REBAR



CRACKING



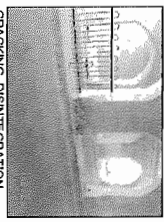
CRACKING



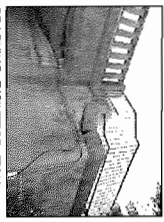
CRACKING, DISINTEGRATION



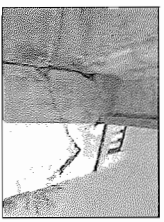
CRACKING, DISINTEGRATION, EFFLORESCENCE



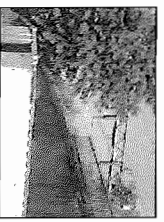
CRACKING, DISINTEGRATION, DETERIORATION



CRACKING, DISINTEGRATION



CRACKING, DISINTEGRATION, EFFLORESCENCE

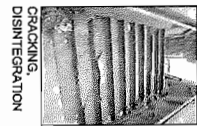
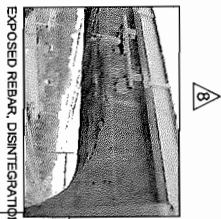
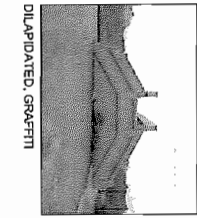
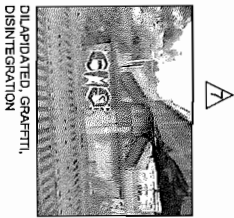
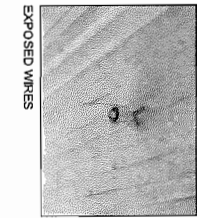
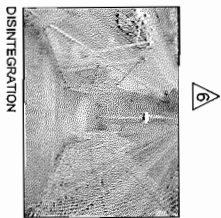
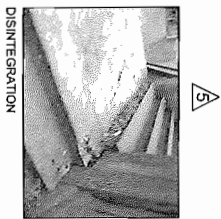
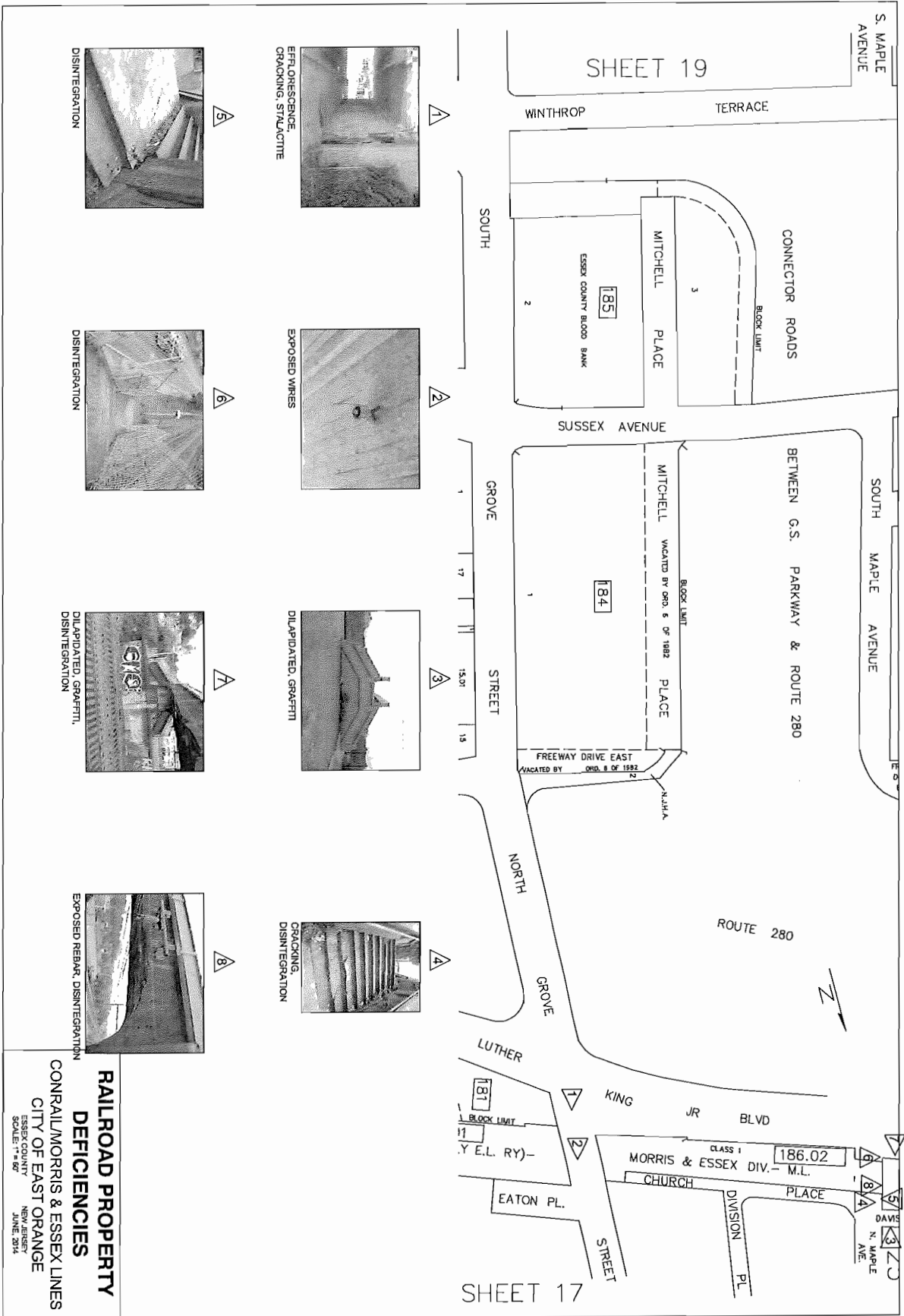


FENCE MISSING

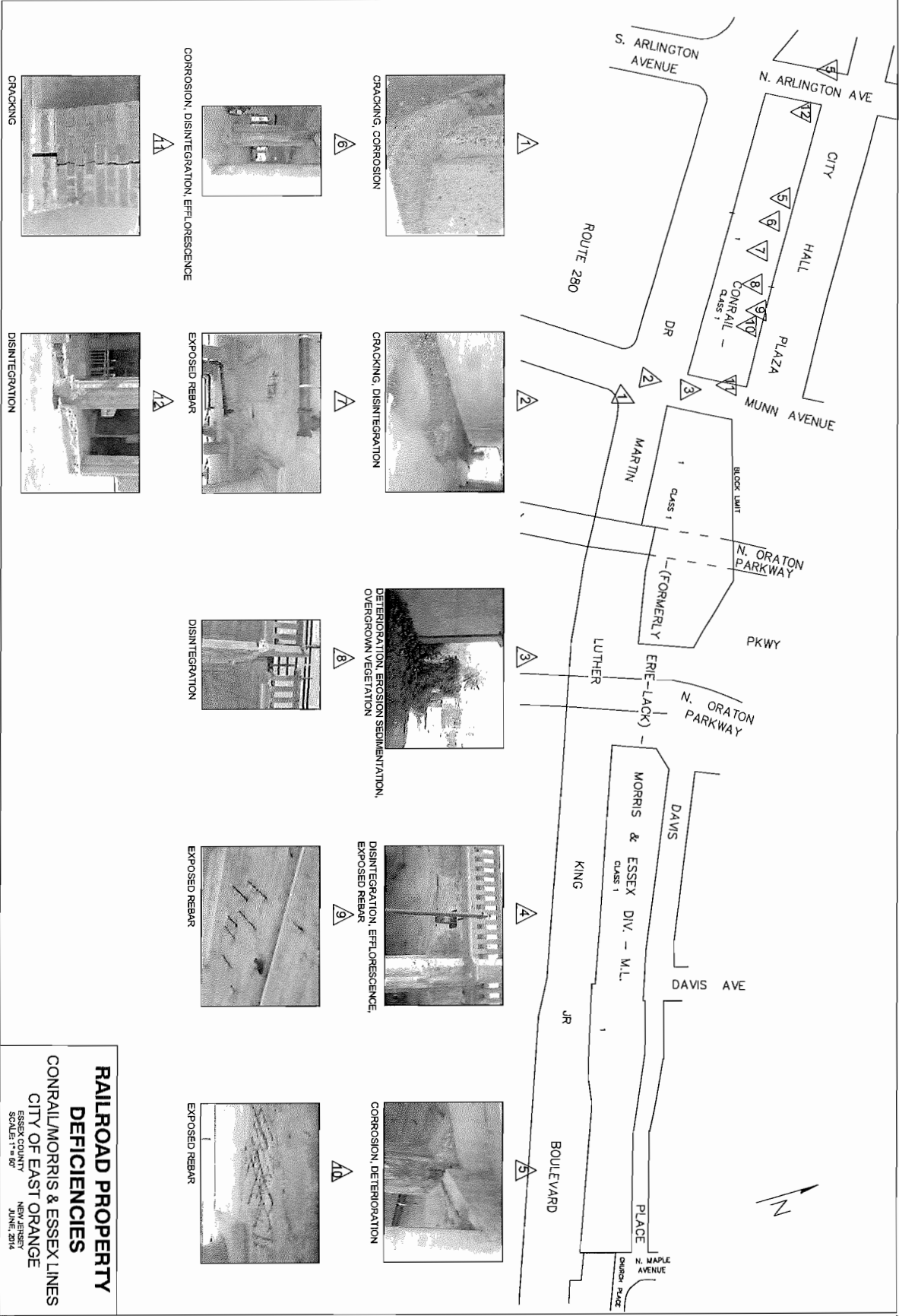


BROKEN FENCE, OVERGROWN VEGETATION

RAILROAD PROPERTY DEFICIENCIES
 CONRAIL/MORRIS & ESSEX LINES
 CITY OF EAST ORANGE
 ESSEX COUNTY
 NEW JERSEY
 SCALE: 1" = 60'
 JUNE 2014

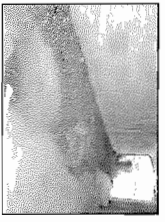


RAILROAD PROPERTY DEFICIENCIES
 CONRAIL/MORRIS & ESSEX LINES
 CITY OF EAST ORANGE
 ESSEX COUNTY NEW JERSEY
 SCALE: 1" = 50'
 DATE: 2/14



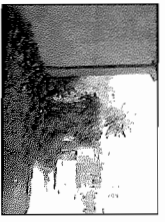
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CRACKING, CORROSION



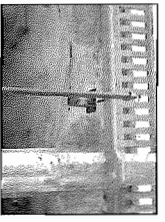
7

CRACKING, DISINTEGRATION



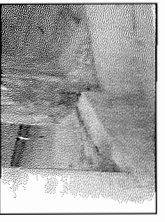
8

DETERIORATION, EROSION, SEDIMENTATION, OVERGROWN VEGETATION



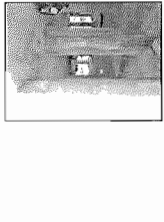
9

DISINTEGRATION, EFFLORESCENCE, EXPOSED REBAR



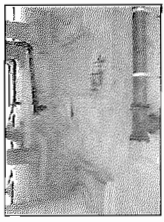
10

CORROSION, DETERIORATION



11

CORROSION, DISINTEGRATION, EFFLORESCENCE



12

EXPOSED REBAR



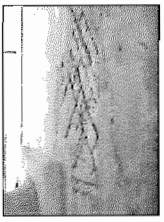
13

DISINTEGRATION



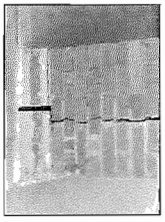
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EXPOSED REBAR



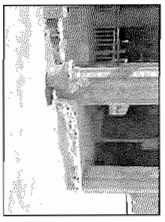
15

EXPOSED REBAR



16

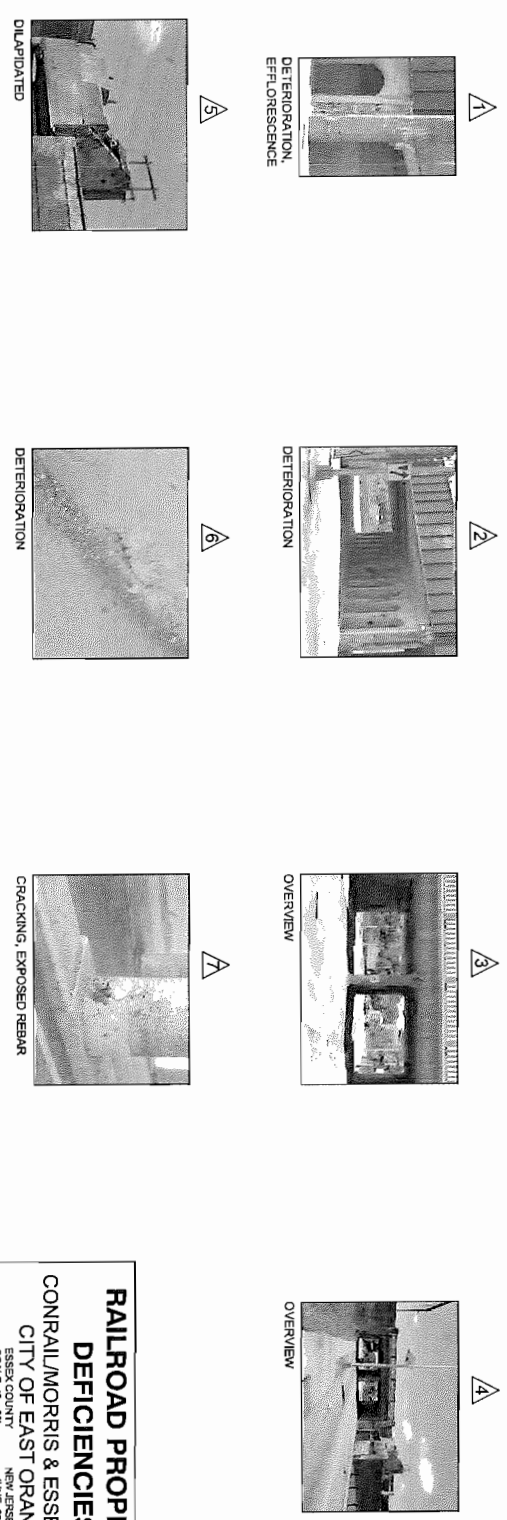
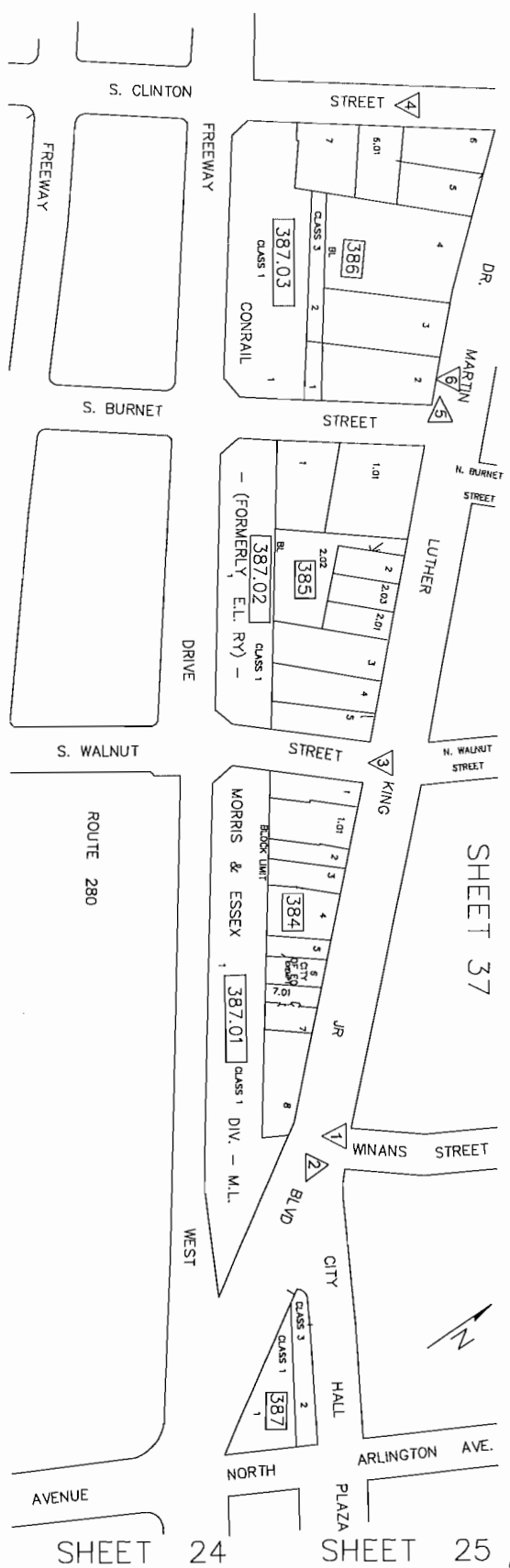
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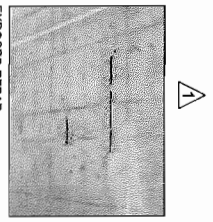
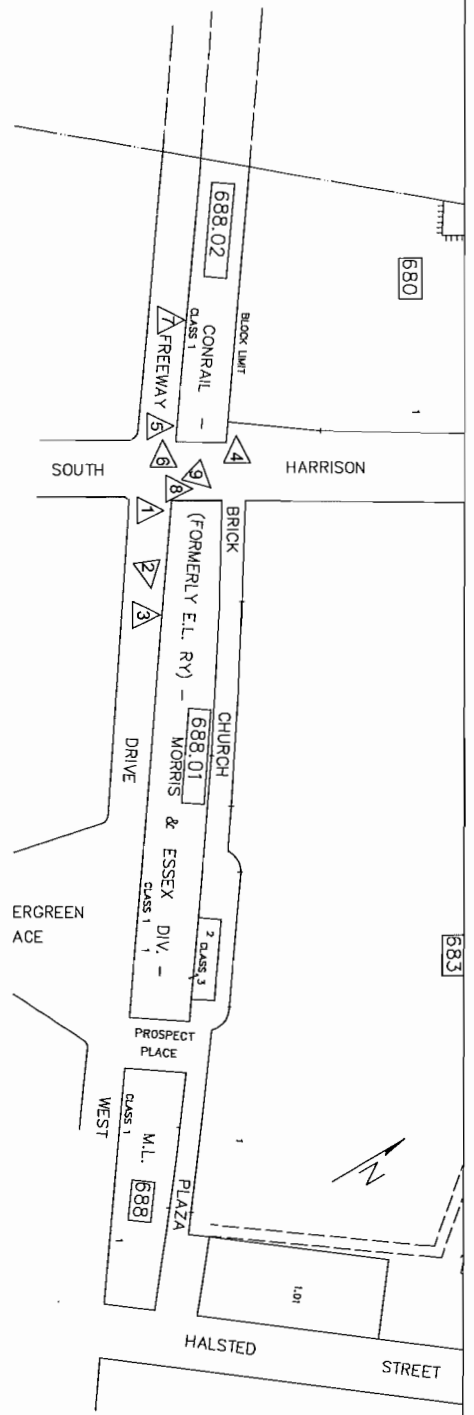
17

DISINTEGRATION

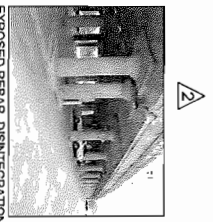
RAILROAD PROPERTY DEFICIENCIES
 CONRAIL/MORRIS & ESSEX LINES
 CITY OF EAST ORANGE
 ESSEX COUNTY
 NEW JERSEY
 SCALE: 1" = 60'
 JUNE, 2014



RAILROAD PROPERTY DEFICIENCIES
 CONRAIL/MORRIS & ESSEX LINES
 CITY OF EAST ORANGE
 ESSEX COUNTY NEW JERSEY
 SCALE: 1" = 50'



EXPOSED REBAR



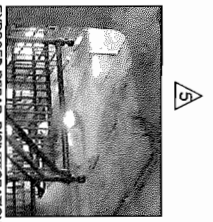
EXPOSED REBAR, DISINTEGRATION



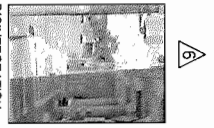
EXPOSED REBAR



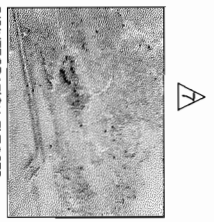
CRACKING



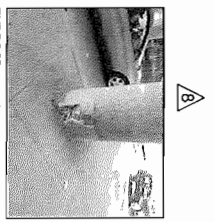
EXPOSED REBAR, DISINTEGRATION



DISINTEGRATION



DISINTEGRATION, EXPOSED REBAR, EFFLORESCENCE

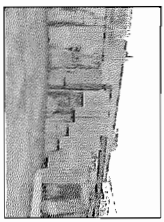
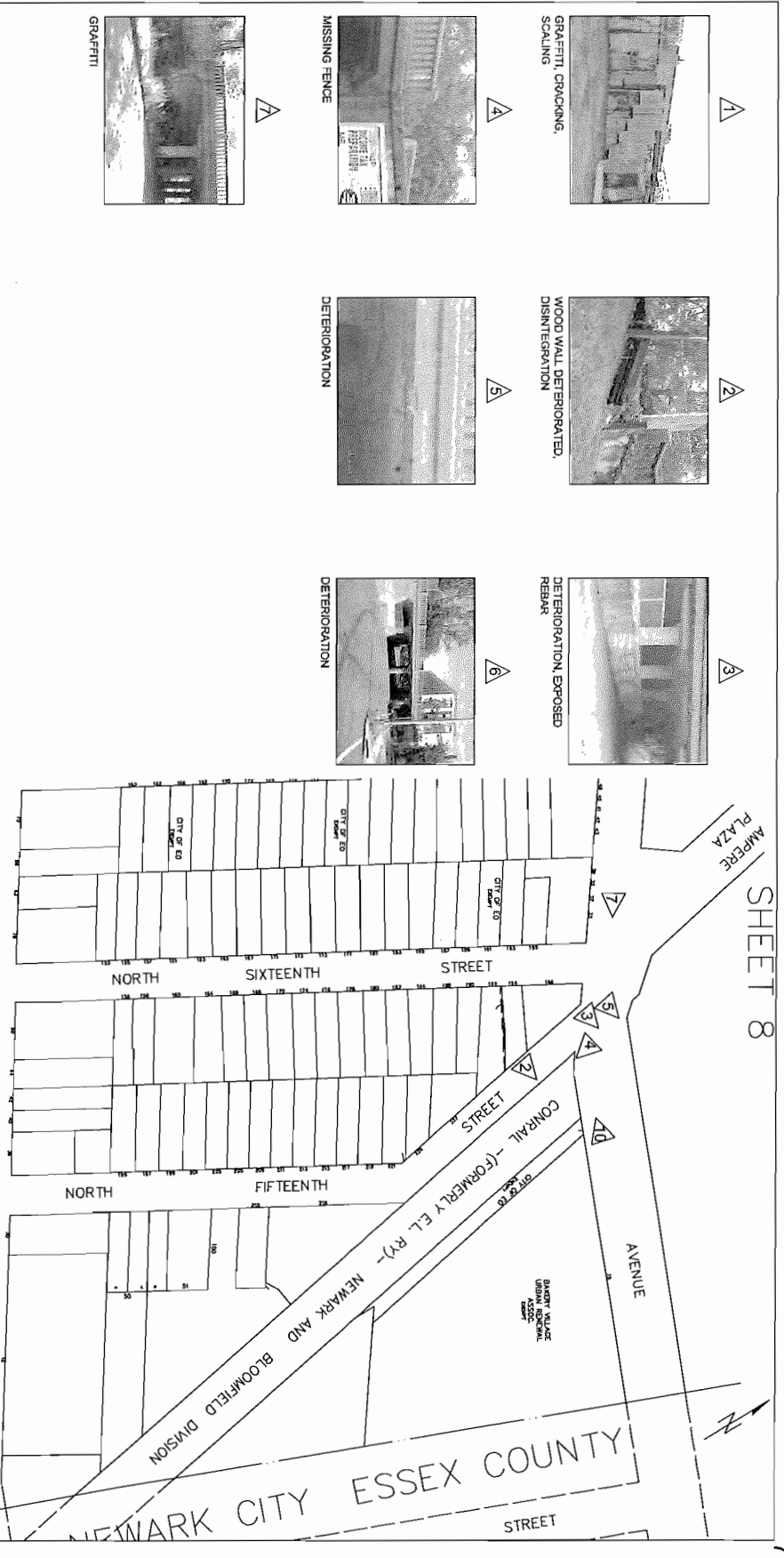


EXPOSED REBAR



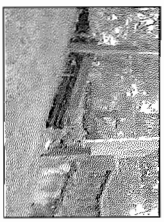
DISINTEGRATION

RAILROAD PROPERTY DEFICIENCIES
 CONRAIL/MORRIS & ESSEX LINES
 CITY OF EAST ORANGE
 ESSEX COUNTY NEW JERSEY
 SCALE: 1" = 60'
 JUNE, 2014



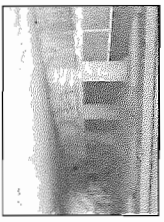
GRAFFITI, CRACKING, SCALING

1



WOOD WALL DETERIORATED, DISINTEGRATION

2



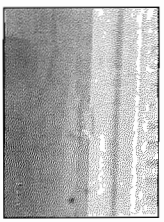
DETERIORATION, EXPOSED REBAR

3



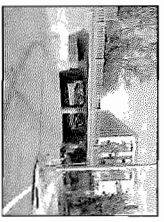
MISSING FENCE

4



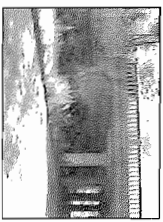
DETERIORATION

5



DETERIORATION

6



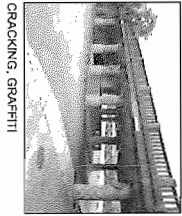
GRAFFITI

7

RAILROAD PROPERTY DEFICIENCIES
CONRAIL/NEWARK & BLOOMFIELD LINE
CITY OF EAST ORANGE
NEW JERSEY
ESSEX COUNTY
SCALE: 1" = 80'
JUNE, 2014

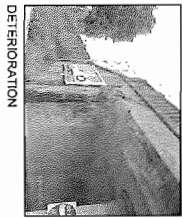
H-1-15
2-1-15





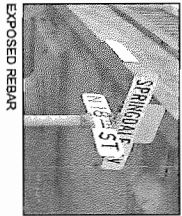
CRACKING, GRAFFITI

1



DETERIORATION

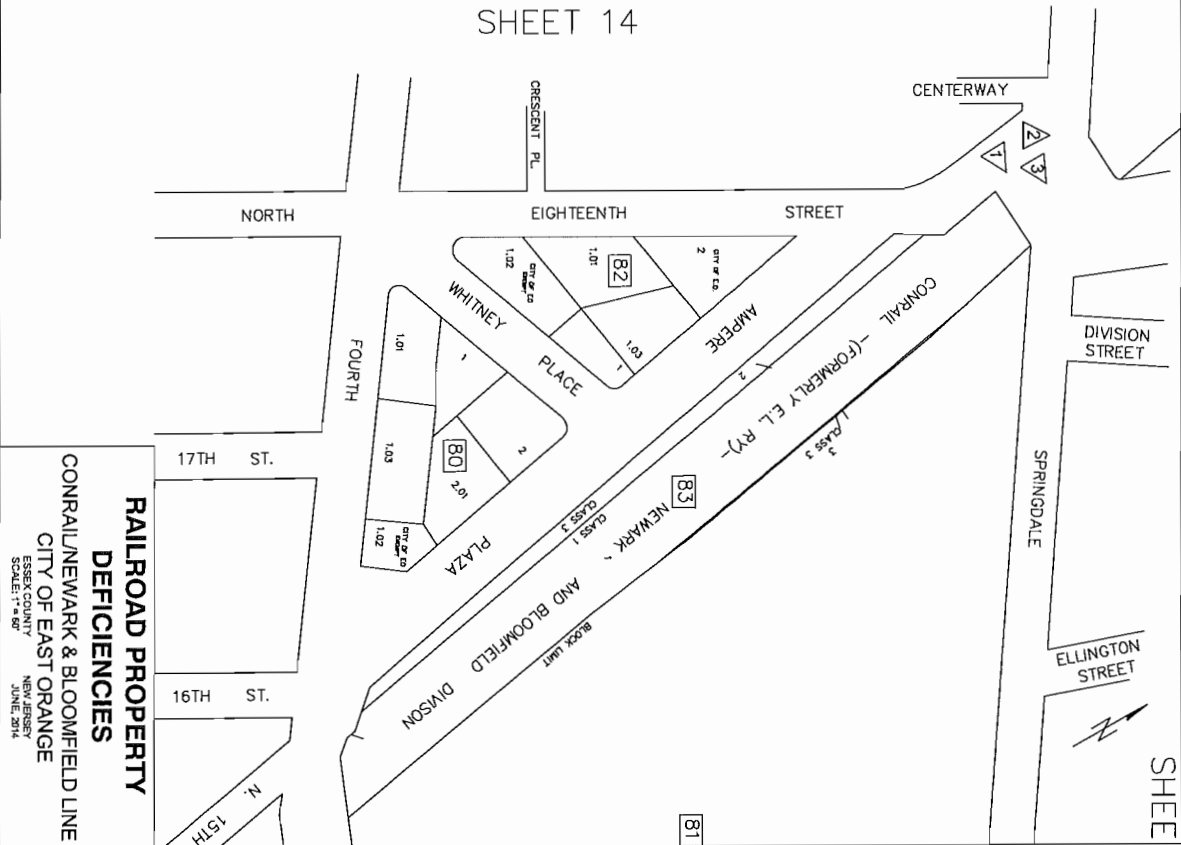
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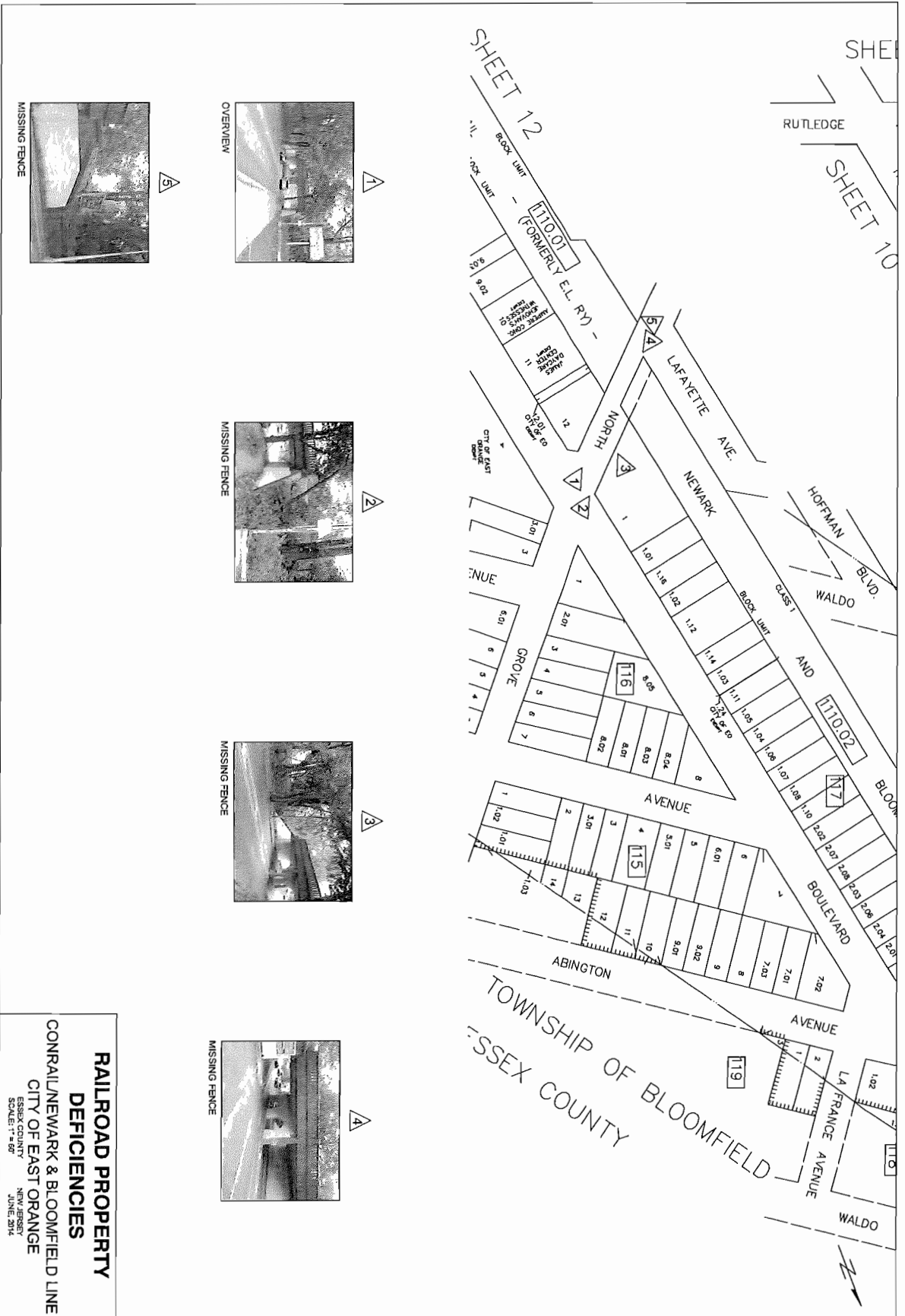
EXPOSED REBAR

3

SHEET 14



RAILROAD PROPERTY DEFICIENCIES
 CONRAIL/NEWARK & BLOOMFIELD LINE
 CITY OF EAST ORANGE
 ESSEX COUNTY NEW JERSEY
 SHEET 14 OF 80
 DATE: 2/11/04



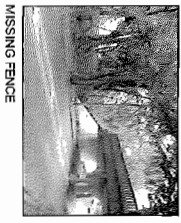
MISSING FENCE



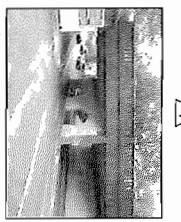
OVERVIEW



MISSING FENCE



MISSING FENCE



MISSING FENCE

RAILROAD PROPERTY DEFICIENCIES
 CONRAIL/NEWARK & BLOOMFIELD LINE
 CITY OF EAST ORANGE
 ESSEX COUNTY NEW JERSEY
 SCALE: 1" = 80'
 JUNE, 2014

Coke, Christopher

From: Coke, Christopher
Sent: Tuesday, June 10, 2014 1:14 PM
To: KSIMPSON@NJTRANSIT.COM
Cc: Ralph-Rawls, Michele; Balmir, Missy
Subject: City of East Orange - NJ Transit Issues and Contact Info

Importance: High

Ken,

To follow up to our conversation I am writing to get a New Jersey Transit contact to help us address the deficiencies with properties within NJT ROW in addition to some issues with the conditions of the bridges and stations in the City of East Orange. Mayor Lester Taylor is planning to meet with representatives from the state to move the conversation up the ladder THIS WEEK however I hope that we can have at least an informal agreement for NJT to start addressing some of these issues. A report is being created by my staff and I will send it to you and the designee once they are identified.

Thank You

Christopher Coke, Director
City of East Orange
Department of Public Works
44 City Hall Plaza, 3rd Floor
East Orange, NJ 07019
w. 973.266.5330
f. 973.266.5367
c. 862.250.3895

Coke, Christopher

From: Coke, Christopher
Sent: Wednesday, August 20, 2014 4:45 PM
To: Taglieri, Susan; Mayor Taylor, Lester III
Cc: Ralph-Rawls, Michele; Balmir, Missy; Jackson, Valerie
Subject: RE: Meeting Follow-up
Attachments: NJT.PDF

Attached is a map showing properties owned by NJT. The properties owned by NJT are highlighted in green and a chart shows the size of each parcel in total NJT is responsible for approximately 21.3 Acres. Reply if you have any other questions.

Christopher Coke, Director
City of East Orange
Department of Public Works
East Orange Water Department (Interim Director)
44 City Hall Plaza, 3rd Floor
East Orange, NJ 07019
w. 973.266.5330
f. 973.266.5367
c. 862.250.3895

From: Taglieri, Susan
Sent: Wednesday, August 20, 2014 4:06 PM
To: Coke, Christopher; Mayor Taylor, Lester III
Cc: Ralph-Rawls, Michele; Balmir, Missy; Jackson, Valerie
Subject: RE: Meeting Follow-up
Importance: High

Hi Chris – the Mayor has finalized his letter to NJT Executive Director Hakim. The sooner I get the map I can send the Mayor's letter out.

Thanks.

From: Coke, Christopher
Sent: Wednesday, August 20, 2014 1:24 PM
To: Taglieri, Susan; Mayor Taylor, Lester III
Cc: Ralph-Rawls, Michele; Balmir, Missy; Jackson, Valerie
Subject: RE: Meeting Follow-up

The map attached was initially provided and given to Assemblyman Giblin and only reflected the properties that were in disrepair. We are producing a list of properties from the tax map system and will provide that to you shortly. Talk soon

Christopher Coke, Director
City of East Orange
Department of Public Works
East Orange Water Department (Interim Director)
44 City Hall Plaza, 3rd Floor
East Orange, NJ 07019
w. 973.266.5330
f. 973.266.5367
c. 862.250.3895

From: Taglieri, Susan
Sent: Wednesday, August 20, 2014 11:53 AM
To: Coke, Christopher; Mayor Taylor, Lester III
Cc: Ralph-Rawls, Michele; Balmir, Missy; Jackson, Valerie
Subject: RE: Meeting Follow-up

Dear Chris:

The Mayor and I are in the process of finalizing the letter to Ms. Hakim. Mayor thought we were going to provide a map or list of NJT properties? Please advise and/or provide same.

Thank you.

Best,

Susan.

From: Coke, Christopher
Sent: Tuesday, August 19, 2014 6:31 PM
To: Mayor Taylor, Lester III; Taglieri, Susan
Cc: Ralph-Rawls, Michele; Balmir, Missy; Jackson, Valerie
Subject: RE: Meeting Follow-up

If the document hasn't been finalized and sent out you can utilize the attached drawings attached in this email and send with the letter. Reply if you have questions.

Christopher Coke, Director
City of East Orange
Department of Public Works
East Orange Water Department (Interim Director)
44 City Hall Plaza, 3rd Floor
East Orange, NJ 07019
w. 973.266.5330
f. 973.266.5367
c. 862.250.3895

From: Coke, Christopher
Sent: Monday, August 18, 2014 4:52 PM
To: Mayor Taylor, Lester III; Taglieri, Susan
Cc: Ralph-Rawls, Michele; Balmir, Missy; Jackson, Valerie
Subject: RE: Meeting Follow-up

Mayor,

Attached is a draft of the follow-up letter to be sent to NJ Transit. The areas that are highlighted in yellow are items that your input is needed on as to whether you want to include contact information or specific individuals. In the 4th paragraph we discuss plans that were submitted to NJT for review in 2013 for the rehabilitation and reuse of the train station on the corner of N Arlington and City Hall Plaza. Planning has put a request to the firm who developed the drawings and the specifications in digital format to include with the document in the event time is an issue and we cannot get the plans in time I suggest we just speak on the status of the plan review, if needed we can provide the drawings in the future. Please reply with any comments and/or questions.

Christopher Coke, Director
City of East Orange
Department of Public Works
East Orange Water Department (Interim Director)
44 City Hall Plaza, 3rd Floor
East Orange, NJ 07019
w. 973.266.5330
f. 973.266.5367
c. 862.250.3895

From: Mayor Taylor, Lester III
Sent: Thursday, August 14, 2014 9:43 PM
To: Coke, Christopher
Cc: Ralph-Rawls, Michele; Balmir, Missy; Taglieri, Susan
Subject: Fwd: Meeting Follow-up

Fyi - please see emails below. If our letter confirming the meeting has not gone out yet please adjust content/tone accordingly per emails below.

Thanks

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----
From: "Mayor Taylor, Lester III"
Date:08/14/2014 9:41 PM (GMT-05:00)
To: VHakim@njtransit.com, "Mayor Taylor, Lester III"
Subject: RE: Meeting Follow-up

Ms. Hakim,

It was a pleasure meeting you and your team as well. I appreciate your candid and hands on approach and also look forward to working with you. We will provide you with the maintenance proposal as soon as possible. If I can ever be of any assistance to you please do not hesitate to contact me.

Lester

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----
From: VHakim@njtransit.com
Date:08/14/2014 4:14 PM (GMT-05:00)
To: "Mayor Taylor, Lester III"
Subject: Meeting Follow-up

Dear Mayor Taylor:

It was a pleasure meeting with you and your staff last week and hearing about your plans to enhance the local economy and quality of life for residents and visitors to the city.

I have asked NJ TRANSIT's Rail Division to address the issues we discussed regarding stations and maintenance. I have also notified the planning division about your development ideas and asked our Transit Oriented Development Director to reach out to your staff to discuss the parcel of land near the East Orange Train Station.

I look forward to reviewing the maintenance proposal you are preparing as well as a continued dialogue between NJ TRANSIT and the city on how we can improve the commuting experience for our East Orange customers. Please feel free to contact me if you have additional questions.

Sincerely,

Ronnie Hakim

Executive Director

NJ TRANSIT

Coke, Christopher

From: Coke, Christopher
Sent: Wednesday, August 27, 2014 4:03 PM
To: smorris@njtransit.com
Cc: Simmons, Sandra
Subject: Follow-Up - NJT in East Orange

Hi Sallie, Thank You again for your assistance in getting things done for us in regards to NJT properties in the city of East Orange. I did get you message so just let me know some dates that work and I will check with my team to coordinate. I look forward to hearing from you soon.

Christopher Coke, Director
City of East Orange
Department of Public Works
East Orange Water Department (Interim Director)
44 City Hall Plaza, 3rd Floor
East Orange, NJ 07019
w. 973.266.5330
f. 973.266.5367
c. 862.250.3895

Coke, Christopher

From: EYasin@njtransit.com
Sent: Wednesday, December 17, 2014 11:34 AM
To: Coke, Christopher
Subject: Pot hole road work & bus route issue

Hello Christopher, I am reaching out to you about a couple of issues, if you can help me or direct me to the correct person I would greatly appreciate it!

The first is the rough road condition on Sussex Ave in front of and long the area of the Sunoco Station. There is a pot hole and looks like a possible sinking sewer grate. The # 5 bus line travels that route and the customers as well the bus operators complain of the rough ride. Is there anything you could do?

The second is the 94 Line services the stop on westbound Main Street @ Lincoln. The bus has to make the tight right turn onto Lincoln to continue on. I have requested several times that the parking be eliminated on the corner of north bound Lincoln. We are only talking about two spaces and there is available parking in the adjacent Walgreens parking lot. The 94 route used to make the right at Prospect, but due to the decorative median the buses could not make that turn and we had to reroute them. It would also help if the stop line on south bound Lincoln be moved back further north to allow a safer wider turn for all larger vehicles.

I would be happy to come out to the area and meet with you there if needed!

Again I appreciate any assistance you could provide!

Thank you Elmira

Elmira C Yasin
Manager Bus System Safety

NJ TRANSIT
703 Ferry Street Bldg 3
Newark, NJ 07105
973-522-3694
Cell 973-477-9964
Fax Email 973-863-4578



Coke, Christopher

From: Coke, Christopher
Sent: Tuesday, May 19, 2015 4:35 PM
To: 'smorris@njtransit.com'; 'AMurdock'
Cc: Stewart, Mohammed; Taglieri, Susan; Balmir, Missy; Senande, William
Subject: RE: SITE VISIT

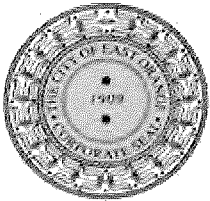
Importance: High

Sallie/Andrew

Any update? The Mayor is setting up a conference call to discuss matters related to clean up and maintenance of NJT owned properties. Please let me know your availability for tomorrow afternoon for a conference call.

Thank You

Christopher Coke
Director
Department of Public Works
Water Department (Interim)
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VISION STATEMENT

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From: Coke, Christopher
Sent: Wednesday, May 13, 2015 2:21 PM
To: 'smorris@njtransit.com'; LHam; AMurdock; JLeon; PCalabrese
Cc: Stewart, Mohammed
Subject: RE: SITE VISIT

Gentlemen,

Once again it's that time of the year and the City is requesting information regarding the maintenance, clean-up and trimming of the areas owned by NJ Transit that traverse the City of East Orange. The administration has expressed some frustration that the trimming and cleanup for the season has not yet been through East Orange and would like a timeline of when we can expect to get some services in the area.

Please let me know where we are in regards to this schedule and I will pass the message along to the Mayor's office.

Thank You in advance for your cooperation

Christopher Coke

Director

Department of Public Works

Water Department (Interim)

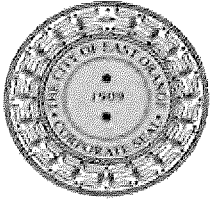
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From: Coke, Christopher

Sent: Friday, October 17, 2014 1:32 PM

To: LHam; AMurdock; JLeon; PCalabrese

Subject: Fwd: SITE VISIT

Christopher Coke, Director

City of East Orange

Department of Public Works

44 City Hall Plaza, 3rd Floor

East Orange, NJ 07019

w. 973.266.5330

f. 973.266.5367

c. 862.250.3895

Sent from my Verizon Wireless 4GLTE smartphone

----- Original message -----

From: "Coke, Christopher"

Date: 10/17/2014 1:11 PM (GMT-05:00)

To: LHamm@njtransit.com

Cc: AMurdock@njtransit.com, JLeon@njtransit.com, PCalabrese@njtransit.com

Subject: RE: SITE VISIT

Larry as per our discussion please see attached. The documents may be formatted a little different than the actual report that was sent but this will give you enough information to track down the actual report that was sent.

Christopher Coke, Director

City of East Orange

Department of Public Works

East Orange Water Department (Interim Director)

44 City Hall Plaza, 3rd Floor

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f. 973.266.5367

c. 862.250.3895

From: LHamm@njtransit.com [<mailto:LHamm@njtransit.com>]

Sent: Friday, October 17, 2014 11:45 AM

To: Coke, Christopher

Cc: AMurdock@njtransit.com; JLeon@njtransit.com; PCalabrese@njtransit.com

Subject: SITE VISIT

Mr. Coke,

Good Morning.

I would like to know if you are available to participate in a site visit on Friday morning, October 24, 2014 at 9:00am with NJ TRANSIT Engineer, Andy Murdock, and myself concerning property lines. As you are aware, I left a message with your office yesterday regarding this request.

My understanding is that this is one of the follow-up issues from a meeting that was held with NJ TRANSIT's Executive Director. Normally, you would deal with Sallie Morris on this matter. However, she is out of the office due to illness.

Please let me know your availability at your earliest convenience. Thank you very much for your time and attention to this matter.

Sincerely,

Lawrence Hamm

Regional Manager

Government and Community Relations

Coke, Christopher

From: SMorris@njtransit.com
Sent: Friday, June 19, 2015 8:54 AM
To: Coke, Christopher; LHamm@njtransit.com
Cc: Stewart, Mohammed
Subject: RE: SITE VISIT

Good Morning,

Andy will always do what he can for the East Orange community, but we won't be able to commit or provide a clean up schedule. We have so many communities with the same requests and we have budgetary constraints.

You may not be able to reach Andy, so please remember Larry Hamm is your Community Relations contact. He can be reached at 973-491-8077.

Thank You, Sallie Morris

Sent from my Galaxy S@IIIb

----- Original message -----

From: "Murdock, Andy D. (CROPADM)"
Date: 06/18/2015 8:57 AM (GMT-05:00)
To: "Coke, Christopher" , "Morris, Sallie J. (CGCRSJM)" , "Hamm, Larry (CHRMLXH)" , "Garcia, John (CROPJXG1)"
Cc: "Stewart, Mohammed"
Subject: RE: SITE VISIT

Chris:

Yes I am the main contact.

We also need a favor. Today and for another 2 to 3 days we would like to have Eaton Place closed allowing local traffic only between 9am and 3pm. This would greatly increase our contractor's productivity and make it safer for everyone.

Andy

From: Coke, Christopher [mailto:Christopher.Coke@eastorange-nj.gov]
Sent: Wednesday, June 17, 2015 11:56 AM
To: Murdock, Andy D. (CROPADM); Morris, Sallie J. (CGCRSJM); Hamm, Larry (CHRMLXH); Garcia, John (CROPJXG1); Gemo, Louis (CROPLXG)
Cc: Stewart, Mohammed; Mayor Taylor, Lester III; Balmir, Missy; Shabazz, Khalifah; Senande, William; Saunders,

Dwight; Jackson, Valerie; Robinson, William; William Phillips Jr (wphillips@NJEPD.COM)

Subject: RE: SITE VISIT

Andrew/Sallie/Larry,

I want to thank you and the NJ Transit team for responding to our request. I am cc'ing the people on our team so everyone is aware of what NJT is doing around the city.

At some point we will be making a request for NJT to provide the city with a regular cleaning schedule which will help us anticipate your cleaning/trimming operations as well as making sure that any future operations won't require this type of effort. Lastly please confirm if you will be the main contact for the current operation in the event there are specific issues that arise while your crews are out performing the work.

Thanks again, Talk soon

Christopher Coke

Director

Department of Public Works

Water Department (Interim)

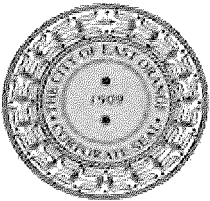
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From: AMurdock@njtransit.com [mailto:AMurdock@njtransit.com]

Sent: Wednesday, June 17, 2015 9:16 AM

To: Coke, Christopher

Cc: SMorris@njtransit.com; Stewart, Mohammed; LHamm@njtransit.com; JGarcia@njtransit.com; LGemo@njtransit.com

Subject: RE: SITE VISIT

Chris:

As discussed this morning in my call to you, we have finally procured the services of a tree trimming contractor and will begin cutting and trimming trees today along our ROW in East Orange. We will be working in the following areas:

1. Eaton place between grove Street and Greenwood Ave (north side of tracks)– we need the cars parked against the wall on the south side of the street to be moved tomorrow;
2. Freeway Drive between Grove Street and Harrison St (South side of tracks);
3. Northside of tracks between Oraton Parkway and Munn Avenue;
4. Hoffman Boulevard between Rutledge Avenue and Springdale Avenue.

We expect the project to take approximately 2 weeks. Please notify your police so they know we are there.

Andrew Murdock, P.E.
Hoboken Division Engineer
(201) 714-2735 Office

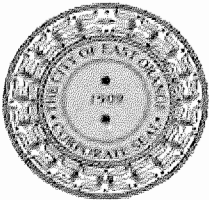
From: Coke, Christopher [<mailto:Christopher.Coke@eastorange-nj.gov>]
Sent: Tuesday, May 19, 2015 4:37 PM
To: Morris, Sallie J. (CGCRSJM); Murdock, Andy D. (CROPADM)
Cc: Stewart, Mohammed; Taglieri, Susan; Balmir, Missy; Senande, William
Subject: RE: SITE VISIT
Importance: High

Sallie/Andrew

Any update? The Mayor is setting up a conference call to discuss matters related to clean up and maintenance of NJT owned properties. Please let me know you availability for tomorrow afternoon for a conference call.

Thank You

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From: Coke, Christopher
Sent: Wednesday, May 13, 2015 2:21 PM
To: 'smorris@njtransit.com'; LHam; AMurdock; JLeon; PCalabrese
Cc: Stewart, Mohammed
Subject: RE: SITE VISIT

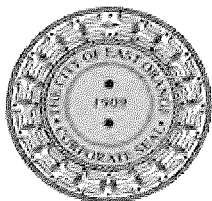
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From: Coke, Christopher
Sent: Friday, October 17, 2014 1:32 PM
To: LHam; AMurdock; JLeon; PCalabrese
Subject: Fwd: SITE VISIT

Christopher Coke, Director
City of East Orange
Department of Public Works
44 City Hall Plaza, 3rd Floor
East Orange, NJ 07019
w. 973.266.5330
f. 973.266.5367
c. 862.250.3895

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: "Coke, Christopher"
Date: 10/17/2014 1:11 PM (GMT-05:00)
To: LHamm@njtransit.com
Cc: AMurdock@njtransit.com, JLeon@njtransit.com, PCalabrese@njtransit.com
Subject: RE: SITE VISIT

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From: LHamm@njtransit.com [<mailto:LHamm@njtransit.com>]
Sent: Friday, October 17, 2014 11:45 AM
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Cc: AMurdock@njtransit.com; JLeon@njtransit.com; PCalabrese@njtransit.com
Subject: SITE VISIT

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Please let me know your availability at your earliest convenience. Thank you very much for your time and attention to this matter.

Sincerely,

Lawrence Hamm

Regional Manager

Government and Community Relations



CITY OF EAST ORANGE

**NEW JERSEY TRANSIT
PROPERTIES AND JURISDICTION**

MAYOR LESTER E. TAYLOR, III

DEPARTMENT OF POLICY, PLANNING AND DEVELOPMENT
DEPARTMENT OF PUBLIC WORKS

SEPTEMBER 9, 2016

- Photos: Current condition and maintenance of facilities and properties

Railroad tracks, overpasses, underpasses and ROW
Repair of facilities

Property adjacent to 40-48 Munn Ave

Murals on overpasses, viaducts and pillars

Transfer of property at Hollywood Plaza

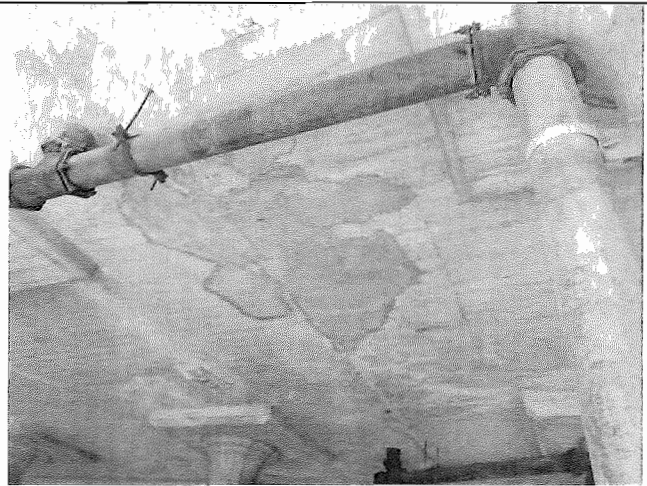
Use of space under railroad tracks at City Hall

Reuse of the East Orange Train Station

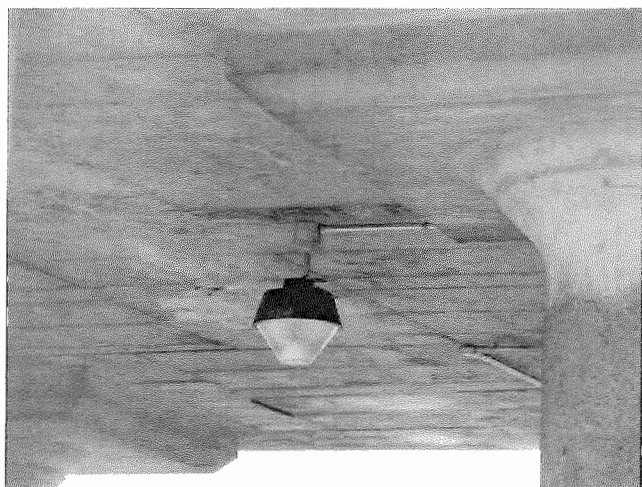
PHOTOS AND CONDITIONS



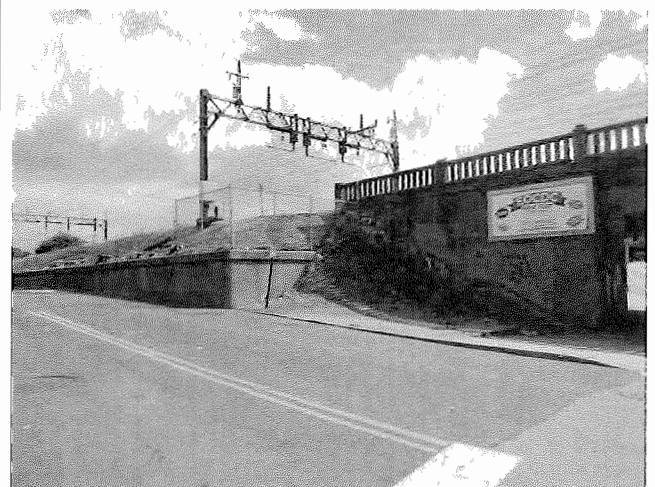
1. EAST ORANGE STATION BALUSTRADE REPAIRED



2. EAST ORANGE STATIONS CEILING REPAIRED



2. EAST ORANGE STATION LIGHT FIXTURES REPAIRED



4. OVERGROWN FOLIAGE REMOVED



5. RETAINING WALL REPAIRED



6. GRAFFITI REMOVED



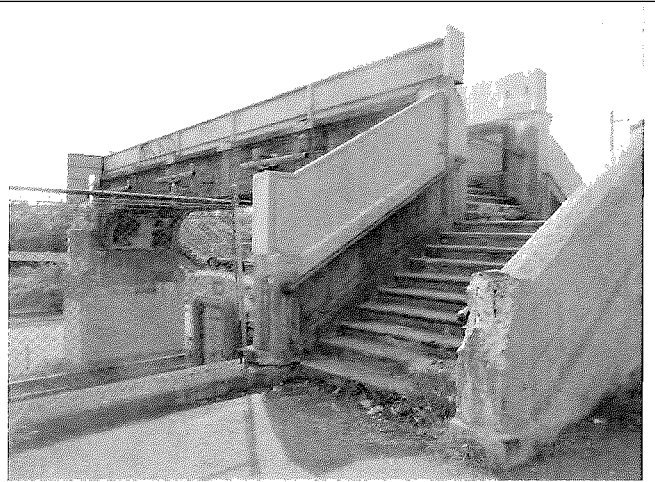
7. CRACKS IN WALL @ FREEWAY DRIVE EAST & MLK BLVD



8. CRACK IN WALL AT FREEWAY DR EAST & SO BURNET



9. TRASH ON STAIRCASE @ CHURCH PL & NO GROVE ST



10. CHIPPED WALL AT CHURCH PL & NO MAPLE AVE



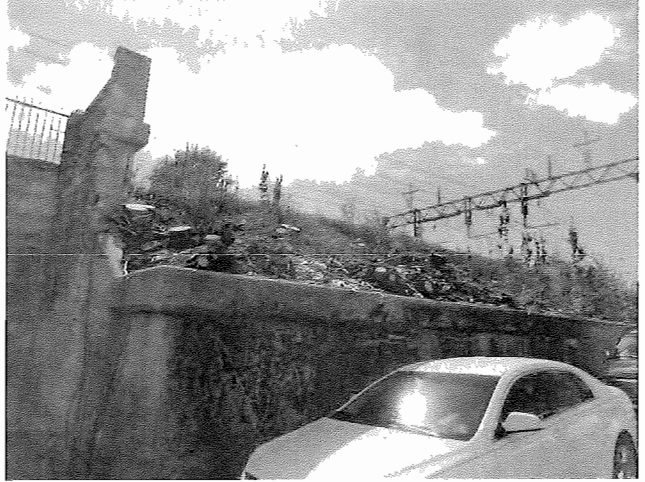
11. CHIPPED STEP AT CHURCH PL & NO MAPLE AVE



12. GRAFFITI ON WALL @ CHURCH PL & NO MAPLE AVE



13. OVERGROWN WEEDS AT FOOT BRIDGE CHURCH PL & NO. MAPLE AVE



14. TREE STUMPS ALONG WALL @ EATON PL & OVAL PARK



15. GRAFFITI ON WALL AT SO WARD PL & NO 15TH ST



16. TRASH NEAR FOOT BRIDGE AT 7TH AVE & NO 14TH ST



17. CHIPPED STAIR ON FOOT BRIDGE AT CHURCH PL & NO MAPLE AVE



18. GRAFFITI ON FOOT BRIDGE AT CHURCH PL & NO MAPLE AVE



19. GRAFFITI ON STAIRCASE AT CHURCH PL FOOT BRIDGE



20. GRAFFITI ON WALL NEAR CHURCH PL FOOT BRIDGE



21. GRAFFITI ON WALL ON HOFFMAN BLVD NEAR NO ARLINGTON AVE



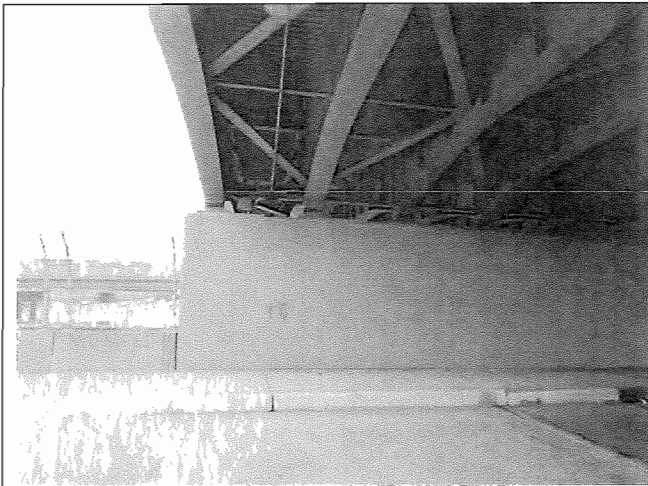
22. SPLALDING & CRACKS @ SPRINGDALE AVE UNDERPASS



23. VIEW 1 RR LAND @ SO MUNN & FREEWAY DR EAST



24. VIEW 2 RR LAND @ SO MUNN & FREEWAY DR EAST



25. WALL UNDER RAILROAD ON SO ORATON PARKWAY



26. RETAINING WALL ALONG FREEWAY DRIVE EAST



27. UNDERPASS AT SO MUNN AVE & CITY HALL PLAZA



28. PILLARS UNDER EAST ORANGE TRAIN STATION



29. HOLLYWOOD PLAZA AT MAIN ST



30. NJ TRANSIT PROPERTY @ HOLLYWOOD PLAZA



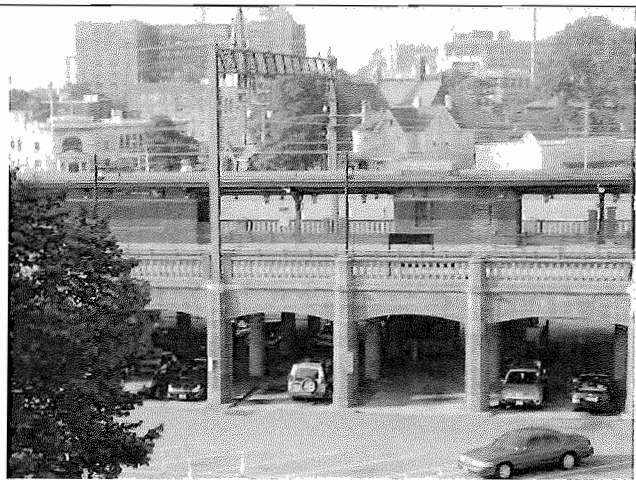
31. UNDER RAILROAD AT NO ARLINGTON AVE



32. UNDER RAILROAD AT NO ARLINGTON AVE



33. RAILROAD BUILDING @ EAST ORANGE STATION



34. EAST ORANGE STATION AT CITY HALL PLAZA

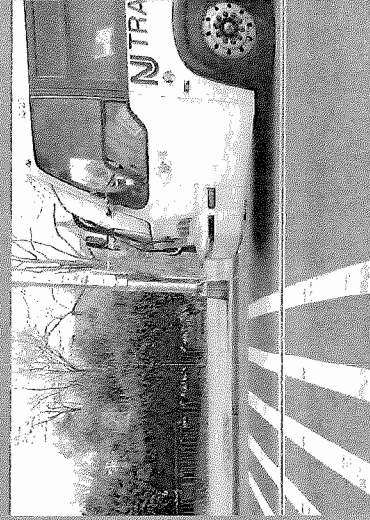
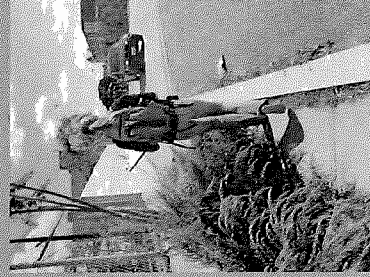


35. UNDER EAST ORANGE STATION AT CITY HALL PLAZA



36. PLATFORM AT EAST ORANGE STATION

**OUTSTANDING PROJECTS
INFORMATION**



Amperere-Roseville Transportation Assessment



March 2013

NJ TRANSIT Ampere-Roseville Transportation Assessment

EXECUTIVE SUMMARY

The communities of East Orange and Newark have, over the years, requested that NJ TRANSIT reopen the former Ampere and Roseville rail stations along the Montclair-Boonton Line, respectively. While any reactivation of commuter rail service would be a long-term project and is not being considered at this time, NJ TRANSIT has engaged both communities in discussions about improving connectivity to area's existing transit services in the near-term, including an analysis to identify current issues and strategies for improvement. This report provides the initial results of that analysis.

The Ampere and Roseville neighborhoods are rich in transit resources – in fact, the entire study area is located within a ¼ mile of a bus stop. Despite the current transit offerings, there are opportunities for improving the existing infrastructure and amenities offered to transit users in these neighborhoods. Here is a summary of the major issues identified:

- Neighborhood connections to the current transit options are hindered by access issues and streetscape (lighting).
- Park Avenue is a main street that is frequently used as a route to school, business corridor, transit route, etc – but the width and lack of pedestrian refuges is a constraint for those looking to cross.
- There are a number of schools in this study area but the school areas should be better defined with pavement markings.
- General street and transit audits revealed that there are no bus shelters or benches throughout the study area.
- Many bicyclists were seen throughout the study area, especially accessing nearby parks like Branch Brook Park but there are no on-road bike facilities.
- Cars often park between the signs designated as a bus stop which creates a barrier for buses to provide curbside drop-off.

Recommendations have been developed to address these issues. Concepts Plans have been developed for locations identified by the project team as priorities for pedestrian/bicyclist improvements within the study area. These concept plans identify solutions that can be implemented as pilot projects that will create a safer, more inviting environment for all users (pedestrian, bicyclists, motorists).



VIEW OF ENTRANCE TO PARK AVENUE STATION AND CONNECTION TO BRANCH BROOK PARK

Coke, Christopher

From: Coke, Christopher
Sent: Friday, February 10, 2017 5:05 PM
To: JLeon@njtransit.com; LHammm@njtransit.com
Cc: Mayor Taylor, Lester III; Senande, William; Taglieri, Susan; Stewart, Mohammed; Corbett, William; Coleman, Clenton; Saunders, Dwight; Jackson, Valerie; Jackson, Connie
Subject: RE: East Orange. NJT Stations
Attachments: KIMG0077.jpeg; 014.jpg; 016.jpg; KIMG0081.jpeg

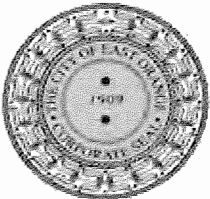
Larry,

Larry,

Thank You for your update and NJT staff for handling this situation however in the attached photos you see there is still an issue with the main street level landing area (EO and Brick Church Stations) that should be addressed. It is the City's expectation that in the future "the normal" should be that the commuters who use your facilities have a snow cleared from the platforms, stairs and landing areas. The type of complaint we had to make in my first email on this subject should NOT be what we have to do to get a response from NJT.

Talk Soon & Thank You

Christopher Coke
Director
Department of Public Works
Water Department (Interim)
CITY OF EAST ORANGE
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From: Mayor Taylor, Lester III
Sent: Friday, February 10, 2017 11:31 AM
To: Coke, Christopher
Cc: JLeon@njtransit.com; LHamm@njtransit.com; Senande, William; Taglieri, Susan; Stewart, Mohammed; Corbett, William; Coleman, Clenton; Saunders, Dwight; Jackson, Valerie
Subject: Re: East Orange. NJT Stations

Chris,

I'm adding Director Saunders so he can review applicable property maintenance codes, municipal ordinances, etc. so as to ensure compliance.

I also understand that we have tried unsuccessfully on multiple occasions to schedule a follow up meeting with NJT. Bill, please verify and let me know when we will be meeting with NJT to follow up on action items from our last meeting in approx Sept./Oct. 2016.

Lastly, Chris, in preparation for the upcoming follow up meeting with NJT, please take new/current pictures of ALL NJT property in EO and send to John and Larry by next Wednesday so we can see what was/was not acted on and/or have current photos of new issues, if applicable. Please also include the photos that were provided at our last meeting so we have comparative shots to gauge progress, if any.

John and Larry, I would very much appreciate it for our teams can meet in person prior to the end of February. We will come to Trenton, or wherever is most convenient for you.

Please let me know if anybody has any questions.

Thanks and have a great weekend.

Lester

Mayor Lester E. Taylor III
City of East Orange
www.eastorange-nj.gov
Sent from my iPhone

On Feb 10, 2017, at 8:38 AM, Coke, Christopher <Christopher.Coke@eastorange-nj.gov> wrote:

John/Larry

Please see photo. Although we appreciate our working relationship this condition is **unacceptable** and we need a reply to pass on to our constituents who use your stations. please provide update on when we can expect to remediate. Our expectation is that this will be handled in the next hour or so.

Also there are still some outstanding items from our previous discussions that have not been addressed or provided additional information. please find time to get back to us on those items as well

Talk soon

Christopher Coke
Director
Department of Public Works
Water Department (Interim)
City of East Orange
44 City Hall Plaza, 3rd Floor
East Orange, NJ, 07018
973.266.5330 • 862.930.7803 (f) • 862.250.3895 (c)
www.eastorange-nj.gov

Sent from my Verizon, Samsung Galaxy smartphone

<Screenshot_2017-02-10-08-22-22.png>

Stewart, Mohammed

From: Stewart, Mohammed
Sent: Tuesday, February 07, 2017 9:31 AM
To: Lawrence Hamm (lhamm@njtransit.com)
Cc: Coke, Christopher (Christopher.Coke@eastorange-nj.gov); William Corbett (Billy.Corbitt@eastorange-nj.gov)
Subject: RE: East Orange Train Station

Good morning Mr. Hamm,

Can you give us an update to below emails? We have tried several times to reach out to David Abeles but was unsuccessful in our attempts. The City is cleaning under the train trestle when it is the responsibility of NJ Transit. We need your assistance in bridging the gap with the maintenance department.

Thank you,

Mohammed Stewart
Superintendent
Department of Public Works
CITY OF EAST ORANGE
44 City Hall Plaza, 3rd Fl.
East Orange, NJ 07018
Office (973) 266-5169 Cell (201) 509-0565 Fax (862) 930-7803
www.eastorange-nj.gov



VISION STATEMENT

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From: Stewart, Mohammed
Sent: Monday, January 30, 2017 11:27 AM
To: Lawrence Hamm (lhamm@njtransit.com)
Cc: Coke, Christopher (Christopher.Coke@eastorange-nj.gov); William Corbett (Billy.Corbitt@eastorange-nj.gov)

Subject: RE: East Orange Train Station

Importance: High

Good morning Mr. Hamm,

I have reached out to David Abeles on several occasions and have not gotten a follow up phone call on the issues and concerns for the East Orange Train Station. We would appreciate it if you can follow up on your side so we can have a resolution of the maintenance/upkeep of the East orange train Station.

Thank you,

Mohammed Stewart

Superintendent

Department of Public Works

CITY OF EAST ORANGE

44 City Hall Plaza, 3rd Fl.

East Orange, NJ 07018

Office (973) 266-5169 Cell (201) 509-0565 Fax (862) 930-7803

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From: Stewart, Mohammed

Sent: Monday, January 23, 2017 12:55 PM

To: Lawrence Hamm (lhamm@njtransit.com)

Cc: Coke, Christopher (Christopher.Coke@eastorange-nj.gov); William Corbett (Billy.Corbitt@eastorange-nj.gov)

Subject: RE: East Orange Train Station

Good afternoon Mr. Hamm,

I wanted to give you an update as to where we stand with the East Orange Train Station. Mr. Murdoch did reach out to me and asked me to call David Abeles who can better assist us with our concerns and issues. I left Mr. Abeles a message for him to give me a call at his earliest convenience. I will keep you abreast as to how we get the maintenance issues resolved.

Thank you,

Mohammed Stewart
Superintendent
Department of Public Works
CITY OF EAST ORANGE
44 City Hall Plaza, 3rd Fl.
East Orange, NJ 07018
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From: Stewart, Mohammed
Sent: Friday, December 30, 2016 9:32 AM
To: Lawrence Hamm (lhamm@njtransit.com)
Cc: Coke, Christopher (Christopher.Coke@eastorange-nj.gov); William Corbett (Billy.Corbitt@eastorange-nj.gov)
Subject: RE: East Orange Train Station

Good morning Mr. Hamm,

We appreciate you for following up with our concerns. We are looking forward to hear from Mr. Andrew Murdoch to help assist us on the maintenance of The East Orange Train Station.

Thank you,

Mohammed Stewart
Superintendent
Department of Public Works
CITY OF EAST ORANGE
44 City Hall Plaza, 3rd Fl.
East Orange, NJ 07018
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From: Stewart, Mohammed
Sent: Thursday, December 29, 2016 10:58 AM
To: Lawrence Hamm (lhamm@njtransit.com)
Cc: Coke, Christopher (Christopher.Coke@eastorange-nj.gov); William Corbett (Billy.Corbitt@eastorange-nj.gov)
Subject: East Orange Train Station
Importance: High

Good morning Mr. Hamm,

We are reaching out to you for your assistance in getting a schedule of when a maintenance crew comes to the East Orange Train Station and the Supervisor that is responsible for managing this location. We have been noticing a lot of litter and broken glasses that are not being addressed on a consistent basis. It does not give a good image to the residents and visitors that use the train station that is located right across the street from City Hall.

Your assistance is much appreciated,

Mohammed Stewart
Superintendent
Department of Public Works
CITY OF EAST ORANGE
44 City Hall Plaza, 3rd Fl.
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Stewart, Mohammed

From: Stewart, Mohammed
Sent: Tuesday, July 21, 2015 3:19 PM
To: Lawrence Hamm (lhamm@njtransit.com)
Cc: Coke, Christopher (Christopher.Coke@eastorange-nj.gov); Salley, Charles; Williams, David
Subject: FW: East Orange train station elevators

Good afternoon Mr. Hamm,

I just received an email from the Office of Emergency Management and they had to respond to the East Orange Train Station because a resident could not use the elevator do to it not working. This issue was brought up at our meeting with Sally Morrison, Director Valarie Jackson and others. Please see email below for other occasions when Police, Fire, and OEM was called out to the train station for the out of order elevator.

Thank you,

Mohammed Stewart
Superintendent
Department of Public Works
CITY OF EAST ORANGE
44 City Hall Plaza, 3rd Fl.
East Orange, NJ 07018
Office (973) 266-5169 Cell (201) 509-0565 Fax (973) 266-5367
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From: Williams, David
Sent: Tuesday, July 21, 2015 1:33 PM
To: Coke, Christopher

Cc: Salley, Charles; Stewart, Mohammed
Subject: RE: East Orange train station elevators

Caller: Gladys Maldonato: 845-391-4893 complaint that the elevator is at the East Orange Station is not working and has requested the Fire Department carry her down room the platform to the street. There was a multi-agency (Fire, Police & EMS) response to this call on July 21, 2015

Other calls to station for elevator emergencies include:

- 07/21/2015 13:12:15
- 05/22/2015 11:41:42
- 02/20/2014 15:22:02
- 10/22/2014 17:59:55
- 05/14/2014 19:04:40
- 05/13/2014 17:14:48
- 08/17/2011 12:06:30
- 07/16/2009 13:07:32
- 04/30/2009 11:57:35

From: Coke, Christopher
Sent: Friday, June 05, 2015 12:36 PM
To: Williams, David
Cc: Salley, Charles; Stewart, Mohammed
Subject: FW: East Orange elevators

David

Please see the email below and confirm if this is accurate. As I understand FD has been called regularly to assist NJT riders to get up and down to the station platform. Please provide back-up for any calls and I will share the information with our NJT contacts. Thank You

Christopher Coke
Director
Department of Public Works
Water Department (Interim)
CITY OF EAST ORANGE
44 City Hall Plaza, 3rd Floor
East Orange, NJ, 07018
973.266.5330 ▪ 973.266.5367 (f) ▪ 862.250.3895 (c)
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From: Jackson, Valerie
Sent: Tuesday, June 02, 2015 3:54 PM
To: Coke, Christopher
Subject: FW: East Orange elevators

From: SMorris@njtransit.com [mailto:SMorris@njtransit.com]
Sent: Tuesday, June 02, 2015 3:42 PM
To: Stewart, Mohammed; Jackson, Valerie; LHammm@njtransit.com
Cc: JLeon@njtransit.com
Subject: Fwd: East Orange elevators

Good Afternoon,

See the response from Stations. Please share this message with Mr. Coke.

Always reach out to Larry immediately when complaints come to you. You can also contact John Leon, Sr. Director of Government and Community Relations at 973-491-8098.

Sallie

Sent from my Galaxy S@H

----- Original message -----

From: "Kauffmann, George P. (CROPGPK)"
Date: 06/02/2015 2:59 PM (GMT-05:00)
To: "Morris, Sallie J. (CGCRSJM)"
Cc: "Kauffmann, George P. (CROPGPK)", "Hamm, Larry (CHRMLXH)", "Leon, John C. (CGCRJCL)", "Morrison, William M. (CROPWMM)", "Abeles, David T. (CROPDTA)"
Subject: Re: East Orange elevators

Sallie the west bound was OOS for about 2 weeks for repairs but that was a month or two back. They both are working fine and our station attendant checks them daily. Thanks

Sent from my iPhone

Sent from my Galaxy S@H

Stewart, Mohammed

From: Stewart, Mohammed
Sent: Tuesday, July 07, 2015 2:49 PM
To: Lawrence Hamm (lhamm@njtransit.com)
Cc: Coke, Christopher (Christopher.Coke@eastorange-nj.gov)
Subject: Transit Clean Up

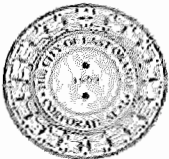
Good afternoon Lawrence,

I wanted to thank you and team for getting out to Eaton Pl. and removing all the trees so our Park can be visible and it also makes the area a lot brighter.

I thought that 4th Ave and 15th St. was next on the line to be done. I drove past there this afternoon and I saw that it was not done as of yet. If I am missing a schedule of what areas are going to be addressed please forward me a schedule to what areas are line up.

Thank you,

Mohammed Stewart
Superintendent
Department of Public Works
CITY OF EAST ORANGE
44 City Hall Plaza, 3rd Fl.
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Office (973) 266-5169 Cell (201) 509-0565 Fax (973) 266-5367
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Stewart, Mohammed

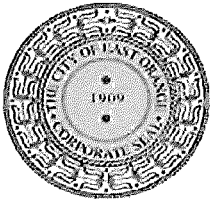
From: Stewart, Mohammed
Sent: Tuesday, July 21, 2015 3:23 PM
To: Lawrence Hamm (lhamm@njtransit.com)
Cc: Coke, Christopher (Christopher.Coke@eastorange-nj.gov); Salley, Charles; Williams, David
Subject: FW: East Orange train station elevators -UPDATE

Good Afternoon Mr. Hamm,

Please see additional list for emergency calls to the East Orange Train Station do to the elevator being out of service.

Thank you,

Mohammed Stewart
Superintendent
Department of Public Works
CITY OF EAST ORANGE
44 City Hall Plaza, 3rd Fl.
East Orange, NJ 07018
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From: Williams, David
Sent: Tuesday, July 21, 2015 1:43 PM
To: Coke, Christopher
Cc: Salley, Charles; Stewart, Mohammed
Subject: RE: East Orange train station elevators -UPDATE

From: Williams, David
Sent: Tuesday, July 21, 2015 1:33 PM
To: Coke, Christopher
Cc: Salley, Charles; Stewart, Mohammed
Subject: RE: East Orange train station elevators

Caller: Gladys Maldonato: 845-391-4893 complaint that the elevator is at the East Orange Station is not working and has requested the Fire Department carry her down from the platform to the street. There was a multi-agency (Fire, Police & EMS) response to this call on July 21, 2015

Other calls to station for elevator emergencies include:

- 07/21/2015 13:12:15
- 05/22/2015 11:41:42
- 04/30/2015 11:50:22
- 04/29/2015 14:03:01
- 03/21/2015 12:43:16
- 03/11/2015 16:34:55
- 03/07/2015 17:49:31
- 03/04/2015 18:05:23
- 02/12/2015 19:32:42
- 02/10/2015 07:59:01
- 01/14/2015 16:38:57
- 12/29/2014 19:01:03
- 12/18/2014 21:11:22
- 11/28/2014 14:06:22
- 11/22/2014 17:41:38
- 11/20/2014 19:31:22
- 11/15/2014 18:41:33
- 11/05/2014 18:35:53
- 09/19/2014 19:27:42
- 09/03/2014 18:40:09
- 04/23/2014 12:27:55
- 04/22/2014 12:24:03
- 04/19/2014 15:12:52
- 07/10/2013 08:13:02
- 04/11/2013 07:59:45
- 03/18/2013 14:14:03
- 11/19/2012 07:37:01
- 11/18/2012 18:41:34
- 08/30/2012 18:01:42
- 04/27/2009 15:32:19
- 12/20/2008 20:50:42
- 12/24/2007 08:49:05

From: Coke, Christopher
Sent: Friday, June 05, 2015 12:36 PM
To: Williams, David
Cc: Salley, Charles; Stewart, Mohammed
Subject: FW: East Orange elevators

David

Please see the email below and confirm if this is accurate. As I understand FD has been called regularly to assist NJT riders to get up and down to the station platform. Please provide back-up for any calls and I will share the information with our NJT contacts. Thank You

Christopher Coke
Director
Department of Public Works
Water Department (Interim)

CITY OF EAST ORANGE

44 City Hall Plaza, 3rd Floor
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973.266.5330 • 973.266.5367 (f) • 862.250.3895 (c)
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From: Jackson, Valerie
Sent: Tuesday, June 02, 2015 3:54 PM
To: Coke, Christopher
Subject: FW: East Orange elevators

From: SMorris@njtransit.com [<mailto:SMorris@njtransit.com>]
Sent: Tuesday, June 02, 2015 3:42 PM
To: Stewart, Mohammed; Jackson, Valerie; LHamm@njtransit.com
Cc: JLeon@njtransit.com
Subject: Fwd: East Orange elevators

Good Afternoon,

See the response from Stations. Please share this message with Mr. Coke.

Always reach out to Larry immediately when complaints come to you. You can also contact John Leon, Sr. Director of Government and Community Relations at 973-491-8098.

Sallie

Sent from my Galaxy S®III

----- Original message -----

From: "Kauffmann, George P. (CROPGPK)"

Date:06/02/2015 2:59 PM (GMT-05:00)

To: "Morris, Sallie J. (CGCRSJM)"

Cc: "Kauffmann, George P. (CROPGPK)" , "Hamm, Larry (CHRMLXH)" , "Leon, John C. (CGCRJCL)" ,
"Morrison, William M. (CROPWMM)" , "Abeles, David T. (CROPDTA)"

Subject: Re: East Orange elevators

Sallie the west bound was OOS for about 2 weeks for repairs but that was a month or two back. They both are working fine and our station attendant checks them daily. Thanks

Sent from my iPhone

Sent from my Galaxy S®III

Carter, Pamela

From: NJ TRANSIT Customer Service <no_reply@njtransit.com>
Sent: Friday, February 10, 2017 2:01 PM
To: Carter, Pamela
Subject: NJ TRANSIT Acknowledgement of Complaint - Case 00939795 - Salt and Shoveling Needed

Dear Pamela,

Thank you for submitting your feedback to us online on 2/10/2017 regarding Salt and Shoveling Needed. Your feedback has been received and assigned Case #00939795.

-----Feedback Description-----

Please have someone shovel as well as salt the Brick Church Station. The platforms are sheets of ice and the steps are nearly impassable.

Thank you

Feedback is reviewed Monday through Friday between the hours of 8 a.m. and 5 p.m. (excluding major holidays) and will be processed in the order it is received. If your matter requires immediate attention, such as weekend travel information or Lost & Found, please call our Transit Information Center at 973-275-5555 between 8:30 a.m. and 5 p.m. to speak to a live operator.

Sincerely,
NJ TRANSIT Customer Service Team

Please note this is an automated response and replies cannot be processed.

Carter, Pamela

From: Carter, Pamela
Sent: Wednesday, January 13, 2016 10:43 AM
To: Lawrence Hamm (lhamm@njtransit.com)
Cc: Coke, Christopher
Subject: East Orange Train Station
Attachments: 2016-01-13 10 08 42.jpg; 006.JPG; 005.JPG

Hello Mr. Hamm:

I would like to bring to your attention some of the conditions at the East Orange Train Station (Please see attached photos)

There are several cracks in the structures, and several areas along the platform on the East bound area that are crumbling.

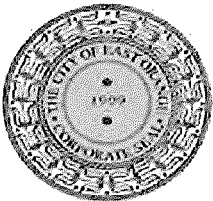
One area in particular that requires immediate attention is the East Bound middle steps where an actual chunk of concrete has fallen off of the wall.

I have reported this information through the online complaint portal, but wanted to bring it to your attention as well.

Thank you in advance

Pamela

Pamela Carter
Department of Public Works
CITY OF EAST ORANGE
44 City Hall Plaza, East Orange, New Jersey 07018
(973)266-5330 • 862-930-7803
www.eastorange-nj.gov



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Carter, Pamela

From: NJ TRANSIT Customer Service <no_reply@njtransit.com>
Sent: Wednesday, January 13, 2016 10:37 AM
To: Carter, Pamela
Subject: NJ TRANSIT Acknowledgement of Complaint - Case 00844734 - Deplorable Train Street

Dear Pamela,

Thank you for submitting your feedback to us online on 1/13/2016 regarding Deplorable Train Street. Your feedback has been received and assigned Case #00844734.

-----Feedback Description-----

Good morning,

The conditions at the East Orange Train Station are deplorable.

On the middle steps leading to the East Bound platform there is a large chunk of concrete that has fallen off of the wall onto the stairwell, with debris strewn around it.

Also several areas on the East Bound Platform have crumbling concrete falling off of the station house.

Please expedite repair as to avoid an accident Thank you in advance

Feedback is reviewed Monday through Friday between the hours of 8 a.m. and 5 p.m. (excluding major holidays) and will be processed in the order it is received. If your matter requires immediate attention, such as weekend travel information or Lost & Found, please call our Transit Information Center at 973-275-5555 between 8:30 a.m. and 5 p.m. to speak to a live operator.

Sincerely,
NJ TRANSIT Customer Service Team

Please note this is an automated response and replies cannot be processed.

1/13/2016 10:08



Carter, Pamela

From: Carter, Pamela
Sent: Tuesday, December 22, 2015 8:20 AM
To: Coke, Christopher
Subject: Larry Hamm- NJ Transit

I spoke with Larry Hamm on Friday (December 18,2015) regarding either termination of a bus stop location or the removal of a Bus Stop

He informed me that in order to do so requires a two prong process:

First step involves obtaining approval via a resolution from the City Council in order to have the bus stop removed

The second step requires an evaluation conducted by NJ Transit which would include safety , how or if ridership is affected by the removal, and other conditions.

He stated that he will pass the request onto the appropriate persons in order to begin the process of evaluations and would be in touch in regard

P

Pamela Carter
Department of Public Works
CITY OF EAST ORANGE
44 City Hall Plaza, East Orange, New Jersey 07018
(973)266-5330 • 862-930-7803
www.eastorange-nj.gov



VISION STATEMENT

Our vision is that East Orange will set the standard for urban excellence and become a destination city.

TAYLOR ADMINISTRATION MISSION STATEMENT

Our mission is to enhance the quality of life in East Orange by providing outstanding service to our residents, visitors, community, and business partners.

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Carter, Pamela

From: Carter, Pamela
Sent: Thursday, November 05, 2015 3:28 PM
To: 'jleon@njtransit.com'
Cc: Coke, Christopher
Subject: City of East Orange-Transit Matters

Good afternoon Mr. Leon:

My name is Pamela Carter, I am writing on behalf of Christopher A. Coke the Director of the Department of Public Works for the City of East Orange.

We previously contacted Sallie J. Morris when we had questions or concerns regarding NJ Transit in the City of East Orange.

Ms. Morris was gracious enough to alert me to her retirement and gave me contact information for a Mr. Lawrence Hamm who I believe is now her replacement.

However I have reached out to Mr. Hamm to no avail, and I am questioning whether he is the correct person to contact regarding NJ Transit matters in the City.

Is there a possibility that I may be placed in contact with someone within your corporation who may be able to assist the City directly rather than logging complaints and or questions through your online portal for customers?

Your assistance in this matter is greatly appreciated

I look forward to hearing from you

Kind regards,

Pamela Carter
Department of Public Works
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Carter, Pamela

From: NJ TRANSIT Customer Service <no_reply@njtransit.com>
Sent: Tuesday, October 27, 2015 2:45 PM
To: Carter, Pamela
Subject: NJ TRANSIT Acknowledgement of Complaint - Case 00828823 - Poor Lighting Conditions

Dear Pamela,

Thank you for submitting your feedback to us online on 10/27/2015 regarding Poor Lighting Conditions. Your feedback has been received and assigned Case #00828823.

-----Feedback Description-----

Good afternoon:

My name is Pamela Carter with the City of East Orange Department of Public Works. We have received complaints regarding the lighting located underneath the East Orange Rail (on the Morris Essex Line) Station. Residents have stated that the lighting is not sufficient enough and as such they fear for their safety when walking near or underneath the station when it is dark.

Can someone please look into the matter?

I thank you in advance

Pamela

Feedback is reviewed Monday through Friday between the hours of 8 a.m. and 5 p.m. (excluding major holidays) and will be processed in the order it is received. If your matter requires immediate attention, such as weekend travel information or Lost & Found, please call our Transit Information Center at 973-275-5555 between 8:30 a.m. and 5 p.m. to speak to a live operator.

Sincerely,

NJ TRANSIT Customer Service Team

Please note this is an automated response and replies cannot be processed.

Carter, Pamela

From: Carter, Pamela
Sent: Friday, October 09, 2015 2:58 PM
To: Lawrence Hamm (lhamm@njtransit.com)
Cc: Coke, Christopher
Subject: FW: Bus Stop Relocation/Elimination

Good Afternoon Mr. Hamm:

I am following up on a previous email I sent to you on August 21, 2015 (see below) regarding relocation/elimination of a bus stop.

At the direction of Christopher Coke, Director of Public Works I am reaching out once again.

If you are not the individual to whom we should direct our emails in regard, please put us on the path to the correct person(s) so that we may find some resolve in this matter.

I thank you in advance

Pamela

From: Carter, Pamela
Sent: Thursday, August 27, 2015 1:19 PM
To: Lawrence Hamm (lhamm@njtransit.com)
Cc: Coke, Christopher
Subject: Bus Stop Relocation/Elimination

Good Afternoon Mr. Hamm:

I am contacting you at the request of the Director of Public Works in The City of East Orange.

We are reaching out to you with some questions regarding Bus Stops

We have received a request from a constituent inquiring about either an elimination of a bus stop or relocation of a bus stop.

Is such a request something that the Municipality is charged with taking care of or is the placement/removal something that your agency deals with entirely?

Please advise as to how a removal/relocation is possible, and if so what steps are necessary in order to make such a request if it does indeed fall under NJ Transit jurisdiction.

I look forward to hearing from you

Thank you in advance

Pamela Carter
Department of Public Works
CITY OF EAST ORANGE

Carter, Pamela

From: Carter, Pamela
Sent: Thursday, August 27, 2015 1:19 PM
To: Lawrence Hamm (lhamm@njtransit.com)
Cc: Coke, Christopher
Subject: Bus Stop Relocation/Elimination

Good Afternoon Mr. Hamm:

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We are reaching out to you with some questions regarding Bus Stops

We have received a request from a constituent inquiring about either an elimination of a bus stop or relocation of a bus stop.

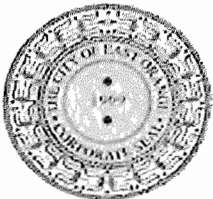
Is such a request something that the Municipality is charged with taking care of or is the placement/removal something that your agency deals with entirely?

Please advise as to how a removal/relocation is possible, and if so what steps are necessary in order to make such a request if it does indeed fall under NJ Transit jurisdiction.

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Carter, Pamela

From: Carter, Pamela
Sent: Tuesday, June 09, 2015 1:20 PM
To: Lawrence Hamm (lhamm@njtransit.com)
Cc: Coke, Christopher
Subject: FW: NJ Transit Bridge East Orange- North Arlington and MLK Blvd

Good afternoon Mr. Hamm:

I believe that you were previously cc'd on the previous email, but at the suggestion of Ms. Morris I am now contacting you directly regarding the issue mentioned in the below emails.

The Municipal Surveyor has stated that as of today the pipes are still in the street(they have been pushed to the side of the roadway)

Thank you in advance for your attention in this matter

Pamela

From: SMorris@njtransit.com [mailto:SMorris@njtransit.com]
Sent: Monday, June 08, 2015 2:35 PM
To: Carter, Pamela
Cc: LHam@njtransit.com; Coke, Christopher; JLeon@njtransit.com
Subject: RE: NJ Transit Bridge East Orange- North Arlington and MLK Blvd

Good Afternoon,

Please follow-up with Larry Hamm at 973-491-8077 on this issue next week.
Sallie Morris

From: Carter, Pamela [mailto:Pamela.Carter@eastorange-nj.gov]
Sent: Friday, June 05, 2015 1:28 PM
To: Morris, Sallie J. (CGCRSJM)
Cc: Hamm, Larry (CHRMLXH); Coke, Christopher
Subject: NJ Transit Bridge East Orange- North Arlington and MLK Blvd

Good afternoon Ms. Morris and Mr. Hamm:

I am calling upon you with a situation that has occurred at North Arlington Avenue and Dr. MLK Boulevard underneath the NJ Transit Bridge in the City of East Orange

Two of the pipes underneath the bridge have fallen into the roadway and a third is in eminent danger of falling into the roadway

I have attached photos for reference

Thank you in advance

Carter, Pamela

From: Carter, Pamela
Sent: Friday, June 05, 2015 1:28 PM
To: SMorris@njtransit.com
Cc: Lawrence Hamm (lhamm@njtransit.com); Coke, Christopher
Subject: NJ Transit Bridge East Orange- North Arlington and MLK Blvd
Attachments: 017.jpg; 018.jpg; 019.jpg; 020.jpg; 021.jpg; 022 (2).jpg

Good afternoon Ms. Morris and Mr. Hamm:

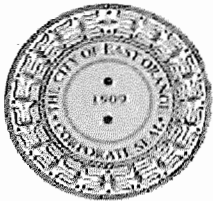
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I have attached photos for reference

Thank you in advance

Pamela Carter
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06/05/2015 13:16



Carter, Pamela

From: SMorris@njtransit.com
Sent: Friday, February 06, 2015 11:42 AM
To: Carter, Pamela
Subject: Lights at Underpasses

Good Morning Ms. Carter,

Please give me a call regarding underpass lighting. Customer Service gave me your e-mail.

Sallie Morris, Regional Manager
Government and Community Relations
973-491-8071

Carter, Pamela

From: NJ TRANSIT Customer Service <no_reply@njtransit.com>
Sent: Thursday, February 05, 2015 9:14 AM
To: Carter, Pamela
Subject: NJ TRANSIT Acknowledgement of Complaint - Case 00770502 - Light Outage at Train Underpas

Dear Pamela,

Thank you for submitting your feedback to us online on 2/5/2015 regarding Light Outage at Train Underpas. Your feedback has been received and assigned Case #00770502.

-----Feedback Description-----

Good morning:

My name is Pamela from the City of East Orange Department of Public Works.

Our office has received complaints regarding light outages at two train underpasses in the City. It appears that the bulbs are in need of replacement.

The locations are Main Street and North Grove Street, and Main Street and Greenwood Avenue.

Feedback is reviewed Monday through Friday between the hours of 8 a.m. and 5 p.m. (excluding major holidays) and will be processed in the order it is received. If your matter requires immediate attention, such as weekend travel information or Lost & Found, please call our Transit Information Center at 973-275-5555 between 8:30 a.m. and 5 p.m. to speak to a live operator.

Sincerely,
NJ TRANSIT Customer Service Team

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Carter, Pamela

From: NJ TRANSIT Customer Service <no_reply@njtransit.com>
Sent: Tuesday, February 03, 2015 10:29 AM
To: Carter, Pamela
Subject: NJ TRANSIT Acknowledgement of Complaint - Case 00769809 - LACK OF SALT/ SNOW REMOVAL

Dear Pamela,

Thank you for submitting your feedback to us online on 2/3/2015 regarding LACK OF SALT/ SNOW REMOVAL. Your feedback has been received and assigned Case #00769809.

-----Feedback Description-----

Good morning:

My name is Pamela, and I am with the City of East Orange.

I am writing regarding complaints about the Brick Church Rail station and lack of plowing and salting.

The stairwell heading towards Halsted Street is snow and ice covered. The platform is also in need shoveling and salting.

Thank you in advance

Feedback is reviewed Monday through Friday between the hours of 8 a.m. and 5 p.m. (excluding major holidays) and will be processed in the order it is received. If your matter requires immediate attention, such as weekend travel information or Lost & Found, please call our Transit Information Center at 973-275-5555 between 8:30 a.m. and 5 p.m. to speak to a live operator.

Sincerely,

NJ TRANSIT Customer Service Team

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Carter, Pamela

From: NJ TRANSIT Customer Service <noreply@njtransit.com>
Sent: Tuesday, February 03, 2015 10:50 AM
To: Carter, Pamela
Subject: NJ TRANSIT Reply to Complaint - Case 00769809



Dear Pamela,

Thank you for contacting us about the Brick Church rail station.

I apologize for the hazardous conditions you describe at our rail station, after the inclement weather we experienced.

Your feedback was forwarded to Rail Station Management, so that the appropriate corrective actions could be taken.

Again, thank you for writing and for your support of NJ TRANSIT.

Sincerely,
Christel Thomas
NJ TRANSIT Customer Service Team

[CLICK HERE](#) to reply. E-mail responses cannot be processed.



Carter, Pamela

From: SMorris@njtransit.com
Sent: Friday, December 05, 2014 3:08 PM
To: Carter, Pamela
Subject: RE: Bus shelter program

You are very welcome.
Sallie

From: Carter, Pamela [<mailto:Pamela.Carter@eastorange-nj.gov>]
Sent: Friday, December 05, 2014 12:59 PM
To: Morris, Sallie J. (CGCRSJM)
Subject: RE: Bus shelter program

Thanks again

From: SMorris@njtransit.com [<mailto:SMorris@njtransit.com>]
Sent: Friday, December 05, 2014 12:48 PM
To: Carter, Pamela
Cc: Coke, Christopher
Subject: FW: Bus shelter program

Good Afternoon Ms. Carter,

I have provided the Parts list for the bus shelters. The company is Handi Hut, John Cozza is a representative and can be reached at 973-614-1800 EXT. 212. Hopefully, this will help you.

Sallie Morris, Regional Manager
Government and Community Relations
973-491-8071

From: Carter, Pamela [<mailto:Pamela.Carter@eastorange-nj.gov>]
Sent: Thursday, December 04, 2014 11:44 AM
To: Morris, Sallie J. (CGCRSJM)
Cc: Coke, Christopher
Subject: Bus shelter program

Good Morning Ms. Morris:

I am inquiring as to the responsibility for the bus shelters in the municipality.

If understood it once a shelter has been installed the maintenance and repair of the shelter is the responsibility of the municipality.

I have spoken to the Street Superintendent as well as the Parks Maintenance Supervisor both of whom are familiar with replacing the glass to the shelters as well as additional maintenance and repair, but neither can recall installing a frame.

We have a few frames here in the City that are deemed non repairable and now require replacement.

Would you be so kind as to tell me if installation of the frame is a service that NJT generally provides ? If it is not, then do you have a vendor and or vendor number for someone that we may contact in order to purchase replacement frames.

Thank you in advance

Pamela

Carter, Pamela

From: SMorris@njtransit.com
Sent: Monday, November 17, 2014 3:58 PM
To: Carter, Pamela
Subject: RE: East Orange Train Station-Lighting

Good Afternoon Ms. Carter,

Thank you for the update. Stations did advise they had replaced some of the lights.

Please note that our customers can call our Customer Service department at 973-275-5555 or email www.njtransit.com to register their complaints.

I have met with Mayor Taylor several times. I also gave Mr. Coke my contact information...973-491-8071 and my email is smorris@njtransit.com.

Thank you,

Sallie Morris, Regional Manager
Government and Community Relations

From: Carter, Pamela [<mailto:Pamela.Carter@eastorange-nj.gov>]
Sent: Friday, November 14, 2014 8:33 AM
To: Morris, Sallie J. (CGCRSJM)
Subject: East Orange Train Station-Lighting

Good Morning Ms. Morris:

Yesterday at 4:00 p.m. I personally approached the stairwell to the East Orange Station on the east bound side and found that the emergency /temporary lights in the stairwell were operating.

Thank you in advance

Regards

Pamela

Carter, Pamela

From: LFanning@njtransit.com
Sent: Thursday, November 13, 2014 2:20 PM
To: Carter, Pamela
Cc: SMorris@njtransit.com
Subject: RE: East Orange Train Station

Pamela,

I let the Stations dept. know with your original phone call. I will forward your email. We usually ask that items be sent to our Dept. of Government and Community Affairs. Ms. Sallie Morris is your contact and I have copied her on this message as well.

Lisa

Lisa L. Fanning, P.E.
Director of Maintenance-Structures
Rail Infrastructure Engineering

NJ Transit
One Penn Plaza East
Newark, NJ 07105

Telephone: (973) 491-7227
Cell: (973) 943-6877
Fax: (973) 609-1775
E-mail: lfanning@njtransit.com

From: Carter, Pamela [<mailto:Pamela.Carter@eastorange-nj.gov>]
Sent: Thursday, November 13, 2014 2:06 PM
To: Fanning, Lisa L. (CROPLLF)
Subject: East Orange Train Station

Good Afternoon Ms. Fanning:

My name is Pamela Carter, I am writing on behalf of the City of East Orange Department of Public Works.

I am writing concerning complaints that the Mayor's office has received in regard to the East Orange Train Station conditions.

It appears that all of the lights on the stairwell leading to the train platform are not operating thus making the stairwell completely dark with zero visibility once daylight ends.

The stairwell in question is the one that is located directly across from City Hall in East Orange on the East Bound side of the platform.

If I have contacted you in error please accept my apology and please forward to the correct person(s)

Thank you in advance

Pamela

ADDITIONAL APPENDIX MATERIALS
SUBMITTED TO THE
SENATE LEGISLATIVE OVERSIGHT COMMITTEE
ASSEMBLY JUDICIARY COMMITTEE

for the
May 31, 2017 Meeting

Submitted by the Senate Majority Office:

Dan Alexander, “One NJ Transit line will suffer the most during Penn Station project,”
New Jersey 101.5 FM, May 23, 2017.

Dana Rubinstein and Ryan Hutchins, “In official alerts to customers, NJ Transit knows
whom to blame: Amtrak,” *Politico*, May 26, 2017. ©2017 POLITICO LLC.