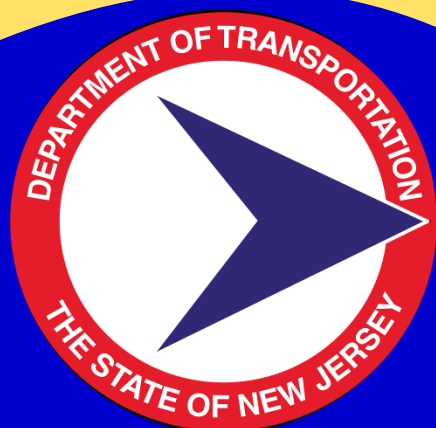


New Jersey State Safety Oversight Agency (NJ SSOA)



2019 Annual Public Rail Transit Safety Report to the Governor and the Legislature

Diane Gutierrez-Scaccetti
Commissioner

Philip D. Murphy
Governor

Sheila Y. Oliver
Lt. Governor

Acknowledgement

The NJDOT would like to acknowledge the following for their contributions to the New Jersey State Safety Oversight Agency (NJ SSOA).

NJDOT Staff

Kimbrali L. Davis
 Katrina F. DeVilla
 Todd Kropilak
 Himanshu Patel
 Edward Zubrzycki, Jr.

Contractors

Amber Brovak
 Kevin Chandler
 Michael Clemmons
 Jon Florida
 Edward Koehler, PhD, PE
 Wendy Kovitz
 Agnes Lebovic
 Joseph Marcello
 Daniel Rust
 Robert Sedlock
 Melvin Smith



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Abstract

This annual status report provides an overview of the safety of the rail fixed guideway public transportation systems under the jurisdiction of the New Jersey State Safety Oversight Agency (NJ SSOA) as required by the Federal Transit Administration (FTA). The data in this report is generated from the years 2016-2018. Earlier data is also included for trend analysis.

Introduction

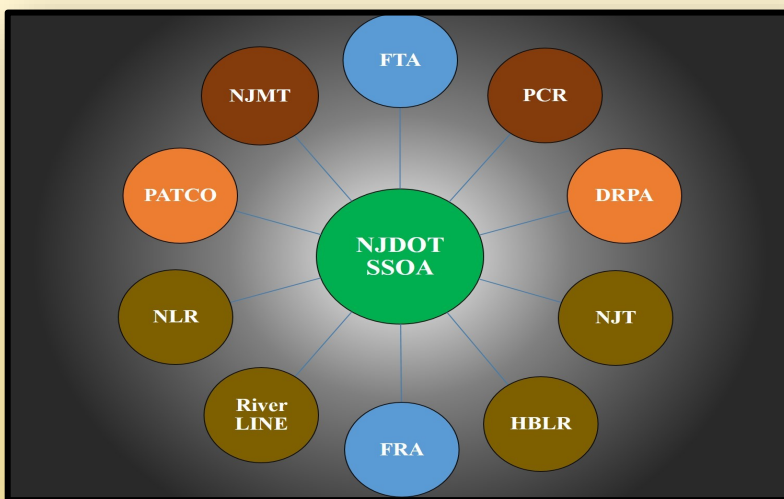
Federal Regulation 49 CFR Part 659 requires a state to oversee the safety and security of rail fixed guideway systems through a designated oversight agency. Executive Order 65 (1997) places the responsibility with the New Jersey Department of Transportation (NJDOT), while N.J.A.C. 16:53E provides the rules that govern oversight.

Per 49 CFR Part 659.39, the FTA requires each State Safety Oversight Agency (SSOA) to complete an annual status report on the safety of the rail fixed guideway systems under their jurisdiction. This report will compare the yearly safety records of fixed guideway operations within the State.

Who We Are

The NJDOT's Office of Fixed Guideway is designated as the SSOA for New Jersey and is responsible for overseeing and regulating rail transit agencies (RTAs) within the state *not* overseen by the Federal Railroad Administration (FRA). The NJ SSOA is responsible for reviewing, approving, and enforcing rail agencies' safety and security plans to establish minimum standards that are consistent with the National Public Transportation Safety Plan, the Public Transportation Safety Certification Training Program (49 CFR 672), the rules for Public Transportation Agency Safety Plans (49 CFR 673), and all applicable Federal and State laws. Responsibilities include rail fixed guideway public transportation system audits, safety certification of new or modified systems and infrastructure, performance of station inspections, observation of track, signal, vehicle and other system construction and maintenance activities, tracking all incidents, accidents and hazards and ensuring timely development and implementation of corrective actions as needed.

The NJ SSOA increased their level of oversight commitment from 4,980 hours in 2016 to 8,235 hours in 2017 and to 11,276 hours in 2018 to meet Federal Transit Administration (FTA) certification requirements (49 CFR 674) and the workload assessment approved



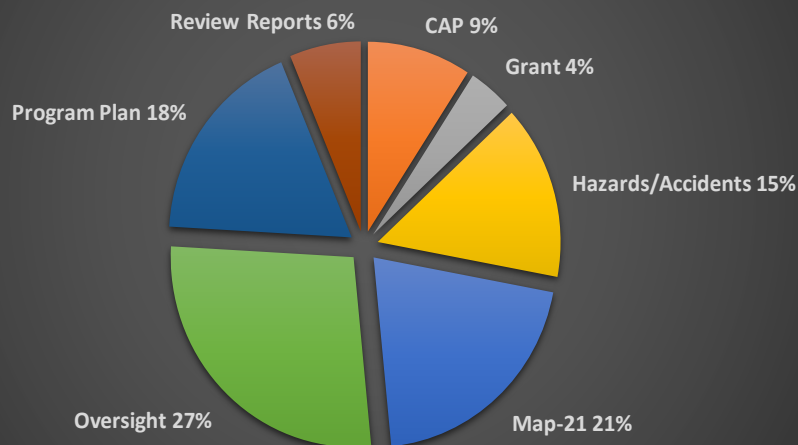
by FTA.

Under this program, the NJ SSOA works in close collaboration with FTA, FRA, New Jersey Transit (NJT), Delaware River Port Authority (DRPA), Port Authority Transit Corporation (PATCO), Hudson-Bergen Light Rail (HBLR), Newark Light Rail (NLR) and River LINE (RL).



What We Do

Time Allotment of SSO Work as Per Approved Workload Assessment



Oversight (27%)

The largest portion of the NJ SSOA's total man-hours are spent in the field as we ride the RTS, inspect vehicles, stations and parking lots, perform direct observations of operations, track, signals and other safety critical tasks, with the intent to identify potential safety concerns and prevent them from developing into accidents or incidents. We:

- Establish, update, maintain, & analyze tracking and logging system for RTA incident reports, accidents, unusual occurrences, and special areas of focus.
- Attend FTA's Triennial Review and participate with FTA's Project Management Oversight Committee (PMOC) during site visits.
- Ride all systems regularly to evaluate RTA program safety, operation and condition of vehicle, tracks, & facilities. Document inspection findings.
- Participate in project safety & security planning, fire & life safety meetings and pre-revenue safety certification and readiness assessments for existing and new service expansion projects.



Moving Ahead for Progress in the 21st Century Act (MAP-21) (21%)

MAP-21 was signed into law by the Federal Government in 2012 as part of the SSO program. It requires each SSOA to develop a certified program which includes the following:

- Develop, update & maintain implementation plans and procedures for new safety duties related to MAP-21.
- Ongoing study and review of all program statutory guidance.
- Evaluate new legislation and regulatory changes in FTA requirements, research laws, draft comments on new legislation, develop reports and procedures, and provide technical support, advice and guidance to RTAs.
- Attend FTA-mandated State Safety Oversight (SSO) professional certification training for Safety Management System (SMS), accident investigation; agency safety plan development, rail transit operations, rail transit maintenance and industry best operating safety practices.
- Review & revise program policies and procedures as required to reflect training guidance.
- Assist with Request for Proposal (RFP) preparation, contractor selection, contract development and preparing scope of work statements for technical contractors to support the work of the SSO program.
- Represent SSO, as the State's light rail safety technical expert in meetings and correspondence with:
 - o State & Federal Officials, Policy-makers and other units
 - o Local Agencies
 - o State Agency Division and Department internal meetings
 - o Private Sector Firms & Citizens
- Attend or conduct monthly State Safety Oversight staff and other administrative meetings.
- Provide ongoing updates to FTA documenting a comprehensive man hour breakdown in the work plan analysis.

The Program Plan outlines how the NJ SSOA must implement the SSO program including:

- Develop, revise, update and distribute the SSO Program Standard for evolving MAP-21 duties, rule changes, new activities and anticipated requirements.
- Conduct workshops with RTS's to discuss new and evolving SSO program requirements.

Program Plan (18%)

Program Plan (18%) (Cont.)

- Review and formally approve RTA's:
 - Agency Safety Plans (System Safety Program Plans) including transmittal to FTA
 - Annual Safety Report and Annual Internal Safety Review Report
 - Internal Audit announcements, schedules, procedures, check lists and reports
- Mandate additional inspections, testing, measurements and field observations.
- Develop a monitoring program to provide ongoing verification of:
 - Agency Safety Plan implementation
 - Inspections and Activities
 - Correction of Identified Deficiencies
 - Condition of Critical Infrastructure
 - Budgeting and Resource Allocation for Maintenance Activities
- Attend and participate in the following:
 - Special RTA Safety, Operations and Maintenance Committee Meetings.
 - Follow-up of Critical Issues
 - Capital Project Reviews
 - Rehabilitation Activities
 - Safety Certification Adherence Reviews
 - RTA Emergency Preparedness Drills and Exercises
- Review and monitor compliance and implementation of RTA programs for:
 - Roadway Worker Protection
 - Hours of Service
 - Fatigue Management
 - Medical Qualification
 - Sleep Apnea

Hazards / Accidents (15%)

The NJ SSOA is required to develop, monitor and track accidents, incidents and occur on the RTAs. This includes:

- Once an accident or incident occurs, the NJ SSOA provides oversight to the RTAs as they log and analyze accident and incident data, offering recommendations to eliminate or mitigate potential risk.

Hazards / Accidents (15%) (Cont.)

- Develop formal hazard management procedure to begin collecting and analyzing data with the RTA. Monitor identified hazards, receive and review reports, review and track hazard corrective action plans to completion.
- Develop monthly monitoring and tracking program for hazards, incidents and unusual occurrences. Begin briefing the RTA CEO and Board of Directors.
- Update SSO program accident investigation procedures.
- Organize, lead and conduct investigations of accidents, incidents and hazards at the RTA. Coordinate activities and reports of field personnel.
- Draft and compile final report from field investigation.
- Review and approve the RTA's accident and incident investigation reports.

The FTA established Reportable Threshold requirements for certain accidents/events that must be reported to the FTA and the NJ SSOA within 2-hours followed up with a submission of a full investigation report within 30 days. The following is a list of FTA Reportable Accidents/Events:

- I. a fatality at the scene or where an individual is confirmed dead within thirty (30) days of a rail transit-related event;
- II. injuries requiring immediate medical attention away from the scene for two (2) or more individuals;
- III. property damage to rail transit vehicles, non-rail transit vehicles, other rail transit property or facilities and non-transit property that equals or exceeds \$25,000;
- IV. an evacuation due to life safety reasons;
- V. a collision at a rail grade crossing (RGX);
- VI. a main-line derailment;
- VII. a collision with an individual on a rail right-of-way (ROW);
- VIII. a collision between a rail transit vehicle and a second rail transit vehicle or a rail transit non-revenue vehicle.

Hazards / Accidents (18%) (Cont.)

In addition to the FTA Reportable Threshold requirements, the RTAs must report all accidents/events/occurrences that fall below the FTA Reportable Threshold to the NJ SSOA within 2-hours notification, provide an investigation summary with 24 hours, and a full investigation report within 30 days. Events include safety violations and some physical conditions that could disrupt operations such as:

I. Accidents:

- Only one person requiring immediate medical attention away from the scene;
- A “street-running” collision with an automobile;
- A derailment in the yard.

II. Incident:

- A “Stop Signal” violation;
- A “Work Zone” violation.

III. Occurrences:

- Events involving injury, damage to property or the environment, collisions or derailments, vandalism to vehicles, failed switches and signals, power loss, door trouble, elevator entrapments, child/parent separations;
- Close calls and near misses;
- Violations of safety standards.



Corrective Action Plans (CAP's) (9%)

As part of its responsibilities under the SSO program, the NJ SSOA oversees the RTA's Corrective Action Plans (CAP). CAPs are generated in several ways. The RTAs submit CAPs to the NJ SSOA who then must:

- Review and formally approval the CAP
- Monitor and track implementation of the CAP
- Follow-up with meetings and correspondence as required
- Physically verify implementation of the CAP before closure

CAPs may be generated as a result of the Triennial Audit in order to address any one of the following:

1. Referenced/Supporting Procedure Update
2. Resource/Organizational Action
3. Rules Update
4. SSPP Implementation Action
5. SSPP Update

One or more of the following CAPs are generated as part of any accident/incident investigation:

1. Training/Retraining
2. Changing/Adding Procedures
3. Awareness Information (bulletins/orders)
4. Activities (Operational Stand Downs/Lessons Learned)
5. Adding/Enhancing Capabilities
6. Discipline
7. Dismissal

See Appendix "A."



Review / Report (6%)

The NJ SSOA is required to conduct audits verifying compliance and provide status reports on the safety of the RTAs such as:

- Triennial Audit of RTAs implementation of their System Safety Program Plan (SSPP).
- Annual Report to the FTA summarizing oversight activities.
- Pre-revenue reviews of RTAs new line extensions, system modifications, and new route alignments. Follow up with meetings and correspondence.

Triennial Audits of RTS

Triennial Audits are required activity under 49 CFR Part 674.31 These week long audits look at each RTA and evaluate implementation of their SSPP.

The NJ SSOA manages the FTA grant funding that supports the SSO program.

Grants Chart

Federal Grant Availability	Federal Allocation	State Allocation [toll credits]
2017	\$892,610	\$223,152
2018	\$889,588	\$222,397
2019	\$904,187	\$226,047

Grant Management (4%)



Transitioning to New Federal Regulations

Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law by the Federal Government in 2012 and has the provision of offering a grant to states that have an oversight authority. The purpose of the grant was to aid states in establishing a program and work to become certified by the FTA by April 15, 2019. On February 28, 2019, the NJ SSOA obtained certification.

As part of Map-21, all RTAs are required to have a fully implementing Public Transportation Agency Safety Plan (PTASP) by July 20, 2020. The FTA mandated the development of a PTASP to facilitate the use of a Safety Management System (SMS) by all federally-funded Rail Transit Authorities (RTAs) in the country. A SMS is a formal top-down, organization-wide approach to managing safety risk and assuring the effectiveness of risk mitigation, as defined in the *FTA's SMS Framework, August 2015*. The four SMS components are:

Safety Management Policy defines management commitment to meet established safety objectives and safety performance targets. This includes approval at the board level.

Safety Risk Management promotes the identification of hazards before they escalate into accidents or incidents and evaluates safety risk and establishes necessary mitigations.

Safety Assurance is a never-ending process that monitors the safety performance of an organization and ensures that RTAs implement appropriate and effective mitigation.

Safety Promotion encourages and teaches safety through effective communication and training and ensures employees at all levels get the training they need to do their job safely.

There are five questions that SMS seeks to answer:

1. What are our most serious safety concerns?
2. How do we know this?
3. What are we doing about it?
4. Is what we are doing working?
5. How do we know what we are doing is working?

Rail Transit System (RTS) Descriptions

The NJ SSOA is responsible for overseeing the safety of four rail systems that operate under the jurisdiction of the State of New Jersey. One system, PATCO, also operates in Philadelphia, PA.

Owner/RTA	RTS	FTA Mode	Operated by	System Length
NJ Transit	River LINE	Light Rail (hybrid)	Bombardier LLC	34 miles
NJ Transit	Hudson-Bergen Light Rail (HBLR)	Light Rail	21 st Century Rail Corporation	17 miles
NJ Transit	Newark Light Rail (NLR)	Light Rail	NJ Transit	6.9 miles
Delaware River Port Authority	Port Authority Transit Corporation (PATCO)	Heavy Rail	Port Authority Transit Corporation	14.3 miles



Rail Transit System (RTS) Descriptions (Cont.)

River LINE

Overview

The River LINE is owned by New Jersey Transit and operated by Bombardier LLC. The light rail transit system operates for a distance of approximately 34 miles between the cities of Trenton and Camden, New Jersey. The River LINE provides service to major New Jersey locations including the Waterfront Entertainment Center, Rutgers University, Walter Rand Transportation Center in Camden, towns in Burlington County and the Trenton Transportation Center. The alignment has 72 grade crossings, 21 station stops, and 23 rail bridges. It travels through small towns and sensitive wetlands areas. The River LINE provides service to approximately 5,500 people daily.

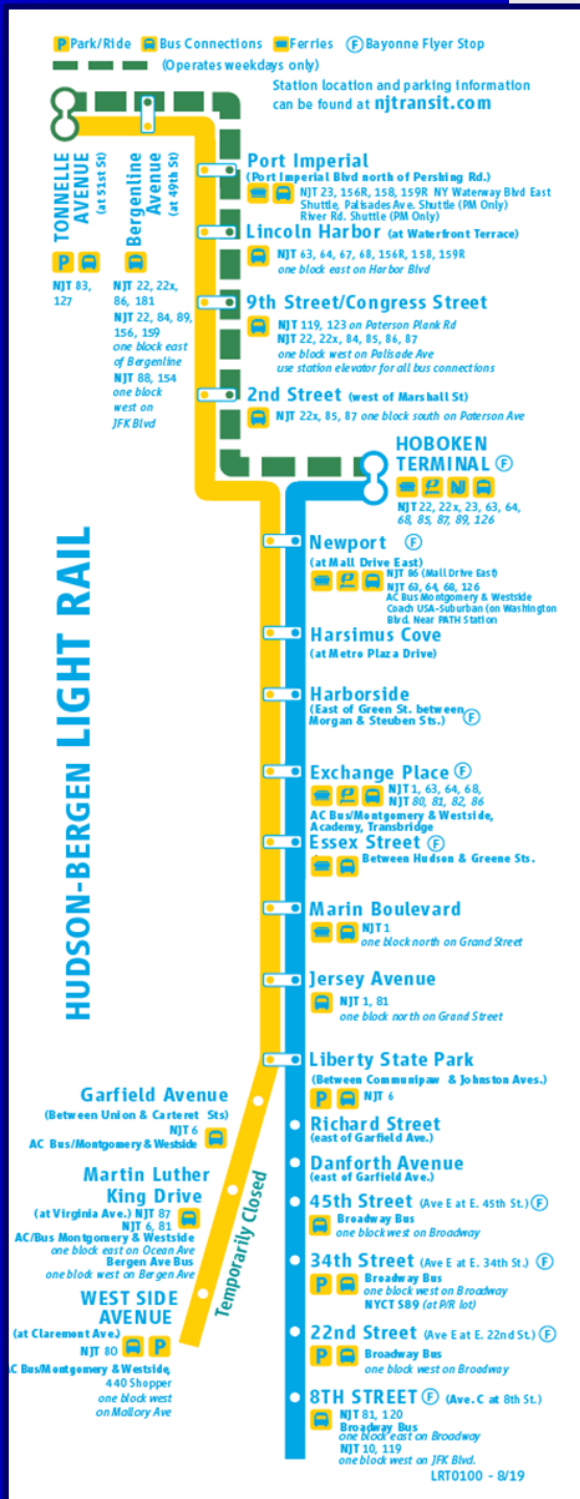


Rail Transit System (RTS) Descriptions (Cont.)

Hudson-Bergen Light Rail

Overview

The Hudson-Bergen Light Rail Transit System (HBLR) is owned by New Jersey Transit and operated by Twenty First Century Rail Corporation which is a partnership of AECOM and Kinkisharyo International. The system operates for approximately 17 route miles of double-track between Bayonne, New Jersey and North Bergen, New Jersey. The HBLR line provides service to approximately 52,000 people daily while running 20 hours a day, seven days a week. The high-speed rail service provides 24 station stops and two employee flag stops. The line starts above ground at the southern terminus in Bayonne NJ and operates primarily on grade-separated right-of-way with approximately two miles of street running in mixed traffic. The rail line progresses north through a double track 4,096 foot long tunnel to the northern terminus at North Bergen, NJ.



Rail Transit System (RTS) Descriptions (Cont.)

Newark Light Rail

Overview

The Newark Light Rail (NLR) System is owned and operated by New Jersey Transit. It is a 6.9 mile light rail line that operates as a rapid transit link between terminal stations at Penn Station in Newark, NJ and Grove Street Station in Bloomfield, NJ. The double-tracked light rail line is in an underground tunnel for 1.7 miles and either at grade or depressed cut for 3.8 miles and approximately one mile of street running territory. The system serves approximately 16,000 passengers daily and operates 21 hours a day, seven days a week.



Rail Transit System (RTS) Descriptions (Cont.)

Port Authority Transit Corporation (PATCO)

Overview

PATCO is owned and operated by the Delaware River Port Authority, a heavy rail line that travels between New Jersey and Pennsylvania. The line consists of a double track operation that extends approximately 14.3 miles from Lindenwold, New Jersey to the City of Philadelphia. There are thirteen active rail stations that service an estimated 34,000 daily passengers. PATCO uses the Benjamin Franklin Bridge to provide train service between New Jersey and Pennsylvania. 2.3 miles of track in downtown Philadelphia, Pennsylvania and Camden, New Jersey are underground subway and the remaining 12.2 miles are aboveground. PATCO operates 24 hours a day service throughout the year.



Electronic Reporting

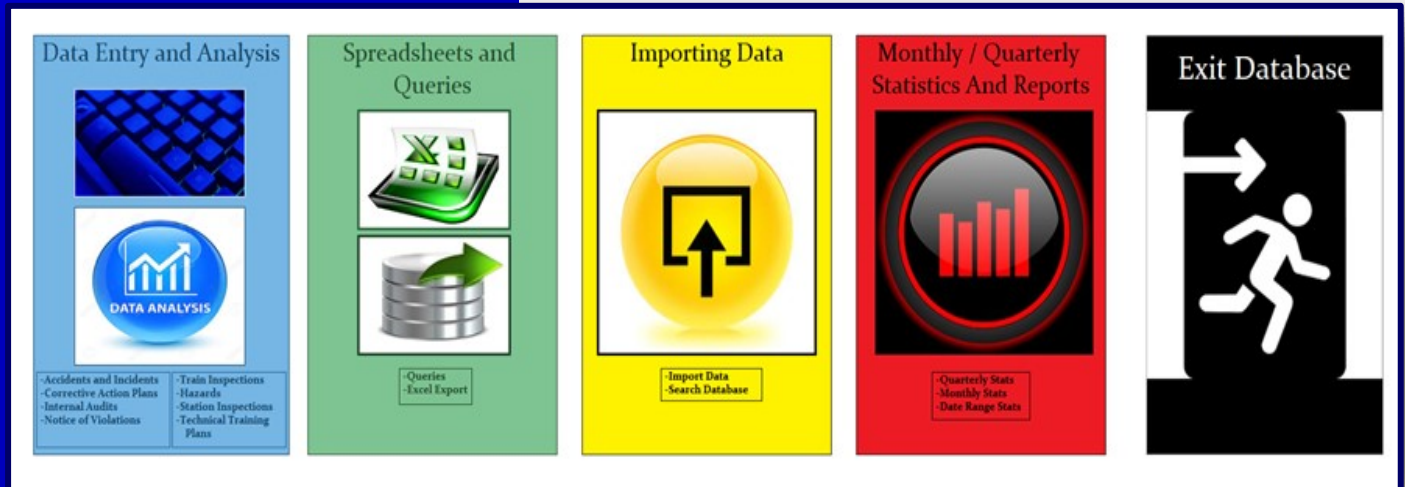
The NJDOT created two databases to collect and store data from the RTAs. The RTAs upload data into an Electronic Accident Reporting (EAR) database. Once the data is uploaded, the NJ SSOA downloads this information into the Accident/Incident Database (ACID). The database collects and stores data for the following:

- Accidents
- Incidents
- Occurrences
- Corrective Action Plans
- Hazards
- Internal Audits
- Train Inspections
- Station Inspections
- General Requests
- Notice of Violations
- Property Outstanding Records
- Technical Training

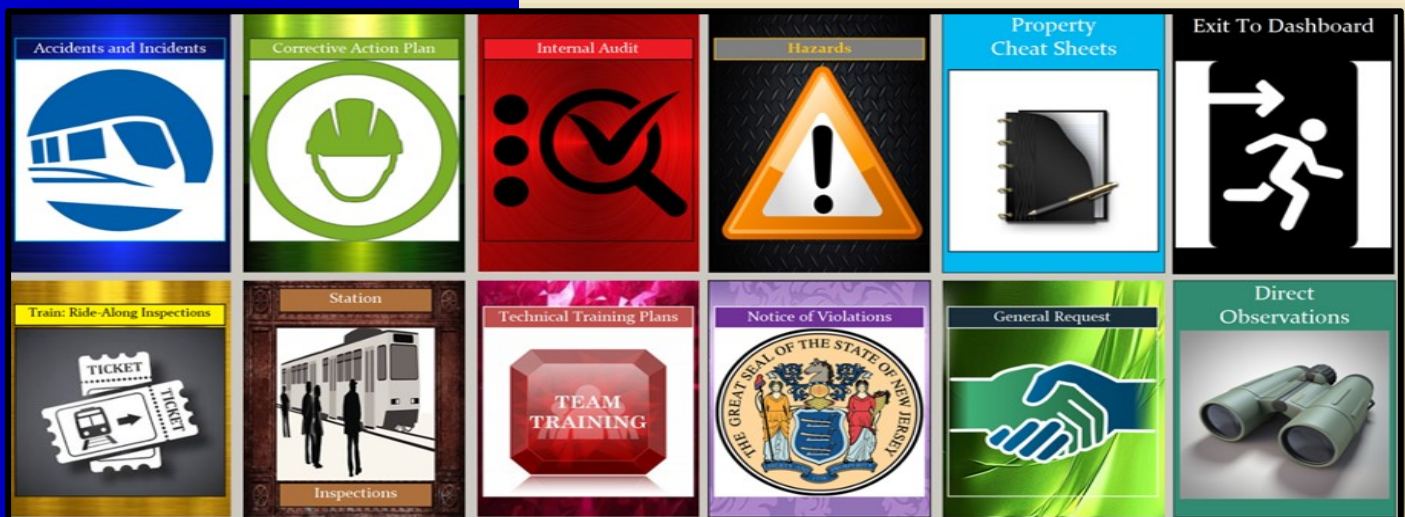
These two databases have increased the accuracy and efficiency of reportable events and the flow of communications between the SSOA and the RTAs.



Electronic Reporting (Cont.)



Dashboard Screen of the NJ SSOA “ACID” Data collection program.

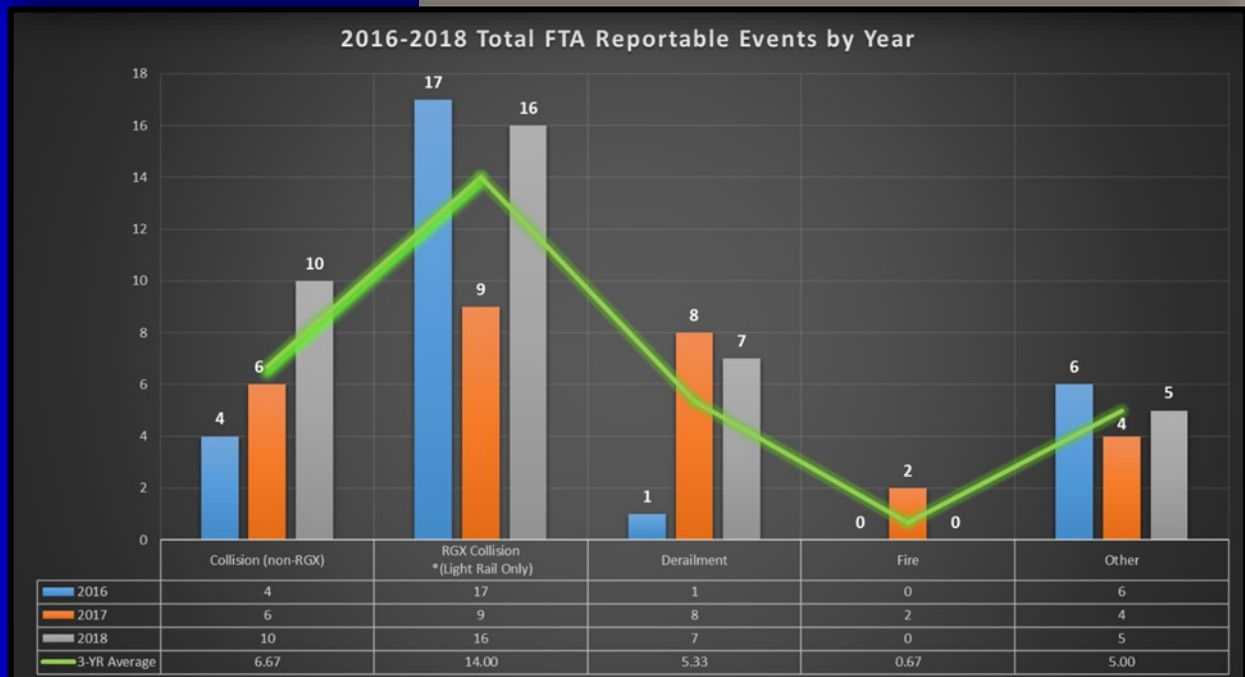
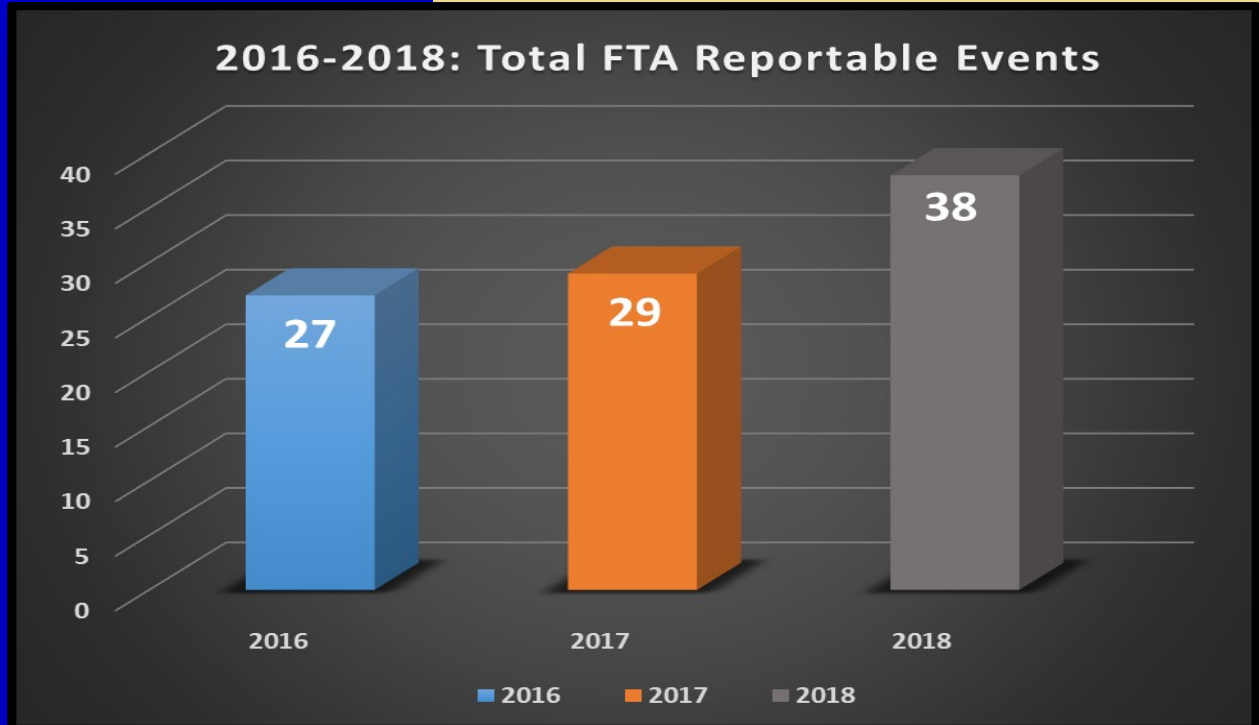


Data Entry Selection screen from the NJ SSOA “ACID” Data collection system.

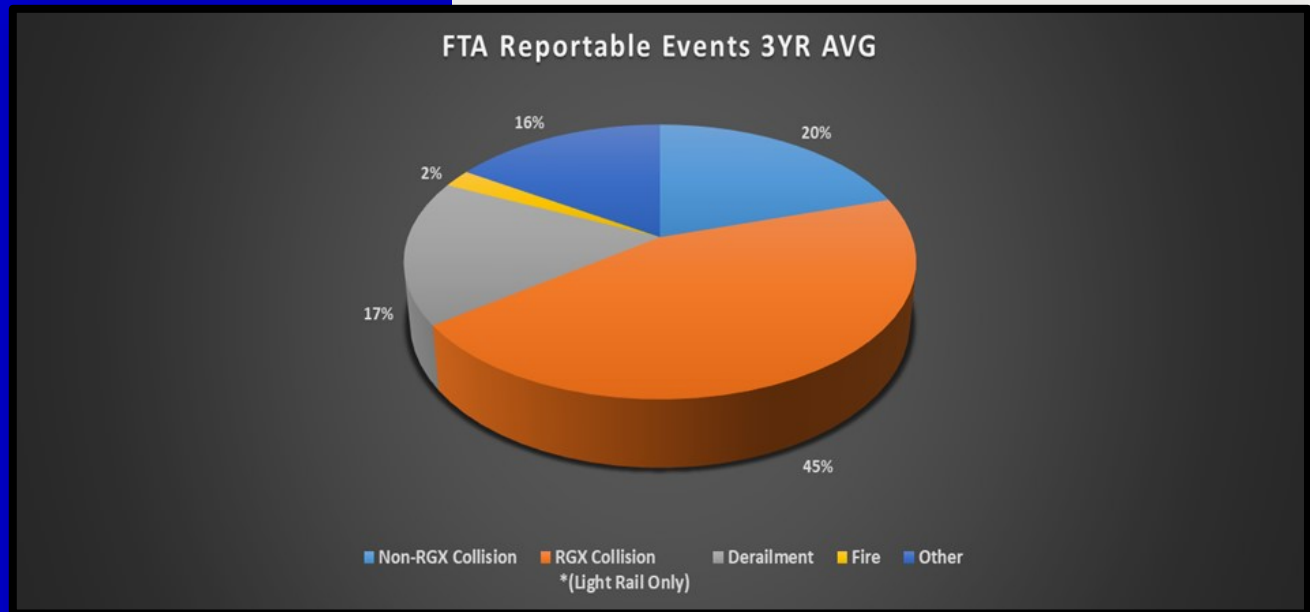


Relevant Statistics

The following three graphs depict statistics for the number and types of FTA events reported by RTA's for the calendar years 2016 through 2018.



Relevant Statistics (Cont.)



Based on the latest available data provided in “*FTA’s Rail Safety Data Report 2007-2015, September 2018,*” a similar breakdown on the national level illustrates where RGX collisions are the most prevalent event type.

According to the National Transit Database (NTD), Rail Grade Crossing (RGX) is defined as an intersection of a roadway and a rail right-of-way that cross each other at the same level (at grade). For street-running operations, each street intersection is considered a grade crossing (excludes driveways and parking lot entrances).

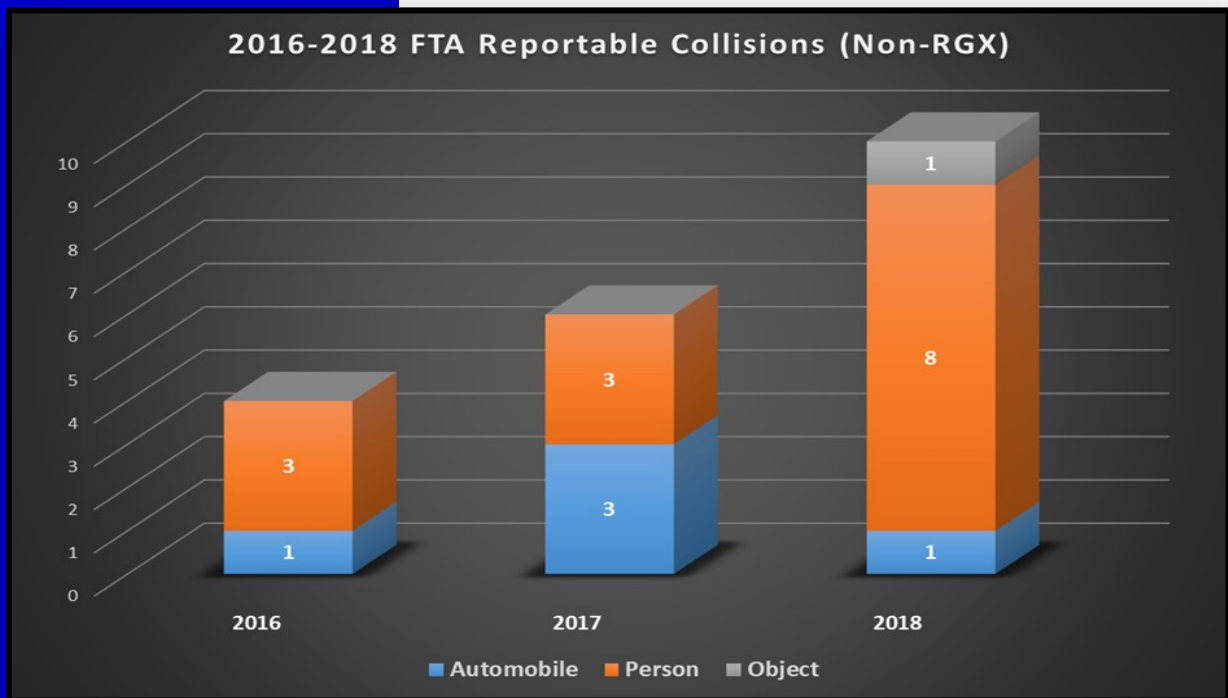
Collisions: RGX v Non-RGX

Because heavy rail operates on its exclusive right-of-way, the FTA analyzes their collisions separately from those of Light Rail. The FTA categorizes collision type by what the rail comes in contact with: “automobile, individual, object, or train.” The two charts on the next page take a closer look at collisions by this distinction and show a side-by-side comparison to the NJ SSOA reportable collisions that are within the FTA’s threshold. The increase in collisions from 2016 through 2018 highlighted on page 24 is due to change in infrastructure, new businesses and developments, pedestrians/trespassers walking along tracks, change in vehicular volume, and confusion between pedestrian and rail vehicle operator.

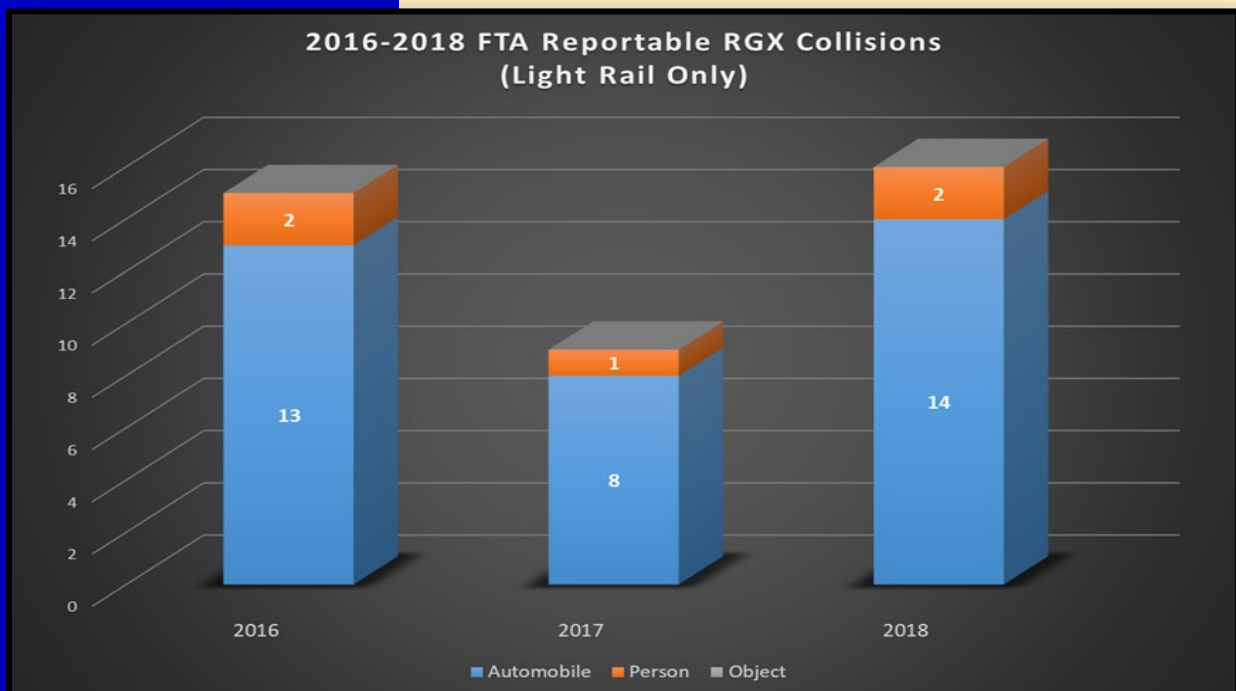


Relevant Statistics (Cont.)

Non-RGX Collisions – Heavy Rail (PATCO) and all Light Rail (NJ Transit: HBLR, NLR and River LINE)



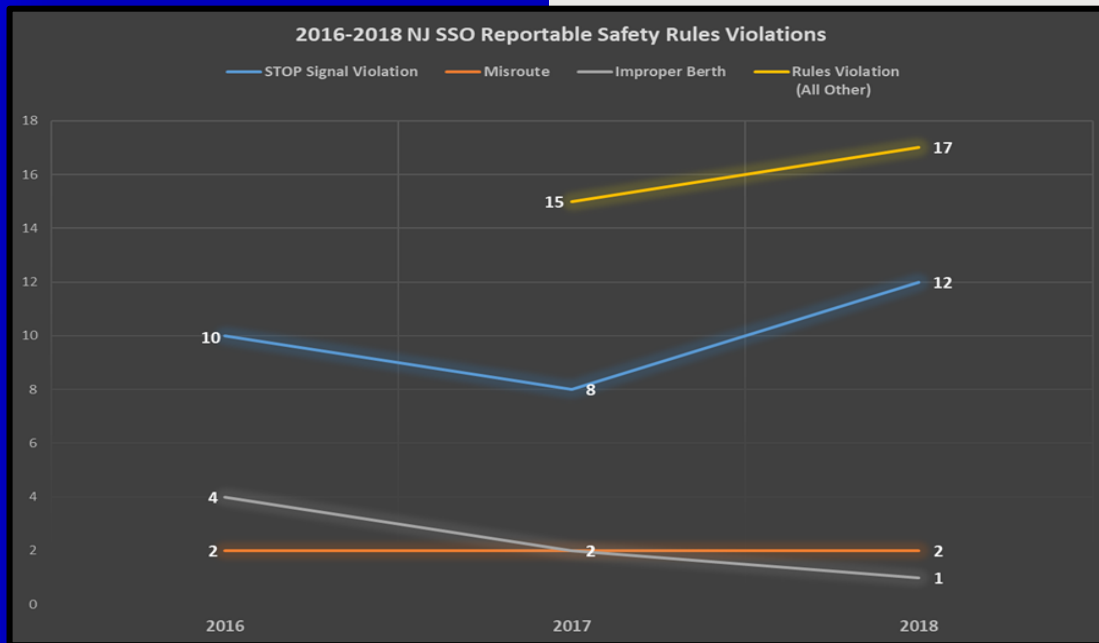
RGX Collisions – Light Rail Only (NJ Transit: HBLR, NLR and RiverLINE)



Relevant Statistics (Cont.)

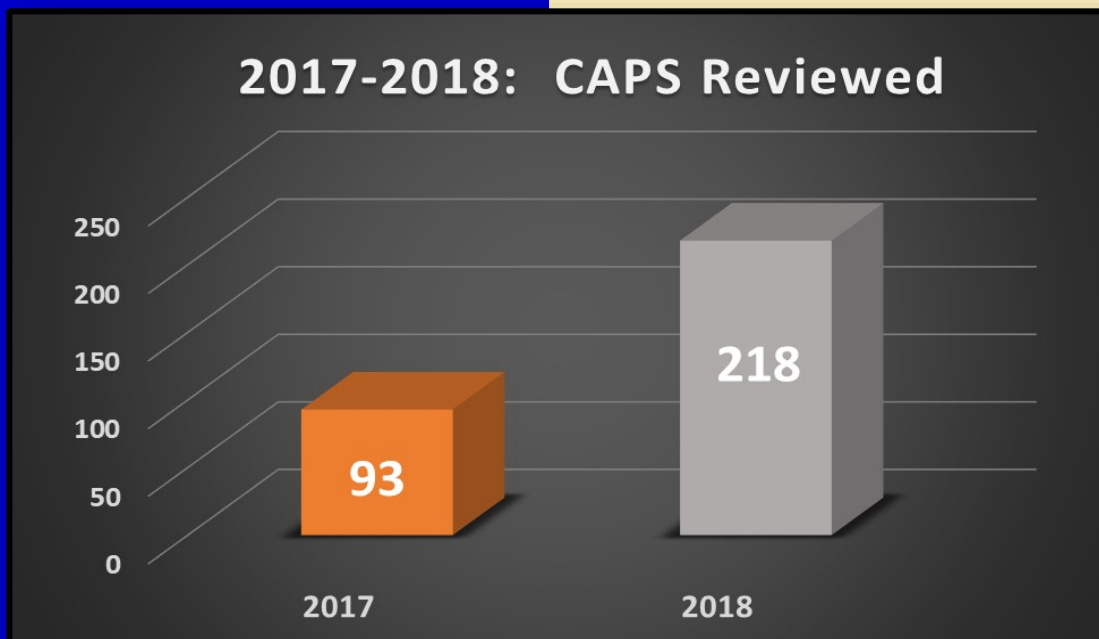
By tracking and analyzing Safety Rules Violation incidents, the NJ SSOA and RTA's work together in determining if different or additional mitigations are needed to reduce their occurrence. This information

is included in the Annual Report to the FTA as part of Hazard Management. This chart to the left depicts the total number of rule violations reported by all RTA's in each category for calendar years 2016 through 2018. Increase in Stop Signal Violation and Rules Violations was due to changes in vehicular volume and confusion between pedestrians and rail vehicle operators.



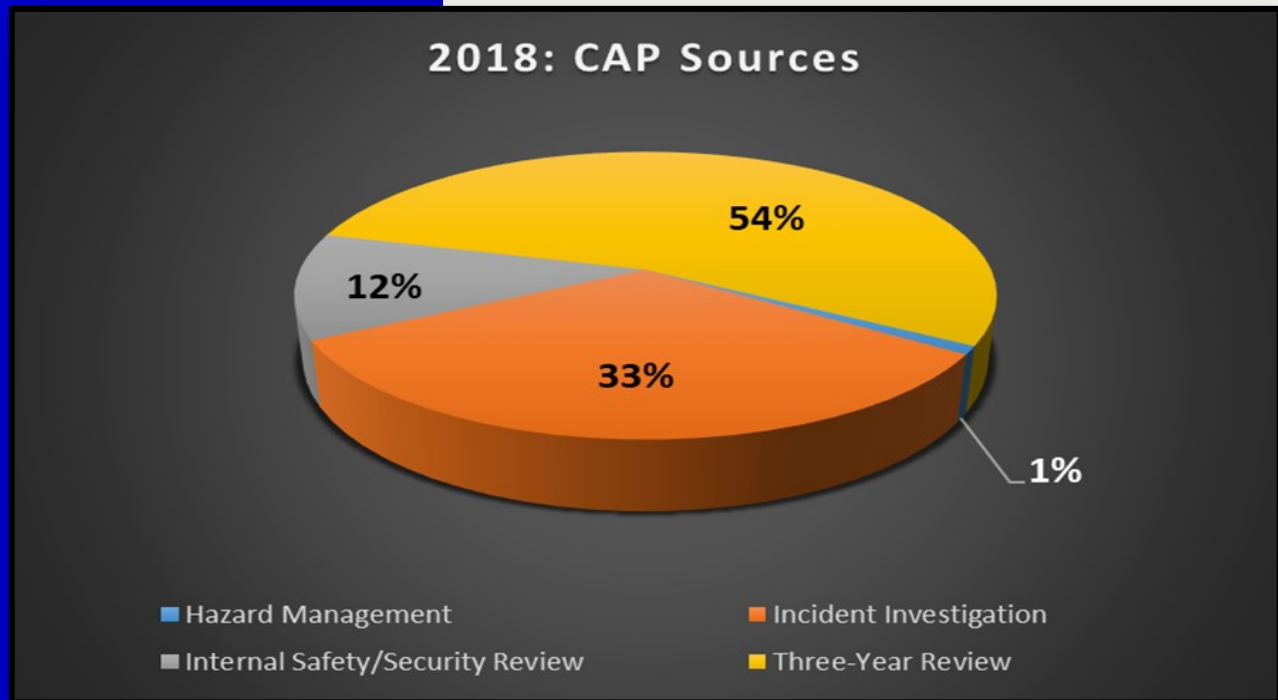
The following chart depicts the total number of CAPs reported by all RTAs for the calendar years 2017 and 2018. The increase of 125 CAPs was due to CAPs created as a result of the SSO triennial audits which were finalized and published for all RTAs in calendar year 2018. As part of the transition to regulations under 49 CFR Part 674 and SMS,

the NJ SSOA implemented ACID and EAR databases for RTAs to utilize in collecting, tracking and managing CAPs and Safety Hazards. The two databases are also used for trend analyses for developing corrective actions in order to reduce the number of Safety Hazards and CAPs in the future. Please see Appendix "A."



Relevant Statistics (Cont.)

The following chart depicts the percentage of CAPs reported by RTAs for calendar year 2018 by source.



Major System Improvements Status

The following major improvement projects were started and continued in 2018 at each of the four RTAs.

	Location	Project	Value (\$Million)	2018 Status
1	River LINE	Back-up Control Center	1.53	Completed
2	PATCO	Lindenwold Yard Rehabilitation	45	Initiated
3	PATCO	Transit Car Overhaul	194	Ongoing
4	HBLR	Vehicle Extension	15	Initiated
5	HBLR	Mill Creek Interlocking	1.9	Completed
6	NLR	Vehicle Extension	37.5	Initiated
7	NLR	Emergency Ventilation Fans due to Superstorm Sandy	2.5	Completed
8	NLR, HBLR	Interior and Forward-Facing Cameras within LRV's	2	Completed
9	River LINE	Interior and Forward-Facing Cameras within LRV's	0.5	Completed
10	NLR, HBLR	Onboard Security Cameras	1.9	Completed
11	River LINE	Onboard Security Cameras	0.7	Initiated
12	HBLR	Replacement of 32 Track Switches	1.7	Completed



Emergency Drills

As part of the NJ SSOA Program Plan, each RTA conducts emergency drills in coordination with local emergency responders. The NJ SSOA attends these drills to observe and assess the emergency response.

River LINE

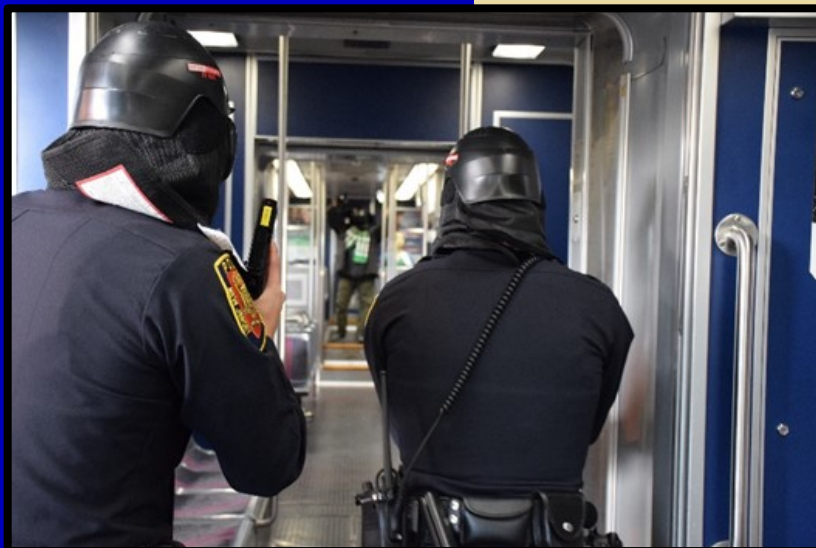


The River LINE exercise was conducted in May 2017 and involved a fire on an light rail vehicle at RT 73 Station. The exercise involved an operator who was overcome by smoke and the fire department had to rescue 30 live victims from a smoke-filled train. The Pennsauken Fire Department did a great job of rescuing the victims and as result of their safety training, they secured “choked” the wheels of the LRV so it would remain in place.

Exercise Participants:

- River LINE (Bombardier)
- NJTPD Patrol
- NJTPD OEM
- NJT Public Info.
- NJT Safety
- Pennsauken Fire Dept.
- Pennsauken EMS
- Cinnaminson FD

Hudson-Bergen Light Rail (HBLR)



The HBLR exercise was conducted in November 2017 and involved multiple active shooter and terrorism scenarios on an light rail vehicle at the Caven Point Facility.

Exercise Participants:

- HBLR (21st Century Rail Corp.)
- NJTPD Patrol
- NJTPD K-9
- NJT Public Info
- NJT Safety
- FBI JTTF



Emergency Drills (Cont.)

Newark Light Rail (NLR)

The NLR exercise was conducted on September 2017 and involved a suspicious package on an LRV at the Grove St. Facility. New Jersey Transit Police Department K-9 was called and gave a positive indication for an explosive device. NLR Operator performed a passenger evacuation while awaiting the bomb squad. The bomb squad technician confirmed the device and conducted a controlled detonation in the yard.



Exercise Participants:

- NLR
- NJTPD Patrol
- NJTPD OEM
- NJTPD K-9
- NJT Public Info
- NJT Safety
- Essex County Sheriff's Department
- Bomb Squad
- Essex County OEM
- FBI JTTF



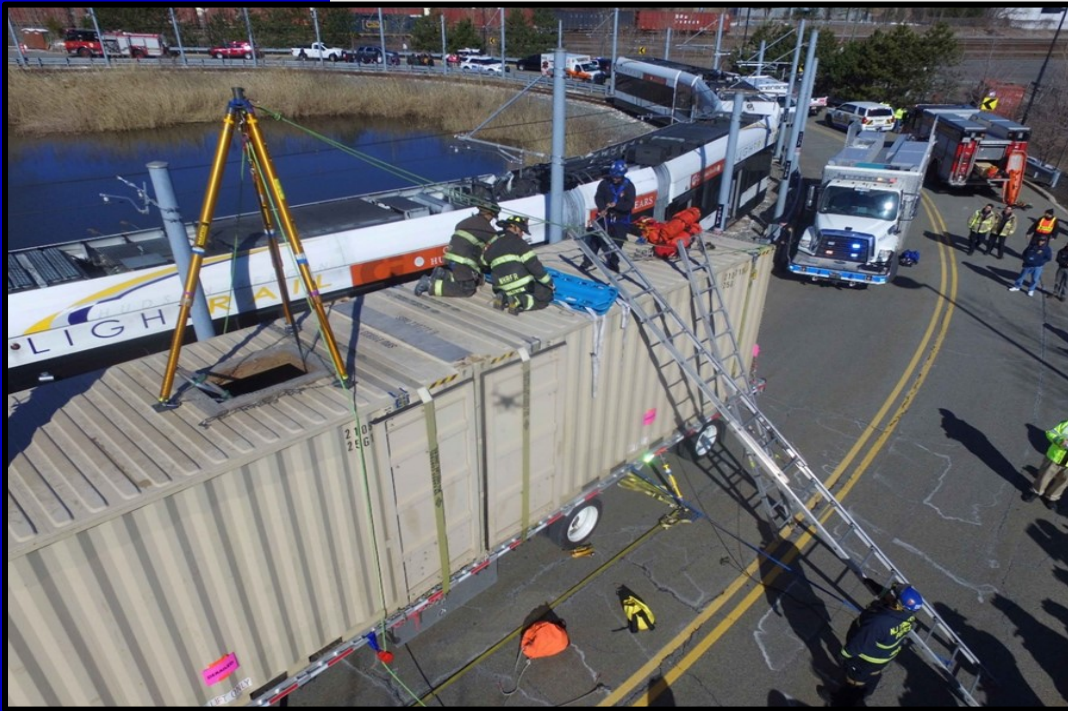
NJ Transit 2018 Derailment Emergency Drills

New Jersey Transit Police Department Derailments

- **River LINE Drill**
36th Street Station – September 8th, 2018
- **HBLR Drill**
March 27th, 2018
- **Newark Light Rail Drill**
May 4th, 2018



NJ Transit 2018 Derailment Emergency Drills (Cont.)



In 2018, the emergency drills for NJT consisted of derailment scenarios. A box car was used to simulate a rail car on its side as a practice exercise.



PATCO Emergency Drills

PATCO Emergency Drills

PATCO has transitioned into Multi-Year Training and Exercise Program (MYTEP) which identifies training and exercise activities for a three to five-year period. MYTEP primarily starts with a tabletop, followed by a functional exercise, and the ultimate goal is to conduct a full-scale exercise.

In November 2018, the Authority's Homeland Security/ Emergency Management Department, in coordination with DRPA Police, hosted a large-scale tabletop exercise with over 50 participants. The exercise tested numerous departments, communications, police, fire and EMS personnel and was a great example of collaboration, partnerships, teamwork, and how working together can solve problems during crises situations. This exercise was one of several that are planned annually.



Point of Contact

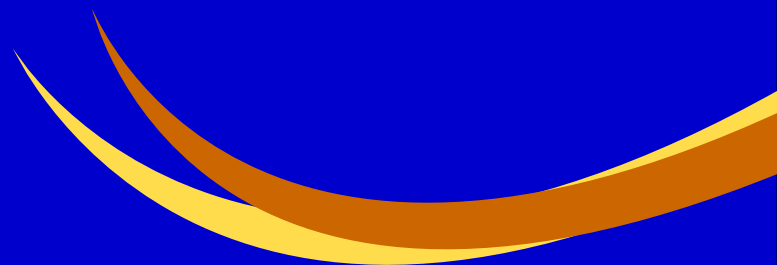
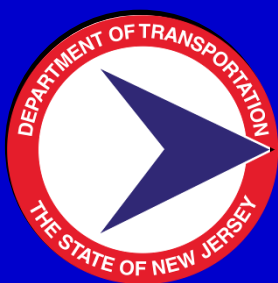
Kimbrali Davis, Manager
New Jersey Department of Transportation
Office of Fixed Guideway
1035 Parkway Avenue, MOB 3rd Floor
PO Box 600
Trenton, NJ 08625
609-963-2090 (Office)
njofgsso@dot.nj.gov (E-Mail)

Appendix 'A'

Corrective Action Plans (CAPs) from Accidents and Hazardous Conditions by Property. RTAs create CAPs to document corrective action required to mitigate hazards identified through reported incidents, accidents, internal and external audits as well routine and regularly scheduled inspections and direct observations by RTA and NJ SSOA staff. The table below identifies those created in each category, the number closed and the number remaining open by RTA for calendar years 2016, 2017 and 2018.

CAP Type	Closed	Open
<u>Hazard</u>	4	12
HBLR	2	4
NLR	0	8
PATCO	2	0
<u>Internal Audit</u>	22	23
HBLR	3	0
River Line	1	0
PATCO	18	23
<u>Incident Investigation</u>	10	64
HBLR	1	26
NLR	1	21
River Line	1	4
PATCO	7	13
<u>Triennial Audit</u>	143	69
HBLR	22	6
NLR	38	22
River Line	23	1
PATCO	60	40
<u>Grand Total</u>	179	168

Source: 2016 - 2018 Internal NJDOT Database



New Jersey Department Of Transportation

Office of Fixed Guideway

1035 Parkway Avenue

PO Box 600

Trenton, NJ 08625

609-963-2090 (Office)

njofgsso@dot.nj.gov (E-Mail)