From:	Donovan, Kerry (VISSKXD1)
To:	Davis, Justin P. (CEDOJPD); Dogra, Vikram (CCAPVXD)
Subject:	Fw: NJT Feedback on Penn Service Optimization Study RTC Files
Date:	Monday, March 30, 2026 11:49:50 AM
Attachments:	LTR C-Hill KHorn SOS Data 3-24-26.pdf

Hi Guys,

[redacted].

Kerry

From: Donovan, Kerry (VISSKXD1) <KDonovan1@njtransit.com>
Sent: Friday, March 27, 2026 2:42 PM
To: Kolluri, Kris (CEDOKXK) <KOlluri@njtransit.com>
Subject: Fw: NJT Feedback on Penn Service Optimization Study RTC Files

Hi Kris,

[redacted]

[redacted]

[redacted].

Kerry

From: Hill, Corey <Corey.Hill@kimley-horn.com>
Sent: Friday, March 27, 2026 1:21 PM
To: Ward, Katherine H. (CPLNKHW) <KHWard@njtransit.com>; Johanson, Clayton <clayton.johanson@db-eco.us>; Hagler, Yoav <yoav.hagler@db-eco.us>; Burns, Ramona (FRA)

<ramona.burns@dot.gov>; Leitelt, Lyle (FRA) <lyle.leitelt@dot.gov>
Cc: Dean, John D. (CCAPJDD) <JDean@njtransit.com>; Trabachino, Jack R. (CROPJRT) <JTrabachino@njtransit.com>; Zisook, Aaron H. (CROPAHZ) <AZisook@njtransit.com>; Donovan, Kerry (VISSKXD1) <KDonovan1@njtransit.com>; Quinty, Joseph J. (CCAPJJQ) <JQuinty@njtransit.com>
Subject: RE: NJT Feedback on Penn Service Optimization Study RTC Files

Good afternoon Kate,

Thank you for your email and the letter from Kerry Donovan. The team is continuing to work through your concerns about the TPH capacity figures and looks forward to continued collaboration with your team.

Sincerely,

Corey Hill, Vice President
Kimley-Horn | 2035 Maywill Street, Suite 200, Richmond, VA 23230
Direct: (804) 672-4707
Cell: (804) 418-0907
Connect with us: Twitter | LinkedIn | Facebook | Instagram

From: Ward, Katherine H. (CPLNKHW) <KHWard@njtransit.com>
Sent: Tuesday, March 24, 2026 1:00 PM
To: Hill, Corey <Corey.Hill@kimley-horn.com>; Johanson, Clayton <clayton.johanson@db-eco.us>; Hagler, Yoav <yoav.hagler@db-eco.us>; Burns, Ramona (FRA) <ramona.burns@dot.gov>; Leitelt, Lyle (FRA) <lyle.leitelt@dot.gov>
Cc: Dean, John D. (CCAPJDD) <JDean@njtransit.com>; Trabachino, Jack R. (CROPJRT) <JTrabachino@njtransit.com>; Zisook, Aaron H. (CROPAHZ) <AZisook@njtransit.com>; Donovan, Kerry (VISSKXD1) <KDonovan1@njtransit.com>; Quinty, Joseph J. (CCAPJJQ) <JQuinty@njtransit.com>
Subject: RE: NJT Feedback on Penn Service Optimization Study RTC Files

Good Afternoon Corey,

Thank you for sending over your team's responses to our feedback. NJ TRANSIT has continued to review the RTC files provided by the SOS team. Based on this review, and the responses below, we have identified significant deficiencies in both the modeling assumptions and the resulting analysis that materially undermine the validity of the RTC results. The attached letter provides further detail regarding these concerns.

We remain available to coordinate with your team, as well as the other Railroads, to review the RTC files and work to ensure that any future analysis meets the required standard of technical accuracy and operational realism.

Regards

KATE WARD
Senior Director, Trans-Hudson & Intermodal Planning
DIRECT: 201-207-9183
KHWARD@NJTRANSIT.COM
preferred pronouns: she/her/hers

From: Hill, Corey <Corey.Hill@kimley-horn.com>
Sent: Friday, March 20, 2026 8:30 AM
To: Ward, Katherine H. (CPLNKHW) <KHWard@njtransit.com>; Johanson, Clayton <clayton.johanson@db-eco.us>; Hagler, Yoav <yoav.hagler@db-eco.us>; Burns, Ramona (FRA) <ramona.burns@dot.gov>; Leitelt, Lyle (FRA) <lyle.leitelt@dot.gov>
Cc: Dean, John D. (CCAPJDD) <JDean@njtransit.com>; Trabachino, Jack R. (CROPJRT) <JTrabachino@njtransit.com>; Zisook, Aaron H. (CROPAHZ) <AZisook@njtransit.com>; Donovan, Kerry (VISSKXD1) <KDonovan1@njtransit.com>
Subject: RE: NJT Feedback on Penn Service Optimization Study RTC Files

Good morning Kate,

Thanks for your comments on the initial set of RTC files that were provided by DB. Please see below responses to the four factors you identified:

Train lengths are significantly shorter than most current trains for all three operators and well below train lengths called for in future plans.
Response: Throughout service planning, the study team has not differentiated between different lines and equipment consists for each operator. Therefore in RTC, DB used simplified equipment consists for each operator, following a “least common denominator” approach with consists that fit in every platform available to the operator.
Several of the new turnouts (those in the westward extension component) were assigned zero-second Switch handling time.
Response: DB will update this to be consistent with the rest of the infrastructure and rerun the analysis.

There are significant mismatches between the track drawings and the position of key track infrastructure (turnouts/slips) in the RTC case.
Response: At this stage of the project, we focused on modeling correct connections rather than specific locations of switches. As the modeling effort and conceptual design continues, we will incorporate greater levels of detail. To the extent that signal placements are related to the switch locations in the first infrastructure-related comment, we will incorporate more detailed signal designs as the modeling effort continues.
NJ TRANSIT found numerous instances in which the RTC simulation files violated the stated dwell parameters for parameter set C.
Response: As communicated in previous meetings, parameter set C shows the scheduled dwell times used for planning purposes. Scheduled dwell times implicitly incorporate some amount of recovery time. To capture the effects of this recovery time, DB further defined a set of minimum dwell times representing the absolute fastest a train can complete its station stop. These minimum dwell times (up to a few minutes faster than the scheduled dwell times) were then lengthened with randomized dwell delays.
Regarding the additional comments that were attached to your email, we have provided a response to the comments in the attached. Please let me know if you need any additional information.

Sincerely,

Corey Hill, Vice President
Kimley-Horn | 2035 Maywill Street, Suite 200, Richmond, VA 23230
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From: Ward, Katherine H. (CPLNKHW) <KHWard@njtransit.com>
Sent: Tuesday, March 17, 2026 1:28 PM
To: Hill, Corey <Corey.Hill@kimley-horn.com>; Johanson, Clayton <clayton.johanson@db-eco.us>; Hagler, Yoav <yoav.hagler@db-eco.us>; Burns, Ramona (FRA) <ramona.burns@dot.gov>; Leitelt, Lyle (FRA) <lyle.leitelt@dot.gov>
Cc: Dean, John D. (CCAPJDD) <JDean@njtransit.com>; Trabachino, Jack R. (CROPJRT) <JTrabachino@njtransit.com>; Zisook, Aaron H. (CROPAHZ) <AZisook@njtransit.com>; Donovan, Kerry (VISSKXD1) <KDonovan1@njtransit.com>
Subject: NJT Feedback on Penn Service Optimization Study RTC Files

Corey,

Late yesterday morning NJ TRANSIT received an initial set of RTC files from DB representing their Concept 1 Proposal. Rail Service Planning reviewed the RTC cases since then and have identified a number of problems. A more comprehensive list is attached to this email.

At this time, DB's claimed conclusions do not seem to be supported by the RTC case files when dispatched. Most concerning are several methodological and operational errors that tilt the model runs toward favorable results. While the attached list has more detail, the four most significant factors were as follows:

- Train lengths are significantly shorter than most current trains for all three operators and well below train lengths called for in future plans. This allows train movements to clear conflict points significantly more quickly. It also allows for conflict avoidance using unrealistic routings that would not be beneficial to longer trains.
- Several of the new turnouts (those in the westward extension component) were assigned zero-second Switch handling time. In real life operations, there is a systemic delay to establish a new clear route. In the RTC model, omitting this input means switches and routes can be established instantly. In Penn Station, due to the volume of movements, this is a significant factor affecting overall capacity.
- There are significant mismatches between the track drawings and the position of key track infrastructure (turnouts/slips) in the RTC case.
- NJ TRANSIT found numerous instances in which the RTC simulation files violated the stated dwell parameters for parameter set C. This including several NJ TRANSIT station turns assigned minimum dwells under 10 minutes, revenue through trains (NJT-MNR) assigned under 9 minutes, and Amtrak trains assigned under 10 minutes.

Despite the above, reviewing the RTC dispatch in detail showed that both the AM and PM peaks operated with often significant delays. DB's reporting of delay per 100 train-miles is very optimistic and they did not break out their metric by time of day. All trains, including off-peak trains, were included in the reported results. This yields overly optimistic results because off-peak trains provide a large number of train-miles for which little or no delay was incurred.

Based on the above observations, and the compounding effect they would have on simulation performance, it is not clear to NJ TRANSIT whether option 1.1 would

successfully dispatch with these factors corrected. DB should address these points or withhold from presenting the initial results in the Phase I Report.

Regards,

KATE WARD
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preferred pronouns: she/her/hers

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TRANSIT

March 24, 2026

Corey Hill
Vice President
Kimley-Horn
2035 Maywill Street, Suite 200,
Richmond, VA 23230

Dear Mr. Hill,

NJ TRANSIT has completed its review of the RTC files provided by the SOS Team, along with Kimley-Horn's recent responses. Based on that review, we have identified significant deficiencies in both the modeling assumptions and the resulting analysis that materially undermine the validity of the RTC results.

At this time, NJ TRANSIT does not concur with the SOS Team's inclusion of Train Per Hour (TPH) capacity figures in any public-facing report. The current RTC analysis does not meet the level of technical rigor required to support such conclusions, nor does it accurately reflect real-world operations or planned service conditions.
Key issues include, but are not limited to:

- **Inaccurate train consists:** The use of uniformly shortened train lengths is not representative of current or planned operations across Amtrak, NJ TRANSIT, or LIRR. This approach materially understates platform occupancy, operational constraints, and true system capacity. As a result, any TPH-based conclusions are misleading unless evaluated in terms of actual **seated capacity delivered**, which would significantly reduce the implied capacity gains.
- **Model–infrastructure inconsistencies:** The RTC model does not accurately reflect the underlying track geometry and design drawings, particularly with respect to turnout and slip locations. A simulation that does not align with the referenced design basis cannot be relied upon to validate capacity claims tied to that infrastructure.
- **Unrealistic operating assumptions:** The widespread use of minimum dwell times at a frequency far exceeding established operational practice indicates the system is being evaluated under non-representative and unsustainable conditions. This fundamentally skews capacity results and masks operational failures.
- **Insufficient analytical fidelity:** The current level of analysis is conceptual and lacks the precision required to support the report's stated conclusions. As acknowledged, the modeling effort is not yet tied to a fully defined or validated infrastructure configuration.

Collectively, these issues result in RTC outputs that are not fit for use in supporting conclusions regarding system capacity. Any claims of increased TPH or overall throughput are therefore not credible in their current form.

NJ TRANSIT maintains that, until these fundamental deficiencies are addressed and the RTC model is brought into alignment with actual operating conditions, design intent, and validated infrastructure, the RTC results-including all TPH-based conclusions—should be excluded from any public report.

We remain available to coordinate with MTA and Amtrak, and to participate in a focused tri-agency RTC review, to ensure that any future analysis meets the required standard of technical accuracy and operational realism.

Regards,

Kerry Donovan
Senior Advisor to the CEO – Interim Chief of the Gateway
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