



Amtrak Fact Sheet, Fiscal Year 2015

State of New Jersey

Amtrak Service & Ridership

Amtrak operates approximately 110 trains daily in New Jersey, primarily *Acela Express*, *Regional*, and *Keystone* trains. Amtrak also operates the following National Network trains through New Jersey:

- The *Crescent* (daily New York-Trenton-Atlanta-New Orleans)
- The *Cardinal* (tri-weekly New York-Washington-Cincinnati-Chicago)
- The *Palmetto* (daily New York-Trenton-Savannah)
- The *Silver Meteor* (daily New York-Trenton-Miami)
- The *Silver Star* (daily New York-Trenton-Tampa-Miami)

Amtrak also operates the following trains, which are operated through New Jersey as Northeast Corridor trains but are State Supported trains away from the NEC:

- The *Carolinian* (daily New York-Trenton-Charlotte)
- The *Pennsylvanian* (daily New York-Trenton-Philadelphia-Harrisburg-Pittsburgh)
- The *Vermont* (daily Washington, DC-Trenton-St. Albans, Vt.)

During FY15 Amtrak served the following New Jersey locations:

<u>City</u>	<u>Boardings + Alightings</u>
Metropark	364,805
New Brunswick	8,365
Newark*	641,346
Newark Airport	138,724
Princeton Junction	41,610
Trenton	412,267
Total New Jersey Station Usage:	1,607,117
	(down 2.2% from FY14)

*Newark is the 15th busiest station in the national Amtrak System

Procurement/Contracts

Amtrak spent \$51,083,270 on goods and services in New Jersey in FY15. Much of this was in the following locations:

<u>City</u>	<u>Amount</u>
Bellmawr	\$ 1,378,150
Bridgeport	\$ 1,592,885
Cinnaminson	\$ 2,621,421
Fair Lawn	\$ 3,268,016
Folsom	\$ 1,293,903
Hackensack	\$ 3,488,894
Lambertville	\$ 1,594,052
Moorestown	\$ 1,203,552
Mount Laurel	\$ 1,107,612
Paterson	\$ 6,857,044
Somerset	\$ 1,686,871
South Plainfield	\$ 2,553,630
Woodcliff Lake	\$ 6,289,363

Employment

At the end of FY15, Amtrak employed 1,617 New Jersey residents. Total wages of Amtrak employees living in New Jersey were \$144,152,517 during FY15.

Partnerships

New Jersey Transit (NJT) operates more than weekday 400 trains (about half as much on weekends) on the Northeast Corridor (NEC). Under joint benefit and annual contribution agreements extending back to 1989, New Jersey has directly invested more than \$500 million in projects primarily designed to help achieve a state of good repair and enhance the reliability of existing services. Projects funded under the agreements include welded rail and concrete tie installation on all tracks in NJT service territory, renewal and upgrades to major interlockings (such as County and Hudson), improvements to substations, catenary, and signals, and contributions to the New York Penn Station life safety and tunnels program.

Station Upgrades

Newark Penn Station: New Jersey Transit will complete a program, funded by the Federal Transit Administration, to repair and restore passenger platform 5, roof drainage systems, canopy roof, duct work, brick and tile walls, window, doors, signage, lighting, video surveillance, and passenger communications systems. The project will improve the condition, appearance, and functionality of the platforms, at a cost of about \$25 million. Structural repairs to the platform edge and buttress wall were completed in summer 2013. The remainder of the project began in spring 2014 and is expected to be done by the end of 2016.

NJT, in partnership with Amtrak and in consultation with the Port Authority of New York and New Jersey, is evaluating alternatives and developing concepts for improved pedestrian circulation at Newark Penn station. Opened in 1935, it was designed as a high-capacity, multimodal facility, but current growth in peak-period demand has resulted in significant passenger congestion, particularly on platforms and in vertical movement between platforms and station. The study builds on efforts going back to the late 1980s, which led to a number of intermediate improvements.

Newark Penn is the state's busiest passenger rail station, with over 350 daily NJT commuter trains and 100 Amtrak intercity trains. It hosts tens of thousands of weekday travelers who use those trains, as well as PATH rapid transit trains, Newark light rail trains, and intercity, commuter, and local bus services. It also features taxi, local shuttles, park and ride, kiss and ride, and pedestrian access.

New Jersey Northeast Corridor Improvements

Gateway Program: This is a proposed set of strategic rail infrastructure investments designed to improve current services and create new capacity that will allow for doubling levels of passenger train traffic running under the Hudson River. The program will increase track, tunnel, bridge, and station capacity, eventually creating four mainline tracks between New York Penn Station and Newark, including a new, two-track Hudson River tunnel. The program also includes modernization of existing infrastructure, such as the electrical system that supplies power to the roughly 450 weekday trains using this segment of the Northeast Corridor, and rebuilding and replacing damaged components of the existing Hudson tunnels (see below). The result will be greater levels of service and added reliability.

The Gateway Program is still in the planning and design phase and a reliable cost estimate has not yet been developed. Amtrak has directed more than \$300 million, mostly from federal sources, to the program since 2012. This includes approximately \$74 million for planning and pre-construction work and \$235 million for Hudson Yards concrete casing, which will preserve an alignment for future tunnel connections under a current development project.

Portal Bridge Replacement Project: NJT and Amtrak have completed final design and federal environmental review to replace the century-old, swing-span Portal Bridge over the Hackensack River with a new, more reliable bridge. The existing bridge, which carries about 450 trains a day between Newark and New York City, is a major bottleneck and source of delay for train traffic. Its aging mechanical components sometimes malfunction, while opening and closing to accommodate marine traffic.

The two-track replacement, Portal Bridge North, is designed as a high-level, fixed-span bridge, eliminating the need for movable components. It is estimated to cost approximately \$940 million (2013 dollars) and will proceed as soon as funding can be secured. The recently completed design process included preliminary design (\$31 million cost divided between NJT and Amtrak) and final design (Federal Railroad Administration grant of \$38.5 million).

Another two-track bridge, Portal Bridge South, is proposed as part of the Gateway Program and would double train capacity along this critical segment of the Northeast Corridor. Planning and design of that bridge will be finalized following the completion of the federal NEC Future study and environmental review process.

Hudson (North River) Tunnels: This project includes the design and construction of a new tunnel connecting to the west side of New York Penn Station and rehabilitation and modernization of the existing tunnels. Opened in 1910, they incurred serious and ongoing damage during Superstorm Sandy in 2012. The project is necessary because the high level of rail traffic under the Hudson River, about 450 trains per weekday, means that taking one of the two tubes out of service for necessary repairs would reduce total capacity for Amtrak and NJT from 24 trains per hour to about 6 per hour, in the peak direction. This would devastate the movement of commuters between New Jersey and New York, the movement of interstate Amtrak travelers, and the regional and national economies.

Approximately 200,000 passenger trips a day are made through the existing tunnels. There are two tubes, each with a single track and with electric power, and are the only connection from New York City to regional and interstate rail networks to the west and south. The 2012 storm flooded the tubes with millions of gallons of salt water, leaving behind corrosive sulfides and chlorides, which continue to damage the concrete lining and bench walls that house critical electrical and signal systems.

Environmental work for the Hudson Tunnel Project could begin early in 2016, in coordination with federal and regional partners. Implementation of the project will not preclude the overall Gateway Program or advancement of future capacity improvements planned for the Northeast Corridor.

New Jersey High Speed Rail Improvement Program: FRA awarded funds for an Amtrak NEC Power, Signal, Catenary, and Track Program. This HSIPR grant of \$450 million will upgrade and improve these systems on the NEC primarily between New Brunswick and Trenton and also improve the western approach tracks in New York Penn Station, to facilitate increased speeds and improved reliability for all users and, eventually, higher levels of service. This project, along with equipment acquisitions currently in planning, will allow Amtrak to achieve operating speeds of up to 160 mph between New Brunswick and Trenton and substantially improve the reliability of intercity and commuter services in one of the most heavily used sections of the NEC. The project also supports the goal of increased service capacity, helping Amtrak to meet near-term, rising demand for high-speed service on the NEC by operating additional trains in the 2018-2023 timeframe, and beyond.

The FRA awarded funds for this project in August 2011, work began in summer 2014, and is expected to be complete in 2017. Program components of the project include:

- **New Catenary System:** Installation of constant-tension catenary to support high-speed train operation. This will replace the existing catenary system dating from 1933.
- **New Substation:** A new substation in Hamilton, to support increased traffic levels.
- **New Signaling:** Between Trenton and New Brunswick.
- **Track Upgrades:** Installation of new, high-speed turnouts at two interlockings and replacement of Midway Interlocking (Monmouth Junction) with new-technology turnouts.
- **Frequency Converter Expansion:** To provide additional capacity at the converter in Metuchen.

