



# Amtrak Fact Sheet, Fiscal Year 2017

## State of New Jersey

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### 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 FY17 Amtrak served the following New Jersey locations:

<u>City</u>	<u>Boardings + Alightings</u>
<a href="#">Metropark</a>	369,088
<a href="#">New Brunswick</a>	7,392
<a href="#">Newark*</a>	682,020
<a href="#">Newark Airport</a>	150,054
<a href="#">Princeton Junction</a>	40,550
<a href="#">Trenton</a>	435,900
<b>Total New Jersey Station Usage:</b>	<b>1,685,004</b>
	(up 2.1% from FY16)

\*Newark is the 14th busiest station in the national Amtrak System

## Procurement

Amtrak spent \$69,782,031 on goods and services in New Jersey in FY17. Much of this was in the following locations:

<u>City</u>	<u>Amount</u>
Bellmawr	\$ 2,879,789
Cinnaminson	\$ 4,723,226
Fair Lawn	\$ 2,571,894
Folsom	\$ 3,295,491
Hackensack	\$ 2,806,730
Newark	\$ 3,576,698
Paterson	\$ 15,250,642
Piscataway	\$ 2,843,865

## Employment

At the end of FY17, Amtrak employed 1,601 New Jersey residents. Total wages of Amtrak employees living in New Jersey were \$136,631,663 during FY17.

## 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:** With funding from the Federal Transit Administration, NJT repaired and restored 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 improved 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 was completed in 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.

## **New Jersey Northeast Corridor Improvements**

**Gateway Program:** This program is designed to 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. It 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.

In 2012, revised projections put the cost at \$14.5 billion, with a 2025 completion date. 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 below a development project. The feasibility study and the system-level design phases for the Gateway Project have been completed and program development and NEPA/preliminary engineering are underway.

In November 2015, it was jointly announced by Amtrak, Senator Cory Booker (New Jersey), Senator Charles Schumer (New York), Governor Chris Christie (New Jersey), and Governor Andrew Cuomo (New York), that a new Gateway Development Corporation would be created to oversee the project, with the federal government paying for 50% of its costs and the states sharing the rest.

**Portal Bridge Replacement Project:** In October 2017 a groundbreaking ceremony was held to begin construction to replace the century old, swing span Portal Bridge over the Hackensack River. The bridge is a significant bottle neck and source of train delays. Its aging mechanical components sometimes malfunction while opening and closing to accommodate marine traffic and it needs to be replaced.

The project will entail the replacement of the old bridge with two new fixed-span bridges, which will be built 53 feet above mean high water, more than double the height of the current bridge, allowing for higher speeds and an increase in train capacity.

Early construction contracts of about \$20 million have been awarded to proceed with the Portal North Bridge, including construction of a finger pier, installation of new fiber-optic cable poles, realignment of a transmission pole, construction of a steel bridge structure over the Jersey City Municipal Utility Authority water main and construction of a retaining wall. Early construction work funding has been provided by NJ Transit and the U.S. Department of Transportation and local share funding for the balance of the Portal Bridge construction is in place through NJ Transit and the Port Authority of New York and New Jersey (PANYNJ). The total project cost is estimated at \$1.5 billion.

**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.

The Federal Railroad Administration announced its intent to prepare a joint Environmental Impact Statement (EIS) for the Hudson Tunnel Project with NJ Transit on April 28, 2016. The FRA and NJ Transit will coordinate with Amtrak, as the owner of the existing Hudson River Tunnel, and the Port Authority of New York and New Jersey on the EIS. Full funding for the environmental planning work and preliminary engineering of the project has been provided by Amtrak, the Port Authority, and NJ Transit, totaling \$86.5 million.

**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. The project will include installation of a new constant-tension catenary system to support high-speed train operation which will replace the existing catenary system dating from 1933. It will also include new signaling between Trenton and New Brunswick along with other key components being upgraded. 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 FRA awarded funds for this project in August 2011, work began in summer 2014, and is expected to be complete in 2017. Key project components completed to date include:

- Installation of 23 miles of power cable for signals and related conduits.
- Completion of two new static frequency convertors at Metuchen.
- Completion of a substation at Hamilton.
- Installation of catenary poles.
- Track improvements, including installation of new high-speed turnouts (switches) at Delco and Adams interlockings.

