Amtrak Fact Sheet
Fiscal Year 2018
State of New Jersey

Amtrak Service & Ridership

Amtrak operates approximately 100-110 trains daily in New Jersey. These include the following Northeast Corridor Services:

- The high-speed ***Acela Express*** (daily Washington-Baltimore-Wilmington-Philadelphia-Newark-New York-New Haven-Providence-Boston)
- The ***Northeast Regional*** (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)
- The ***Keystone Corridor*** (daily New York-Trenton-Philadelphia-Paoli-Lancaster-Elizabethtown-Harrisburg)

Amtrak also operates the following National Network trains through New Jersey:

- The ***Cardinal*** (tri-weekly New York-Trenton-Washington-Charlottesville-Charleston-Cincinnati-Indianapolis-Chicago)
- The ***Crescent*** (daily New York-Trenton-Washington-Charlottesville-Charlotte-Atlanta-Birmingham-New Orleans)
- The ***Palmetto*** (daily New York-Trenton-Washington-Richmond-Charleston-Savannah)
- The ***Silver Meteor*** (daily New York-Trenton-Washington-Richmond-Charleston-Jacksonville-Miami)
- The ***Silver Star*** (daily New York-Trenton-Washington-Richmond-Columbia-Jacksonville-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-Richmond-Raleigh-Charlotte)
- The ***Pennsylvanian*** (daily New York-Trenton-Philadelphia-Harrisburg-Pittsburgh)
- The ***Vermonter*** (daily Washington-Trenton-New York-New Haven-Springfield-Lebanon-Essex Junction-St. Albans)

During FY18 Amtrak served the following New Jersey locations:

City	Boardings & Alightings
Metropark	367,726
New Brunswick	6,067
Newark	702,182

Newark Airport	168,581
Princeton Junction	35,418
Trenton	434,478
Total New Jersey Station Usage:	**1,714,452**

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains "preference" over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in New Jersey with each service's host railroads and on-time performance (OTP) in FY18:

Service	Host Railroads	FY18 OTP
Acela Express	Amtrak and Metro-North Railroad	**77.6%**
Northeast Regional	Amtrak, CSX, Metro North, and Norfolk Southern	**79.6%**
Keystone	Amtrak	**91.6%**
Cardinal	CSX, Norfolk Southern, and Buckingham Branch Railroad	**53.5%**
Crescent	Norfolk Southern	**31.3%**
Palmetto	CSX	**57.9%**
Silver Meteor	CSX, Florida Department of Transportation, and Florida Central Rail Corridor	**43.6%**
Silver Star	CSX, Norfolk Southern, Florida Department of Transportation, and Florida Central Rail Corridor	**37.6%**
Carolinian	CSX and Norfolk Southern	**52.8%**
Pennsylvanian	Norfolk Southern	**73.2%**
Vermonter	Massachusetts Department of Transportation, Metro North, and New England Central	**61.3%**

Amtrak Guest Rewards

At the end of FY18, there were **359,024** members of the Amtrak Guest Rewards program in New Jersey. This is a 9.3% increase from 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.

The Gateway Program is in the planning and design phase and a reliable program cost estimate has not yet been developed. Amtrak has directed more than $300 million, mostly from federal sources, to the Gateway Program since 2012. This includes approximately $74 million for planning and pre-construction work and $235 million to the Hudson Yards concrete casing from federal Sandy Resiliency funding under the Disaster Relief Appropriations Act of 2013.

Amtrak is an active partner in the Gateway Program Development Corporation, a non-profit organization established in 2016 to effectuate the planning, financing and delivery of the

Program. The first phase of the Gateway Program includes the Hudson Tunnel and Portal Bridge Replacement projects.

New York Governor Andrew Cuomo recently toured the Hudson Tunnel in an effort to push for federal funding.

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. 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 bridge, known as Portal North Bridge, is designed as a high-level, fixed-span bridge, eliminating the movable components and risk of malfunction. The new bridge is estimated to cost approximately $1.5 billion. Partners including the Port Authority of New York and New Jersey, NJ TRANSIT, Amtrak, and U.S. DOT are currently developing a funding and financing plan so that construction can proceed as soon as possible. The recently completed design process involved a preliminary design phase, for which costs of $31 million were shared between NJ TRANSIT and Amtrak, and final design, funded by a Federal Railroad Administration grant of $38.5 million.

A second, two-track Portal South Bridge span is proposed as part of the Gateway Program and when complete will double train capacity along this critical length of the Northeast Corridor. Planning and design of Portal South Bridge will be finalized following the completion of the federal NEC Future study and environmental review process.

Hudson (North River) Tunnels: The high level of traffic in the existing North River Tunnel – about 450 trains per weekday – means that without this project, taking one of the North River Tunnel tubes out of service for necessary repairs would severely reduce rail service because the remaining tube would have to accommodate two-way traffic. This very significant reduction in capacity would have a devastating effect on New York and New Jersey commuters who cross the Hudson daily, Amtrak passengers, and the regional and national economies.

About 200,000 daily passenger trips take place in the existing North River Tunnel, built by the Pennsylvania Railroad and completed in 1910. The tunnel consists of two, single-track, electrified rail tubes, which provide the only passenger rail connections between Manhattan and New Jersey, and the rest of the Northeast Corridor to the south. In October 2012 the tunnel was inundated with millions of gallons of salt water during Super Storm Sandy, leaving behind corrosive chlorides, which continue to damage the concrete tunnel liner and bench walls, which house critical electrical and signaling systems that support train operations in the tunnel.

The Federal Railroad Administration announced its intent to jointly prepare an Environmental Impact Statement (EIS) for the Hudson Tunnel Project with NJ TRANSIT on May 2, 2016 pursuant to the National Environmental Policy Act (NEPA). The FRA and NJ TRANSIT are coordinating with Amtrak, the owner of the existing North River Tunnel, and the Port Authority of New York and New Jersey, on the EIS. While the Hudson Tunnel Project has independent utility, its advancement will not preclude future capacity improvements planned for the Northeast

Corridor, such as the Gateway Program. The Draft Environmental Impact Statement released July 2017 can be viewed at http://www.hudsontunnelproject.com/deis.html.

Full funding for the environmental planning work and preliminary engineering of the Hudson Tunnel 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 project is scheduled for completion in 2020. Key project milestones to date include:

- Installation of 23 miles of signal power cable and C&S conduit
- Completion of 2 new Static Frequency Convertors at Metuchen, NJ.
- Completion of Hamilton Substation
- Installation of catenary poles
- Completed wire renewal on Tracks 1, 3 and 4
- Improvements and upgrades to the track including the installation of new high speed turnouts at Delco and Adams interlocking
- All crossovers at Midway Interlocking have been replaced, two of the crossovers are in service.