



Amtrak Fact Sheet Fiscal Year 2019 *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** (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 **Vermont** (daily Washington-Trenton-New York-New Haven-Springfield-Lebanon-Essex Junction-St. Albans)

During FY19 Amtrak served the following New Jersey locations:

<u>City</u>	<u>Boardings & Alightings</u>
Metropark	380,914
New Brunswick	4,466
Newark	731,146

Newark Airport	164,470
Princeton Junction	31,809
Trenton	439,564
Total New Jersey Station Usage:	1,752,369

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order 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 FY19:

Service	Host Railroads	FY19 OTP
<i>Acela</i>	Amtrak and Metro-North Railroad	86.6%
<i>Northeast Regional</i>	Amtrak, CSX, Metro North, and Norfolk Southern	85.9%
<i>Keystone</i>	Amtrak	93.3%
<i>Cardinal</i>	CSX, Norfolk Southern, and Buckingham Branch Railroad	50.0%
<i>Crescent</i>	Norfolk Southern	28.7%
<i>Palmetto</i>	CSX	62.8%
<i>Silver Meteor</i>	CSX, Florida Department of Transportation, and Florida Central Rail Corridor	49.4%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Department of Transportation, and Florida Central Rail Corridor	35.8%
<i>Carolinian</i>	CSX and Norfolk Southern	56.3%
<i>Pennsylvanian</i>	Norfolk Southern	67.4%
<i>Vermont</i>	Massachusetts Department of Transportation, Metro North, and New England Central	81.4%

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY19, there were **386,144** members of the Amtrak Guest Rewards program in New Jersey. This is an 8% increase from FY18.

Procurement

Amtrak spent \$65,677,748 on goods and services in New Jersey in FY19, including at:

<u>City</u>	<u>Amount</u>
Bellmawr	\$ 3,009,034
Bridgeport	\$ 2,741,182
Cinnaminson	\$ 3,158,419
Folsom	\$ 3,139,888
Fort Lee	\$ 4,283,652
Lambertville	\$ 2,128,916
Parsippany	\$ 5,733,544
Paterson	\$ 15,960,443
Piscataway	\$ 2,837,193

Employment

At the end of FY19, Amtrak employed 1,597 New Jersey residents. Total wages during FY19 of Amtrak employees living in New Jersey were \$161,331,009.

Partnerships

New Jersey Transit (NJT) operates more than 400 weekday 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.

In October 2019, Governor Phil Murphy, Amtrak Board Chairman Tony Coscia, and NJ TRANSIT CEO Kevin Corbett announced the kickoff, that fall, of construction work at four New Jersey train stations. These projects – a result of a reinvigorated relationship between NJ TRANSIT and Amtrak – demonstrate a joint commitment to improving the customer and travel experience throughout the state. Customers can expect to see improvements at New Brunswick, Trenton Transit Center, Princeton Junction, and Elizabeth.

The work is set to take place throughout fall 2019 and early 2020. Specifics of the projects at each station include the following:

- **New Brunswick** – Improvements to the elevator system; an extension of the eastbound platform for extra boarding capacity; significant rehabilitation of the station's exterior brick façade; installation of new lighting, windows, HVAC system, and escalator; and a paint refresh.
- **Elizabeth** – Upgrades include the addition of two new elevators; updating the existing two elevators; the addition of ADA-complaint ramps; and building new high-level platforms, which will also increase the platform area for passengers.
- **Trenton Transit Center** – Replacement of damaged timber boards that are located past the yellow warning strip on the platform to improve customer safety.
- **Princeton Junction** – General platform repairs to improve customer safety, including the refresh of platforms that have deteriorated for decades from exposure to weather and de-icing agents. This includes reinforcing the platform supports, patching concrete, repainting the yellow warning strip, and general repair of the stairs and handrails.

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. 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.

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.

Fully designed and permitted, early construction work on this project began in 2017. This work is funded by a TIGER grant to NJ TRANSIT and includes the realignment of a 138kV transmission pole, the installation of new fiber optic cable poles, the construction of a construction access structure known as a finger pier, the steel bridge structure over the Jersey City Municipal Utility Authority water main, and a retaining wall just west of the Frank R. Lautenberg Station at Secaucus Junction. Funding for approximately 50% of the estimated project cost has been committed by funding partners Amtrak, NJ TRANSIT and the Port Authority of New York & New Jersey (PANYNJ). The project was accepted into the Federal Transit Administration's Capital Investment Grant Project Development pipeline in 2016. Construction of this nationally significant project can start as soon as a federal financial commitment is in place. The new Portal North Bridge is estimated to cost approximately \$1.5 billion. Partners including the PANYNJ, NJ TRANSIT, Amtrak, Gateway Program Development Corporation and the U.S. Department of Transportation are developing a funding and financing plan so construction can proceed as soon as possible.

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 – approximately 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 on a daily basis, 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 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 in 2017 can be viewed at <http://www.hudsonunnelproject.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.
- 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.

AMTRAK ROUTES IN NEW JERSEY

