

## New Jersey Transit – Fact Sheet

### Infrastructure Needs and Concerns

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- Tremendous progress has been made at the aging, congestion-choked Port Authority Bus Terminal. NJ TRANSIT continues to work with our partners at the Port Authority as they move to replace the bus terminal on Manhattan's West Side.
- NJ TRANSIT is also partnering with the Port, and with Amtrak and the United States Department of Transportation, on another critical project for the region – the construction of new rail tunnels under the Hudson River.
- In the coming years Amtrak plans to perform extensive and necessary renovations on the two existing tunnels that will require taking them out of service one at a time for an extended period. The new tunnels will keep trains moving during the rehabilitations, and after that, will help meet customer travel demands into the future.
- We continue to advance our \$1.2 billion comprehensive resilience program to make our system stronger and more reliable for the people we serve every day – a system that will better withstand the effects of extreme weather.
- The \$595 million replacement of the Raritan River Bridge is starting preliminary engineering and undergoing a review under the National Environmental Policy Act.
- NJ TRANSITGRID is a \$577 million first-of-its kind project to create a new, independent power generating system – a microgrid – in the Meadowlands to keep both NJ TRANSIT and Amtrak moving, even if the state's power grid is compromised.



- NJ TRANSIT is in the final engineering phase to replace and harden signal, communications and other systems on our rail lines, and to construct a new, permanent emergency storage, maintenance and inspection facility in New Brunswick for up to 400 rail vehicles.
- NJ TRANSIT will continue to advance a \$500 million state-of-good-repair program with projects designed to keep our assets in working order and maintain their useful life. For example, NJ TRANSIT expects to advertise construction and design contracts for improvement projects -- ranging in value from \$2 million to \$60 million -- at rail stations in Elizabeth, North Elizabeth, Cranford, New Brunswick, Mahwah, Lyndhurst and Perth Amboy.
- Millions will be invested in upgrading rail yards, and repairing switches, boilers and train washers, for example.
- NJ TRANSIT planners are studying ways to improve passenger circulation at Penn Stations in Newark and New York.
- Rail rolling stock will benefit as NJ TRANSIT advances the process of replacing aging Arrow III rail cars with more than 100 new, multilevel vehicles. Multilevels offer increased seating and have been well received by our customers.
- NJ TRANSIT expects that as many as 235 new cruiser buses will be delivered this fiscal year. Those new buses benefit our commuters by placing state-of-the-art equipment into service and lowering the average age of our fleet, reducing maintenance costs. And, these new buses have more capacity, helping us to meet ridership customer demand.
- Additionally, we have allocated significant resources to help Amtrak upgrade its Northeast Corridor, which is used by more than 80 percent of our passengers each week day.