

APPENDIX



**Testimony of
Michael DeCataldo
Vice President, Operations East
"Update on Progress of Infrastructure Renewal at Penn Station"
New Jersey Legislature Joint Hearing**

July 19, 2017

Chairman Gordon, Chairman McKeon, members of the Subcommittee, and fellow witnesses, good morning. My name is Mike DeCataldo, and I am the Vice President, Operations East at Amtrak. In this capacity, I am responsible for Amtrak's operations on the Eastern Seaboard, which includes all of our services into and out of New York Penn Station.

It's an honor to be joining you today on behalf of Amtrak, and our President, Wick Moorman. We are now two weeks into the Infrastructure Renewal at Penn Station. We have had a promising start, without significant service issues or disruptions, and we are looking forward to making significant progress on addressing some of the outstanding infrastructure needs at New York Penn Station.

Introduction

As I'm sure you know, passenger rail plays a critical role in the economic life of the Northeast Corridor region. Seventeen percent of the nation's population inhabits the area, producing twenty percent of the nation's GDP, with a total annual economic output of \$3 trillion – more than the output of France, and easily enough for the region to qualify on its own as a G-7 nation. It is one of the world's most productive regions, but its productivity and economic vitality depend heavily on an overall transportation system that is in poor condition and at capacity at many critical points.

Since Mr. Moorman's testimony in April, and Mr. Naparstek and Mr. Gardner's testimony in May, we've made good progress on several initiatives designed to improve conditions for travelers at Penn Station, in addition to the Renewal project. Amtrak is hiring a diverse team of domestic and international experts to help us improve the day-to-day operation and coordination between the various railroads. This effort includes development of best practices and a framework for a joint station operations center and we are working with NJ Transit and Long Island Rail Road to affirm the scope. Additionally, with this work, we're also setting the stage to create a new entity to seek private sector partners in facility management to bring world-class expertise to the management of this complex and challenging environment.

The New York Penn Station and Tunnel System Emergency Preparedness Task Force has been created to focus and coordinate the efforts of a strong coalition of transportation providers, city and state law enforcement, first responders, the city Office of Emergency Management, and state and Federal transportation agencies. By increasing communication and engagement between all of these agencies, we can continually improve and further refine our approach to safety, security, and emergency management for the station and tunnel complex. The task force is meeting on a bi-weekly basis during the renewal period, and we have expanded our unified command post at New York Penn Station to help coordinate the efforts of these organizations.

Renewal Program update

Since May, the Renewal Program at New York Penn Station has made significant progress, and we began the most intensive phase of the program on Friday, July 7. It's inevitably the case that programs in heavily trafficked areas like this are always challenging, particularly when we have to reconcile the needs of three different operators. It's never easy to reconcile everyone's needs, but thanks to the cooperation we've had from New Jersey Transit and Long Island Rail Road, we were able to arrive at a set of schedules that worked from the operational perspective and that kept the unavoidable disruptions to a minimum. We were able to execute a smooth implementation of the schedule changes we had planned for July 10, which included very successful efforts by all three railroads to "surge" managers and staff to the station to provide additional support for travelers who might need assistance.

The Renewal Program intensified on the weekend proceeding July 10, and we will continue to offer modified weekday services through the period of intensive work, through September 1. Our Engineering Department has a force of approximately 360 people onsite, working on a 24-7 basis, to meet our published schedule to complete this phase of the renewal program. Even prior to this, we've been busy advancing elements of the program on weekends, so even though the intensive phase of the program is just getting underway, we have already completed work on some important components of the project, with scheduled work for the week of July 7 to 13 complete. These include:

- Removing and replacing 600 railroad ties as part of the renewal of station track 7;
- Significant progress at A Interlocking on the west side of the station, including total replacement of the 69A and 69B switches, significant progress on the replacement of 89 switch, and preparatory work for replacement of 37/71 core scissor crossover;
- Wood, timber and rail replacement within "JO" interlocking (east side of Penn Station);
- Replacement of the first 96 ties in line 1 of the East River tunnel, with several thousand more to come;
- Removal of old rail and 3rd rail on station track 10, demolition of track bed, removal of old concrete, installation of new ties and the pouring of 140 feet of new concrete;

- Replacement of ties within station track 2;
- Positioning of equipment in New York and New Jersey in preparation for the extensive summer work in July and August, as well as daily maintenance work.
- Removal and replacement of old power and signal cables on 6X track.

This is a continuous process, and just as work went on prior to July 10, it will continue, as we have previously stated, after September 1, although we expect most of that work to take place on the weekends, when impacts to scheduled service – particularly commuter service – are minimal. We realize these efforts create inconvenience for the traveling public, but we are very confident that this coordinated and planned disruption that is necessary for us to do this work will help to avoid random disruptions that cause the railroads that serve New York Penn Station and our commuters and travelers such anxiety. To ensure we're keeping everyone informed, we are publishing a Weekly Progress Report that is available on our website, at <https://www.amtrak.com/NYP Renewal>. This highlights the work accomplished during the week, and includes a stoplight chart showing the pace of progress on key activities.

Ready to Build

While the Renewal Program will address some of the station's most urgent track needs, it won't address the many other systems that make reliable service possible such as our signals, tunnels or electric traction systems. Nor will it support the new tracks and platforms the station will need to handle the larger volume of traffic – what we refer to as "capacity." These improvements in the heavily trafficked territory between Newark, New Jersey and Penn Station, New York are bundled in the infrastructure investment program known as the Gateway Program, which has made important strides in the last year thanks to cooperation among the states of New Jersey, New York, the Federal government, NJ TRANSIT, and Amtrak.

There is literally no portion of the existing railroad in Northern New Jersey and Manhattan that will not require significant capacity augmentations to accommodate the traffic growth that we can confidently predict for the coming years. In a region that is expected to add seven million new residents by 2040, the need for transportation capacity is only going to become more pressing. Ridership at Penn Station is expected to grow by 70% by 2040, and the only way to meet this growth in demand will be investment to create the capacity the region needs.

The Gateway Program addresses this challenge by adding new track, tunnel, bridge, electric, signal, and station capacity to the railroad between Newark, NJ and New York City, and by renewing existing assets while minimizing impacts to existing service.

Since 2013, Amtrak and its partners have constructed 1,000 feet of a concrete casing to protect the right-of-way through Manhattan for a new Hudson River tunnel connecting to Penn Station. This month, the Draft Environmental Impact Statement for the Hudson Tunnel Project was published by the Federal Railroad Administration and public hearings will take place in New York and New Jersey in early August. Plans to replace the Portal Bridge are ready to go; funding is the

principal remaining challenge before construction can begin, and early work will begin this summer. Much progress has been made, but we need New Jersey's continued support to keep up the momentum of the Gateway Program.

We have reached a critical crossroads, and it is time for us to decide whether we wish to invest, and move forward, or to fall back – because that is the choice. It's simply not possible for us to stand still. We can and must set our sights on the vision of an infrastructure that provides this region's vibrant economy with the transportation system it needs to grow and prosper in the decades to come.

Thanks very much for the opportunity to testify on this important topic today, and I look forward to any questions you might have.

DRAFT

Testimony of Steven Santoro

Executive Director, NJ TRANSIT

Joint Legislative Oversight Committee

July 19, 2017

- Good morning, Chairmen, and members of the Committees. Thank you for providing this opportunity to discuss Amtrak's summer repair work and NJ TRANSIT's summer schedule.
- I also we want to thank our transportation partners, particularly at PATH and New York Waterway, for their hard work in helping to make this summer's travel as smooth as possible, under the constraints of Amtrak's work.
- As we discussed at the end of May, we at NJ TRANSIT developed our summer service plan with customer safety as our top priority, while providing customers the most travel options to get back and forth across the Hudson River.
- The summer schedule maintains the regular travel pattern for 75 percent of our customers AND reduces the chance of extreme overcrowding.
- And one-and-a half weeks into Amtrak's extensive emergency repair work at Penn Station New York, NJ TRANSIT's summer schedule is working, moving customers, safely and reliably.
- Part of the reason for that is our extensive preparation, and coordination and immediate reaction by rail, bus, police and other staff as situations arise.
- You will have noticed I do not have as many operational managers here today, as I have in the past. This is because they are in the field or at our emergency operations center in Maplewood where they are needed most, doing their jobs, making the behind-the-scenes adjustments that keep the transit system – and our customers -- moving.
- The emergency operations center, the EOC, is a state-of-the-art facility that allows key staff to have instant access to information on what is happening on the transit system, and to work together to resolve issues before they become major problems.
- For example, at Hoboken last Thursday morning, a PATH train became disabled, disrupting service at Hoboken.
- Managers in the field and at the EOC immediately worked to redirect customers to the ferries, ensuring that crowding on the PATH entrance stairways was minimized.

- Similarly, during the PM rush at Hoboken, staff has been making real-time changes as they monitor conditions, from how ferry lines are queued to where schedule monitors are placed, to keep the flow of customers moving safely and effectively.
- While we have been fortunate to not have any system-wide service disruptions to date, we have faced a few challenges with intermittent minor delays and occasional congestion.
- Most notably, we have faced some staffing challenges, which we are addressing. We are working with the union to ensure every position is covered (CHECKING).
- We do not normally schedule service changes in the summer, due to the fact that during every schedule change, engineers select their job shifts, and this takes several days for all the engineers to settle their work assignments.
- In the summer, we have more people on vacation. And rail employees scheduled their vacations by pick at the beginning of the year, long before anyone knew Amtrak was going to be doing emergency summer repairs.
- We also have people taking sick days, taking optional days off, or taking unexcused absences.
- So all these factors combined are exacerbating the shift vacancies on a given day.
- We are doing everything within our control to maximize the number of employees filling shifts and to deliver the service we have scheduled.
- I'm very proud of our NJ TRANSIT employees. And I'm also very proud – and grateful to – our customers.
- Our customers, your constituents, have been terrific. They have been patient and helpful, and they have been very well prepared, and we deeply appreciate that.
- We also appreciate their feedback and suggestions, because these help us provide better service.
- Now let me update you on what we have been seeing out on the transit system.
- The number of customers riding into Hoboken in the mornings is in line with the planners' forecasts.
- Some 10,000 Midtown Direct customers are taking the train to Hoboken in the morning, and then taking advantage of the free cross-honoring with PATH and ferries to make their way across the Hudson.
- And, about 3,500 customers a day are taking the four early morning Midtown Direct trains to Penn Station New York, approximately double the pre-summer number.
- Meanwhile, our supplemental bus service from Maplewood and South Orange and Summit, which we created after direct requests from customers, has gotten a strong response.

- More than 275 people a day are taking the express bus to the Port Authority Bus Terminal from Maplewood, with more than 200 using the bus from South Orange, and about 175 from Summit.
- Ridership on the Northeast Corridor, the Raritan Valley, and the Main, Bergen and Pascack Valley lines all continue at typical levels.
- So the overall experience of the first week and a half has been good.
- But I want to stress: NJ TRANSIT is **NOT** allowing that to make us complacent. We are treating every day as Day One and that means we're not putting our feet up or letting our guard down.
- We know we are dealing with complicated mechanical systems, and that we are entering the height of the summer heat season. So we are prepared to deal with service disruptions that might arise, on any of the trans-Hudson system's modes.
- We want to continue to urge our customers to remain up-to-date and ready, and the best way is to stay ahead of events by making sure they get our alerts and keep checking The Update, our special information portal website for the summer schedule.
- Customers who receive an alert about a service disruption or change can make informed choices about their travel options **BEFORE** they start their commute.
- Additionally, customers who use MyTix and get e-ticketing through their smartphones will not have to spend time locating or waiting at a ticket vending machine or window – a task that can add a few extra minutes to any commute.
- The first week and a half of the summer service schedule has gone as well as it did because our customers did their homework and planned their trips. Watching them each morning transfer from M&E trains to PATH, ferries and buses is a testament to their preparation, and to the power of communication -- and also to the depth and breadth of our planning.
- Communication has been key to helping our customers optimize their experience. In addition to the availability of "The Update" and regular social media, we have rolled out more lines of communication in order to keep customers informed every step of the way.
- For example, we have made NJ TRANSIT's first web video, and a "how to take the ferry" video from New York Waterway available on The Update website, which is www.njtransit.com/theupdate.
- We also have provided improved signage at Hoboken Terminal, and additional infographics and handouts at Hoboken and other locations.
- We have made targeted, specific outreach to North Jersey Coast Line customers. And we have used customer feedback to improve navigation and usability of The Update website and provide more information.

- Our summer service messages are even being transmitted on digital radio, such as Pandora and Spotify.
- I and my top managers, including the general managers of rail and bus operations, have been out riding the system and visiting terminals and stations, to listen to customers first-hand.
- Also, our volunteer employee ambassadors have been out in force, at stations small and large, and customers clearly appreciate their presence. They are proving to be a great resource for information and answering customer questions.
- The ambassadors, it should be stressed, are volunteers; they do not get paid extra, and they come from all departments and levels of the company. And they will continue to be out there for the duration of the Amtrak summer work.
- Using all these communication methods, the information our customers need is getting through.
- Since the launch of the public awareness campaign, The Update has had more than 300,000 unique site visitors and more than 700,000 total hits. The Update is getting about 10,000 hits per day.
- That is more than twice as many unique visitors, and more than three times the number of total site visits, as there were just a few weeks ago.
- Many of you have played a valuable role in spreading the word about preparation. We count on your voices to help us reach our customers.
- Of course, our customers also have been reaching out to us. We've heard from them on many aspects of the summer schedule, including from a number of North Jersey Coast Line riders who go to and from Hoboken.
- These customers now must go to Secaucus and transfer to a Hoboken train, due to the physical inability of the single track connection between the Northeast Corridor and the tracks to Hoboken Terminal to handle additional trains reliably and safely.
- I've asked the appropriate NJ TRANSIT teams to review this and make a recommendation.
- Next, I know the Committee has questions about finances.
- We are continuing to monitor revenues and cross honoring costs, and the project is consistent with our earlier estimates.
- I also know there is strong sentiment that New Jersey bill Amtrak for these extra costs to NJ TRANSIT's budget. We are keeping our options open on that front, as I have said before. Our priority has been delivering the service for our customers.
- You heard from Amtrak earlier today that their work is proceeding on schedule. We all want that progress to continue, so that our customers' commutes can return to normal.

- We are monitoring Amtrak's work closely. And going forward, I continue to seek more input for New Jersey on Amtrak's priorities for repair and replacement of infrastructure.
- We must ensure that state of good repair efforts on the Northeast Corridor are focused where they are needed most, and that track, switches, catenary and other infrastructure be kept reliable and safe.
- The first days of the Amtrak repairs have gone well – but our customers' commutes and their lives are still being disrupted every day. We have not lost sight of that.
- We cannot have, and our customers cannot have another season of disruption like this one.
- Chairmen and members of the Committee. Thank you for providing me the opportunity to discuss these matters with you today.
- I am now ready to take your questions.

NJ State Senate Legislative Oversight Hearing
Wednesday, July 19, 2017
Statement Michael Marino, Director PATH Rail System – Port Authority of NY & NJ

Good morning Chairman Gordon, Chairman McKeon and members of the Committees. Thank you for inviting us back; we're pleased to be here today. At the last hearing I relayed to you that PATH was working with Amtrak, NJTransit, and LIRR in an advisory role to help understand their plans and to know how best to adjust our own operations. Today I'm pleased to report that those 9 weeks of planning have paid off so far.

Last week, the first week of Amtrak's New York Penn Station work and adjusted rail service, PATH carried an average of 305,185 riders a day on our system. Last July our average daily ridership was 272,460, almost 33,000 less. We cross-honored over 100,000 passengers in the first week - an average of about 21,000 riders a day. In another comparison, our average weekday ridership in June, was 288,215.

As you know, at NJTransit's request, PATH is cross-honoring passengers at Hoboken, 33rd Street and WTC. At the last hearing, we also shared with you mitigation plans PATH was able to put in place to accommodate our anticipated ridership increase. Those measures, so far, have been successfully executed.

We have increased the frequency of our service by adding extra Uptown trains along our Hoboken to -33rd Street line during morning and afternoon rush hours. Trains are arriving every 5 minutes instead of every 7. With this service increase, we maintained more than 98% on time performance last week. In addition, we have stationed maintenance personnel at key locations along our system to quickly diagnose and resolve any operational issues that arise.

This strategy proved effective on Thursday morning when we were able to resolve a car issue in our Hoboken Interlocking area within 6 minutes. The Port Authority has also increased police presence along our system, and assigned a K9 unit to be onsite during peak periods in the event any delays were caused by police incidents, such as an unattended bag.

Additionally, PATH has implemented an ambassador program, with more than 100 management staff and agency volunteers serving each week at the Hoboken, 33rd, and WTC stations to help direct passenger flow, cross-honor NJTransit customers, and provide customer service. Passengers have shown both patience and appreciation and we are grateful for their cooperation. PATH executive staff is also out in the field during morning and afternoon rush hour to oversee operations and make quick decisions when necessary.

We remain in constant communication with our partner agencies to discuss any challenges and to share information. We share ridership information with NJTransit on a daily basis, and we have weekly calls with NJTransit's customer service team to review the prior week and discuss any adjustments that need to be made.

PATH hosted a multi-agency Penn Station Improvement Project Discussion Workshop on July 7th, which brought together Amtrak, MTA, LIRR, NJTransit, and the Port Authority to share and discuss the final plans for this summer's New York Penn Station work and the resulting service

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Statement Michael Marino, Director PATH Rail System – Port Authority of NY & NJ

adjustments. This helped all of our agencies ensure we were on the same page and prepared for July 10th.

We will continue to work closely with our partner agencies to ensure a potential “summer of hell” becomes more a “summer of inconvenience” and that our customers benefit from as smooth a transportation experience as possible. As a 24/7 railroad operating on 100-year-old infrastructure, we know incidents will happen, but we’ve strategically positioned our resources and made plans to resolve issues as quickly as possible when they happen.

Before I close, I want to address PATH’s capacity, which although heavily taxed during these outages, will be increased through our 10-year Capital Plan with such initiatives as our signal system overhaul, the purchase of new trains, and the completion of a new Harrison Station. We are seeing an increase in our ridership as a result of both the explosion of municipal development around our train stations and the increase due to the New York Penn Station work.

I mentioned that our average weekday ridership last month was more than 288,000. That was 3.7% higher than in June of 2016. In fact, this past June was the highest month of PATH ridership on record, and we look forward to continuing our dialogue with other stakeholders to find partnership opportunities to meet this growing demand on our system.

Thank you Chairmen Gordon, McKeon and Committee members; I’m happy to answer any questions you may have at this time.



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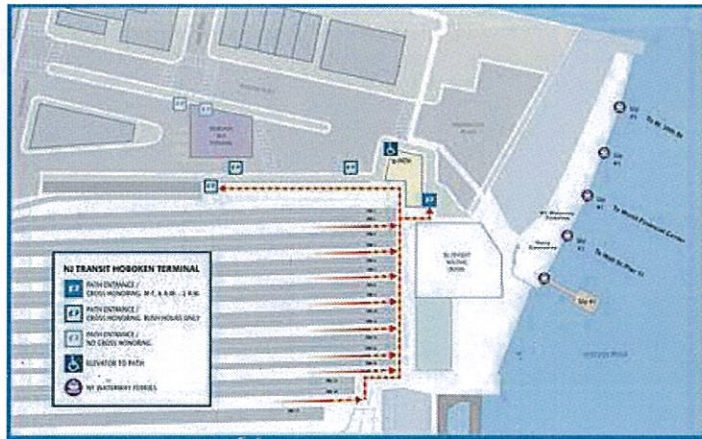
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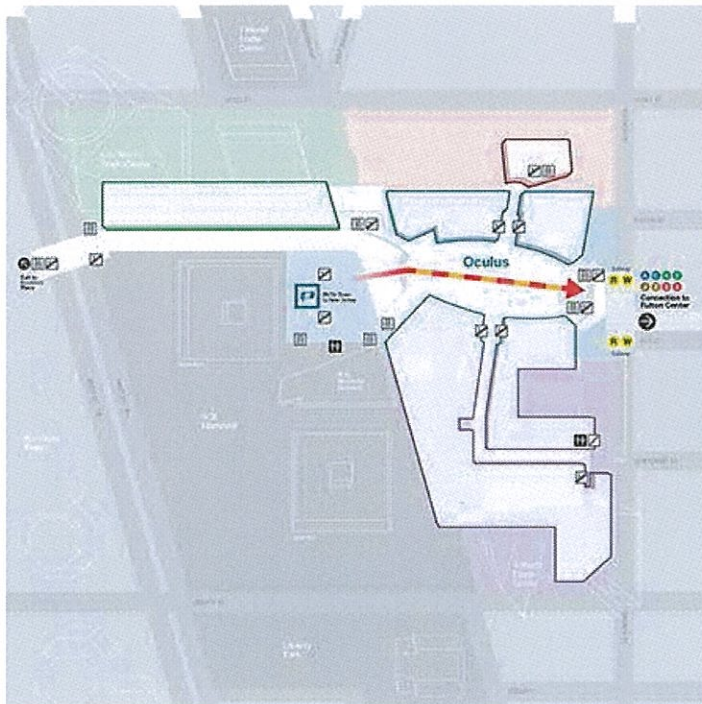
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Hoboken Terminal: Connections from NJ TRANSIT to PATH



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World Trade Center: Directions from PATH to NYC Subway



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Penn Station NY: Directions to PATH 33 Street Station



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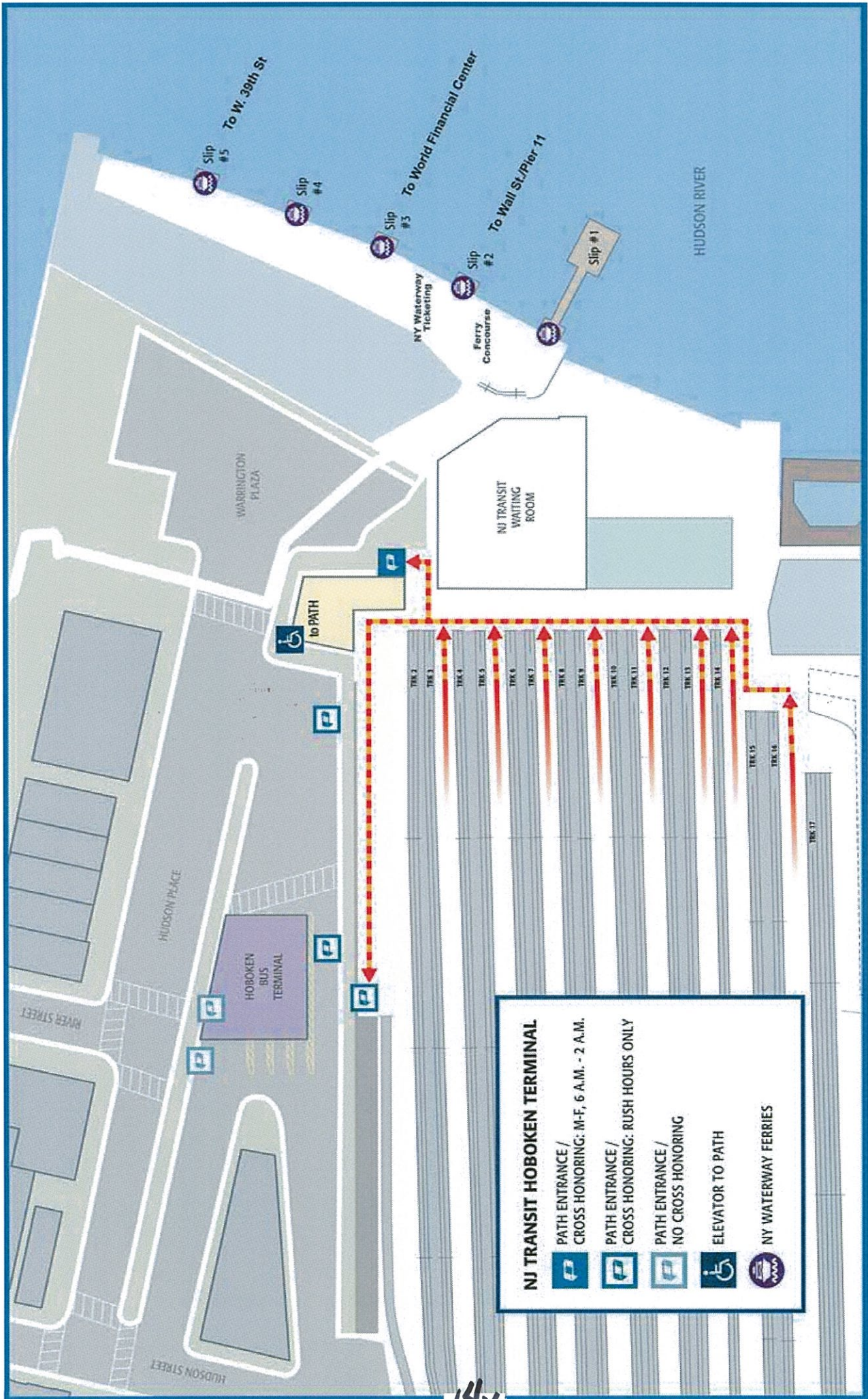
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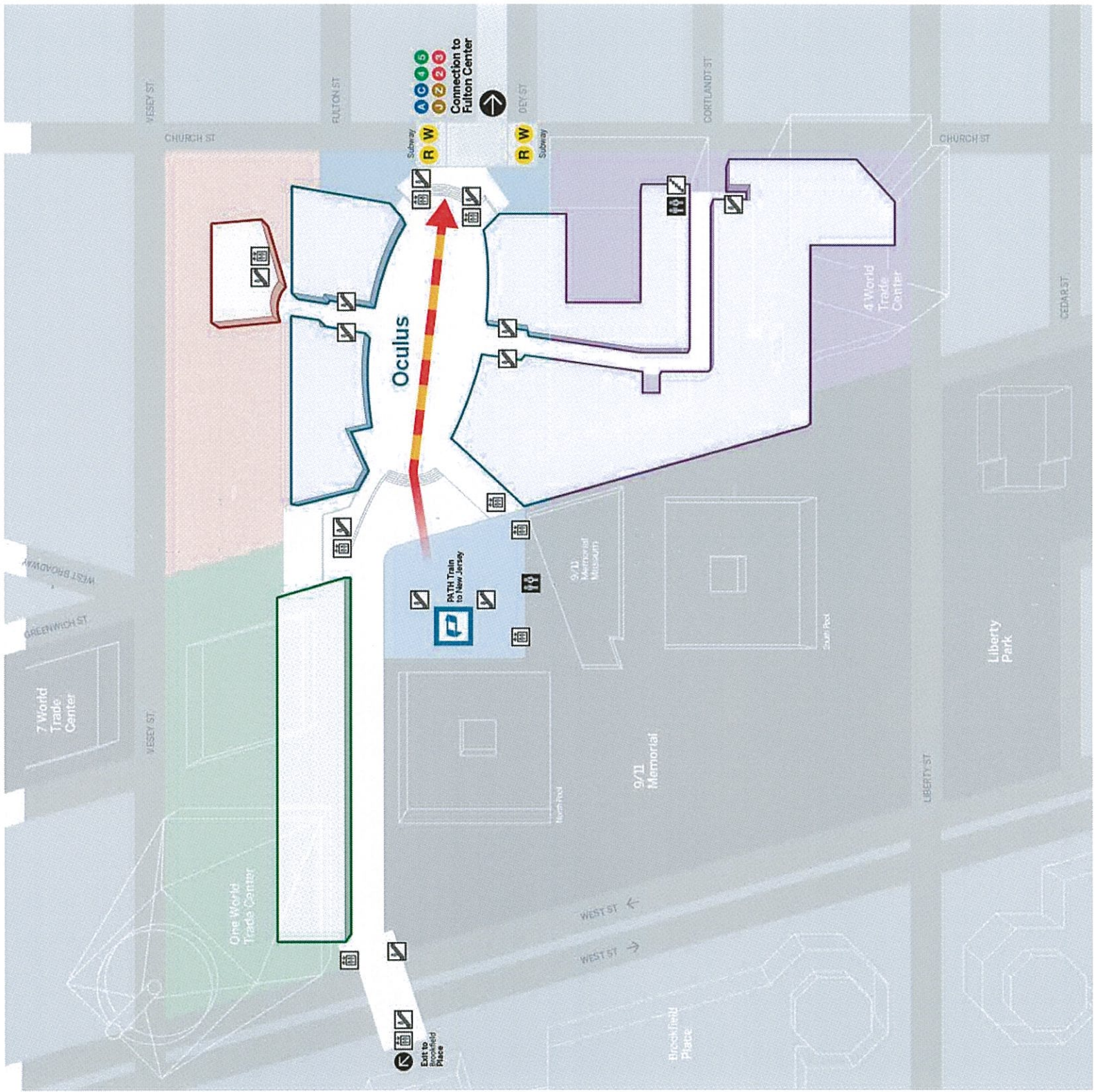
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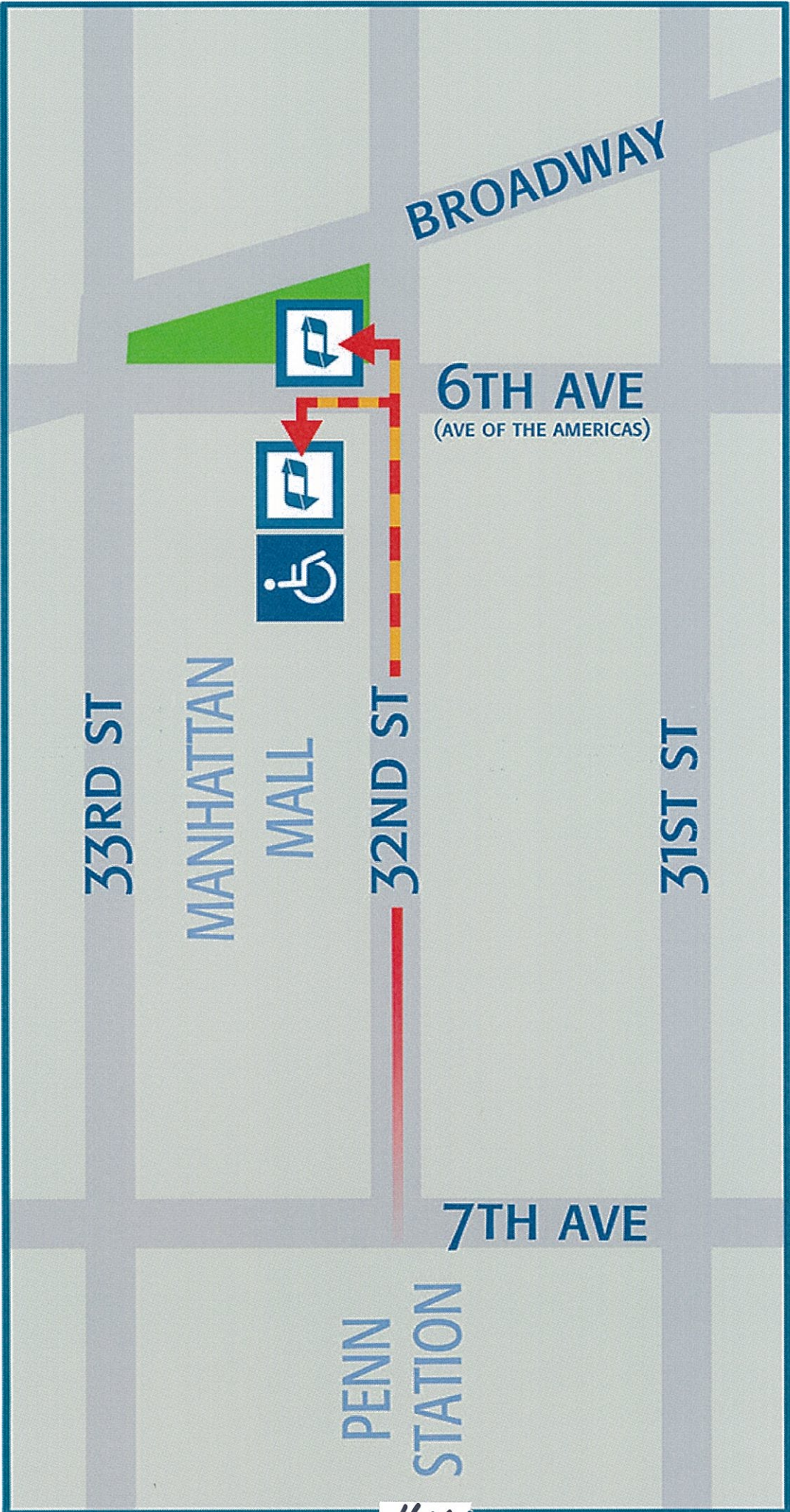
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Amtrak's Penn Station NY Repairs

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With a significant increase in ridership due to Amtrak track repairs at Penn Station New York, PATH has increased train frequency on the Hoboken-33 Street line during the morning and evening rush hours, and is cross honoring NJ Transit passengers at three of the largest PATH stations: Hoboken, 33 Street and World Trade Center.

Until September 1, 2017:

- Only valid NJ Transit rail tickets will be cross honored at Hoboken, 33 Street and World Trade Center stations on weekdays, from 6 a.m. until 2 a.m.
- There will be no cross honoring of NJ Transit customers at Newark Penn Station.
- NJ Transit customers should have their rail tickets ready to be cross honored onto PATH.
- Train frequency on the Hoboken-33 Street line will be increased during the morning and evening rush hours.
- Additional PATH customer service personnel, maintenance personnel, and Port Authority Police are scheduled to be on hand at Hoboken, 33 Street and World Trade Center to assist customers.
- For more information, including other options for alternate service, visit www.njtransit.com/TheUpdate
- Sign up for PATHalerts at www.PATHalerts.com

PATH riders are advised to buy or fill their SmartLink and MetroCards before arriving at their station.

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Letter to PATH Riders

Spanish

July 7, 2017

Dear PATH Riders,

We understand the region is about to endure a painful summer with adjusted rail service as New York Penn Station undergoes necessary infrastructure renewal work. While PATH recognizes the importance of state-of-good-repair work for all railroads, we also understand that you and thousands of fellow customers will experience an inconvenient commute this summer.

PATH is here to help. We've partnered with NJ TRANSIT to cross honor Morris & Essex line Midtown Direct customers from 6am-2am Monday-Friday for the duration of these service adjustments, starting July 10 at our Hoboken, 33rd Street, and World Trade Center Stations.

We are taking proactive measures to keep our trains running safely and efficiently. We've made adjustments to be able to temporarily increase service along the Hoboken-33rd St. line during rush hours, where trains will run every five minutes instead of every seven. Customers will see an increase in police presence, and we've stationed maintenance personnel out in the field for longer periods of time to more quickly resolve any unexpected operational issues that may come up.

PATH Ambassadors, identified by yellow vests, will also be in PATH stations to assist customers with questions, directions and cross honoring.

We recognize that with additional ridership comes additional crowding, and while we are confident our system will support this increase in ridership, we encourage all of our riders to consider their best travel options this summer.

I encourage all customers to check our website for more information: www.panynj.gov/TheUpdate, and to sign up for PATHAlerts at www.PAalerts.com to stay up to date on the latest service information.

We appreciate your patience and your patronage.

Michael P. Marino
Director Rail Transit/ General Manager PATH

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Frequently Asked Questions

Spanish

1. Why is NJ Transit reducing and/or adjusting train service?
2. How is PATH accommodating extra NJ Transit passengers?
3. When is PATH cross honoring NJ Transit passengers?
4. How does cross honoring work?
5. Which PATH stations are cross honoring NJ Transit customers?
6. Why is PATH only cross honoring at Hoboken, 33 Street, and World Trade Center stations?

1. Why is NJ Transit reducing and/or adjusting train service?

From July 10 through September 1, 2017 (subject to change), Amtrak is making a series of major infrastructure upgrades at Penn Station NY. This effort requires extensive track work that will impact train service. Due to this work, NJ Transit has decreased its mid-town direct service and is diverting the Morris & Essex line to Hoboken.

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2. How is PATH accommodating extra NJ Transit passengers?

PATH has increased train frequency on the Hoboken-33 Street line during the morning and evening rush hours.

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3. When is PATH cross honoring NJ Transit passengers?

At NJ Transit's request, between July 10 and September 1, 2017 (subject to change), PATH will cross honor NJ Transit passengers at Hoboken, 33 Street and World Trade Center Stations on weekdays, from 6 a.m. until 2 a.m.

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4. How does cross honoring work?

At designated PATH turnstiles, customers show their valid NJ Transit rail ticket (My Tix, Monthly, Weekly or One-Trip) to/from Hoboken or Penn Station NY to customer service personnel. Staff then grants customers with the proper tickets access to PATH.

If there are no customer service personnel available at the turnstiles, use the PATH Customer Assistance Phone for access.

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5. Which PATH stations are cross honoring NJ Transit customers?

At NJ Transit's request, PATH is cross honoring NJ Transit customers at Hoboken, 33 Street, and World Trade Center Stations.

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6. Why is PATH only cross honoring at Hoboken, 33 Street, and World Trade Center stations?

At NJ Transit's request, PATH is cross honoring at Hoboken and 33 Street Stations to mirror NJ Transit's disrupted mid-town direct service to/from

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Penn Station NY. PATH is supplementing this by cross honoring at World Trade Center Station. This will help ease crowding on the Hoboken-33rd Street line while providing a connection to the NYC subway system for those customers commuting to and from Lower Manhattan and other points south of Penn Station New York.

Additionally, physical restrictions at the intermediate stations (Christopher, 9 Street, 14 Street and 23 Street) do not allow for a cross honoring operation.

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- Allow extra time during peak hours, or travel during off-peak hours.
- Plan ahead for your commute – understand all alternative travel options to determine what will work best for you.
- Travel light – if possible, leave large backpacks or other large items at home.
- Remember to take all your belongings with you when you exit the train: items left behind can become a security concern and cause service disruptions.
- Move to the center of the train to allow more passengers on.
- Allow others to exit the train before boarding.
- Parking will be limited around PATH stations.

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PATH Customer Service:

- PATHCommunity@panynj.gov
- 800 234-PATH (7284)

Port Authority Police:

- 800 828-PAPD (7273)

In station:

- Use Passenger Assistance Telephones or see Passenger Information Agents in red shirts for help

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Weekly Progress Report – July 14, 2017



Activity	Activity Status	On Schedule
July 7 to July 13	Complete	On Schedule
Replace 69A switch	Complete	On Schedule
Replace 69B switch	Complete	On Schedule
Preparatory work for 3771 core scissor	Complete	On Schedule
July 14 to July 20	Activity Status	
Install 3771 core scissors	In Progress	On Schedule
Install 71/69 core scissors	Planned	On Schedule
Replace 2 complex frogs	Planned	On Schedule
Replace long cross ties (21 – 25)	Planned	On Schedule
July 21 to July 26	Activity Status	
Install core scissors 69/71	Planned	On Schedule
Replace 2 complex frogs	Planned	On Schedule
Install / test signal & power system	Planned	On Schedule
Replace Track 10, July 7 to August 28	Activity Status	
Remove old rail and third rail	Complete	On Schedule
Remove old block ties	In Progress	On Schedule
Demolition of concrete roadbed	In Progress	On Schedule

Program Description Amtrak is accelerating already scheduled work on a series of major track and switch improvement projects that, once complete, will improve reliability and operations at Penn Station and along the Northeast Corridor.

Phase 1 (July 7 to July 26) - Work entails the demolition, removal and renewal of the 69A and 69B switch (crossover). In addition the switch points and stock rail for the core scissors will be removed and renewed. It should be noted that the core scissors have unique curvature in the stock rail that is not found on standard switches. This requires the entire removal of the switch and replacement of long timbers (some 28' long). Amtrak forces will also be disassembling the signal system that controls the switches and putting in new switch machines. Complex frogs (4) will be removed and replaced. All of this requires the movement of specialized pieces of track equipment that must traverse in and out of the area to bring in materials which can not be stored (due to limited space) near the job site.

For the platform 10 track renewal (which will take the entirety of the shutdown) Amtrak forces must remove all rail, third rail, cables and signal system apparatus and begin demolition of the concrete roadbed. This requires the disposal of 100 cubic yards of concrete. After removal of the concrete the new forms will be put in place and on-rail concrete trucks will be banded outside of Penn Station and brought in through the "Empire Tunnel" to allow for the new concrete to be efficiently poured. This requires shutting down of the track and also the adjacent track where the trucks will sit.

Work tasks to be completed for the week July 7 to July 13 include:

(Numbers correspond with locations where work occurred at track level. See map on next page.)

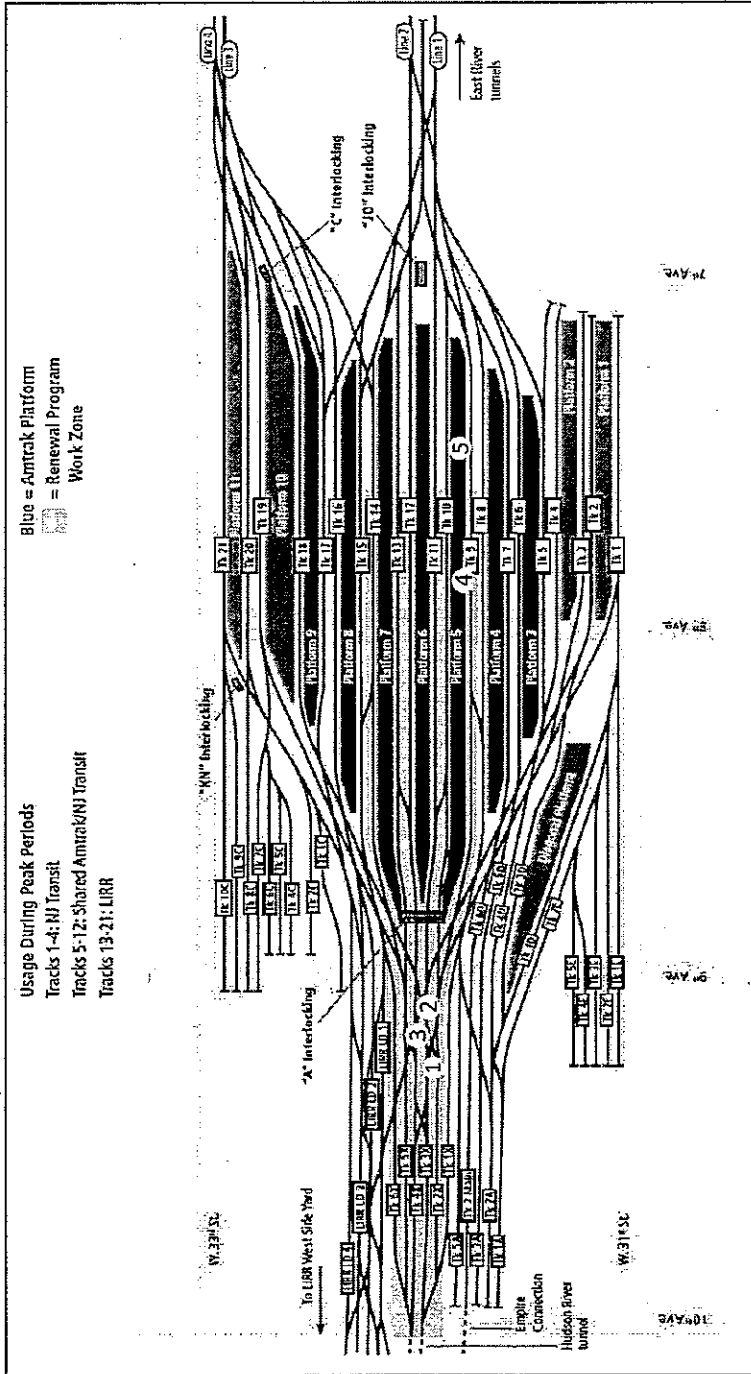
1. Replacement of 69A and 69B switch
2. Preparatory work (removals) for 3771 core scissors and long cross tie replacement
3. Preparatory work for replacement of complex frogs
4. Removal of rail, third rail on track 10
5. Begin demolition of concrete track bed for track 10

Major construction efforts for the entire duration (July 7 to September 3) include:

- Replacing entire switch turnouts using a specialized piece of on-track equipment called a "switch exchange system". This unit carries in whole section of track to enable efficient replacement of switches.
- Replacing long timbers and core scissors tracks. Because of the tight conditions in Penn Station the whole scissor layout needs to be disassembled and the ties replaced and the scissor replaced with new components
- Replacement of 8 specialized frogs, diamonds and end frogs
- Track ten total rebuild, includes demolition of track and concrete, re-pour and setting of concrete, new ties, rail and third rail
- Renewal of all switch machines and valves

Explanation of items / terminology may be seen at Amtrak.com/nyprrenewal.

Weekly Progress Report – July 14, 2017



Source: Amtrak

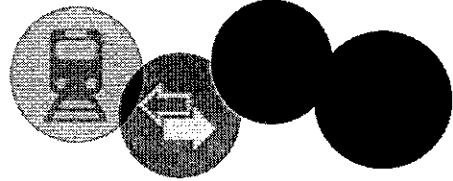
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THE UPDATE

Powered by NJ TRANSIT

ALTERNATE TRAVEL OPTIONS ON WEEKDAYS TO/FROM NEW YORK FOR M&E MIDTOWN DIRECT CUSTOMERS

JULY 10-SEPTEMBER 1



WEEKDAY EARLY MORNING MIDTOWN DIRECT TRAINS TO PENN STATION NEW YORK (PSNY)

Train 6602 (5:44 a.m. arrival at PSNY)
Train 6604 (6:29 a.m. arrival at PSNY)
Train 6696 (6:54 a.m. arrival at PSNY)
Train 6306 (6:58 a.m. arrival at PSNY)

No return weekday Midtown Direct service from New York – Return via Hoboken
Hoboken passes and tickets are accepted on these trains.

BUS SERVICE TO/FROM PORT AUTHORITY BUS TERMINAL (PABT)

NJ TRANSIT Express Shuttle Bus
To PABT from South Orange Station (6 a.m.-10 a.m.) – Return 107 bus service available all day (no express)

To PABT from Summit and Maplewood stations (7 a.m.-9 a.m., every 30 minutes on the hour) – There is no return bus service to these stations; return via Hoboken or use Lakeland bus service from PABT (Summit only)

NJ TRANSIT 108 Bus
To PABT from Newark Penn Station (all day) – Return service available all day

Newark Broad Street Station Express Bus
To PABT (6 a.m.-10 a.m. only) – There is no return bus service to this station; return via Hoboken or use alternate bus service from PABT

Private Bus Carriers – Lakeland, DeCamp and Community Coach (all day)

TICKETING INFO

Discounted Hoboken Passes/Tickets

Weekdays – Hoboken passes and tickets are valid on most travel options listed, including on PATH, NY Waterway and private bus carrier services noted. Hoboken passes and tickets are accepted on early morning M&E Midtown Direct trains. Hoboken passes and tickets will not be valid for rail service to/from Newark Penn Station or on other rail lines.

Weekends – Hoboken monthly and weekly passes are accepted for travel on Midtown Direct trains to/from New York. One-way and reduced fare tickets with Penn Station New York as the final destination must be purchased to travel to/from New York.

Penn Station New York Passes/Tickets

Weekdays – Penn Station New York passes and tickets must be purchased for travel on rail service to/from New York. Hoboken passes and tickets are valid on early morning M&E Midtown Direct service and on Newark Light Rail connecting service to/from Newark Penn Station.

Weekends – If traveling without a monthly or weekly pass, purchase a one-way or reduced fare ticket with Penn Station New York as the final destination to travel on Midtown Direct trains to/from New York. Discounted Hoboken monthly and weekly passes are valid for travel on weekend M&E trains to/from New York.

Purchase Round-Trip Tickets

Ease your commute by buying round-trip tickets. You will need an NJ TRANSIT rail ticket or pass to board service provided by other carriers to/from New York.

HOBOKEN TRAVEL OPTIONS TO/FROM NEW YORK

PATH

To/from 33rd and World Trade Center stations (6 a.m. Monday to 2 a.m. Saturday)

NY Waterway Ferry

To Midtown/W. 39th St. (7 a.m.-10 a.m., every 15 minutes)
From Midtown/W. 39th St. to Hoboken (4 p.m.-8 p.m., every 15 minutes)

To/from Pier 11-Wall St. (all day, regular service)

To/from World Financial Center (all day, regular service)

NJ TRANSIT 126 Bus Route

To/from Port Authority Bus Terminal (all day)

SERVICE CONNECTIONS TO NEW YORK FROM NEWARK BROAD ST. STATION

New York Pass/Ticket Required

From Newark Broad St. Station, connect with Newark Light Rail service and travel to Newark Penn Station (6:30 a.m.-9:30 a.m. and 3:30 p.m.-8 p.m. service, every 10 minutes during these times – Other times 30 minutes) (A New York pass/ticket is required or a valid Hoboken monthly or weekly pass)

At Newark Penn Station, connect with Northeast Corridor, North Jersey Coast Line or Raritan Valley Line service to/from New York (regular service) (A New York pass/ticket is required)

To PABT (6 a.m.-10 a.m. only) – There is no return bus service to this station; return via Hoboken or use alternate bus service from PABT

MORE INFORMATION

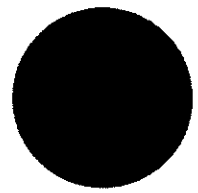
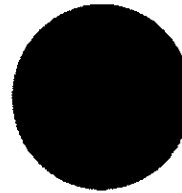
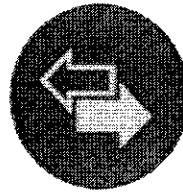
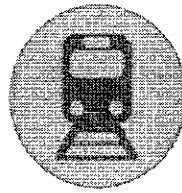
To minimize the impact to our M&E customers, we are offering deep fare discounts and cross-honoring rail tickets with PATH, buses and NY Waterway ferries in Hoboken to access New York City. We will provide special ferry service between Hoboken Terminal and W. 39th St. that will operate every 15 minutes during peak hours.

We have a comprehensive communications campaign – including a dedicated online information portal njtransit.com/theupdate – to keep you updated on Amtrak's progress and will have a full complement of yellow-vested employee ambassadors at key locations to assist you. If you need more information, call us at (973) 275-5555 (8:30 a.m.-5 p.m. daily) or reach out to us through Contact Us on our website.

Download NJ TRANSIT's Mobile App for easy access to service information and advisories, ticket purchases via MyTix, real-time train departure status through DepartureVision, and other features to assist you during your commute.

NJTRANSIT.COM/THEUPDATE





WHERE CAN I USE MY HOBOKEN PASS OR TICKET?

July 10 through September 1, 2017

WEEKDAYS	Service	Monthly	Weekly	10-Trip	One-Way/Round Trip	
	Four Early M&E Midtown Direct Trains	Will be accepted				
	M&E	Cross-honoring at Hoboken Terminal PATH/NYW/NJT 126 Bus				
	M&E and NJT Sponsored Bus Service Options*	Cross-honoring on NJT Bus/Private Carriers along M&E/Newark Broad, South Orange, Maplewood and Summit Express shuttle Buses to PABT				
	Montclair-Boonton, PVL, Main/Bergen, NEC, NJCL, RVL	Cross-honoring at Hoboken Terminal PATH/NYW/NJT 126 Bus				
	Newark Light Rail - Newark Broad to Newark Penn	Cross-honored		M&E tickets cross-honored		
	Newark Penn for NEC/NJCL/RVL Trains to PSNY or Newark Broad Transfer to Montclair-Boonton to PSNY	Need a NY Ticket				

WEEKENDS	Service	Monthly	Weekly	10-Trip	One-Way/Round Trip	
	M&E PSNY	Will be accepted		Must have NY Ticket		
	M&E and NJT Sponsored Bus Service Options*	Not cross-honoring				
	Montclair-Boonton, PVL, Main/Bergen, NEC, NJCL, RVL	No cross-honoring at Hoboken Terminal PATH/NYW/NJT 126 Bus				
	Newark Light Rail - Newark Broad to Newark Penn	Cross-honored		Not cross-honored		
	Newark Penn for NEC/NJCL/RVL Trains to PSNY	Need a NY Ticket				
Newark Broad Transfer to Montclair-Boonton to Hoboken	Will be accepted					

July 1- July 9, Hoboken passes will be accepted on M&E Midtown Direct Trains to/from PSNY

*Lakeland, DeCamp and Community Coach

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ADDITIONAL APPENDIX MATERIALS
SUBMITTED TO THE
SENATE LEGISLATIVE OVERSIGHT COMMITTEE
ASSEMBLY JUDICIARY COMMITTEE

for the
July 19, 2017 Meeting

Submitted by the Senate Legislative Oversight and Assembly Judiciary Committees:

Jeff Davis, "House Dot Appropriations Bill Released; Makes \$900M Available for NY/NJ Gateway Program," *ENO TRANSPORTATION WEEKLY*, July 13, 2017. ©Eno Transportation Foundation.

Christopher Maag, "First week of 'Summer of Hell' proves bearable, but commuters still wary of future," *NorthJersey.com*, July 16, 2017. ©2017 NorthJersey.com.

Elise Young, "N.J. Transit Stages Record Raid on Capital Account to Pay Bills," *Bloomberg*, July 14, 2017. ©2017 Bloomberg L.P.

Ryan Hutchins, "Amtrak: Penn Station 'summer of hell' work ahead of schedule," *POLITICO New Jersey*, July 14, 2017. ©2017 POLITICO LLC.