



# Amtrak Fact Sheet, Fiscal Year 2006

## State of New Jersey

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### Amtrak Service & Ridership

Amtrak operates approximately 110 trains daily in New Jersey, primarily *Acela Express*, *Regional*, *Keystone* and *Metroliner* trains. *Metroliner* service was replaced by an expanded *Acela Express* service effective October 30, 2006. Amtrak also operates the following long-distance trains through New Jersey:

- The *Crescent* (daily New York-Trenton-Atlanta-New Orleans)
- 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 shorter-distance trains through New Jersey:

- 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.)

The *Clockers* (Philadelphia-Trenton-New York), a service formerly provided by Amtrak, were turned over to New Jersey Transit (as a Trenton-New York service) as of 10/31/05.

During FY06 Amtrak served the following New Jersey locations:

<u>City</u>	<u>Boardings + Alightings</u>
Metropark	362,355
New Brunswick	7,882
Newark*	609,184
Newark Airport	96,382
Princeton Junction	65,679
Trenton	436,058
<b>Total New Jersey Station Usage:</b>	<b>1,577,540</b>

\* Newark is the 13th busiest station in the national Amtrak System

### Procurement/Contracts

Amtrak expended \$30,260,012 goods and services in New Jersey in FY06. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Belmawr	\$ 2,872,687
Bridgeport	\$ 2,568,833
Ewing	\$ 1,417,524
Hackensack	\$ 4,468,457
Hamilton	\$ 2,877,521
Piscataway	\$ 1,365,333
South Plainfield	\$ 1,345,829

## **Employment**

During fiscal year 2006, Amtrak employed 1,648 New Jersey residents. Total wages of Amtrak employees living in New Jersey were \$93,982,435 during this period.

## **Partnerships**

New Jersey Transit (NJT) operates more than 400 trains weekdays (about half on weekends) on the Northeast Corridor (NEC). To address the needs for increased capacity, fire/life safety improvements to the tunnels leading to and from Manhattan, and improved reliability of service on the NEC, Amtrak and NJT participate in a Joint Benefits Agreement that will provide more than \$200 million for investment in important projects. This agreement expired on November 30, 2006, but NJT and Amtrak have begun talks on extending it through September 30, 2007. The remaining Philadelphia-New York *Checker* trains were turned over to NJT on October 31, 2005, and are now Trenton-New York NJT trains.

As part of its Access to the Region's Core project, NJT is planning to construct a new station at 34th Street in Manhattan, improvements to the existing Penn Station, and new tunnels under the Hudson River. The project is intended to double the rail capacity under the Hudson from New Jersey. NJT is nearing completion of the Draft Environmental Impact Statement and has received federal permission to begin actual design of the project. Amtrak has been participating in the planning of this \$6-billion project.

## **Station Upgrades**

NJT has started construction on a project to expand and upgrade the station at Trenton, which is used by Amtrak, NJT commuter trains, NJT River LINE light-rail trains, and SEPTA commuter trains. The \$56.6 million project is expected to be completed in 2007.