



Amtrak Fact Sheet Fiscal Year 2021 State of New Jersey

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated 77 trains per day in New Jersey, as part of the following routes:

- **Long Distance**
 - Cardinal* (thrice weekly New York-Washington-Charlottesville-Charleston-Cincinnati-Indianapolis-Chicago)
 - Crescent* (daily New York-Washington-Charlottesville-Charlotte-Atlanta-Birmingham-New Orleans)
 - Palmetto* (daily New York-Washington-Richmond-Charleston-Savannah)
 - Silver Meteor* (daily New York-Washington-Richmond-Charleston-Savannah-Jacksonville-Miami)
 - Silver Star* (daily New York-Washington-Richmond-Columbia-Savannah-Jacksonville-Tampa-Miami)
- **State Supported**
 - Carolinian* (daily New York-Washington-Richmond-Selma/Smithfield-Raleigh-Charlotte)
 - Pennsylvanian* (daily New York-Trenton-Philadelphia-Harrisburg-Pittsburgh)
 - Vermont* (daily Washington-Philadelphia-New York-New Haven-Berlin-Springfield-Essex Junction-St. Albans)
- **Northeast Corridor**
 - Acela* (daily Washington-Baltimore-Wilmington-Philadelphia-Newark-New York-New Haven-Providence-Boston)
 - Northeast Regional* (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)

Stations Served

During FY 2021, Amtrak served the following locations in New Jersey.

City (Code)	Ridership
Metropark (Iselin) (MET)	109,117
New Brunswick (NBK)	11,289
Newark Liberty International Airport (EWR)	52,945
Newark Penn Station (NWK)	284,343
Princeton Junction (PJC)	17,193
Trenton (TRE)	121,909
Total New Jersey Station Usage:	596,796

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. 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 customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch Railroad	54.1%
<i>Crescent</i>	Norfolk Southern	54.6%
<i>Palmetto</i>	CSX	60.7%
<i>Silver Meteor</i>	CSX, Florida Central Rail Corridor, Florida DOT	55.0%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Central Rail Corridor, Florida DOT	44.6%
<i>Carolinian</i>	CSX, Norfolk Southern	69.2%
<i>Pennsylvanian</i>	Norfolk Southern, Amtrak	72.2%
<i>Vermonteer</i>	Massachusetts DOT, Metro-North, New England Central	86.7%
<i>Acela</i>	Amtrak, Metro-North	82.8%
<i>Northeast Regional (spine)</i>	Amtrak, Metro-North	87.6%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers’ experience.

Amtrak Guest Rewards

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 442,318 members listing an address in New Jersey. This is a 5.7% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In New Jersey, Amtrak spent \$94,705,256, broken down in the following locations:

City	Amount (\$)
Basking Ridge	1,090,806
Bellmawr	2,010,793
Bridgeport	1,612,508
Cherry Hill	286,845
Cinnaminson	2,095,852
Clifton	674,843
Collingswood	255,087
Cranford	3,349,959

City	Amount (\$)
East Windsor	939,976
Edison	9,093,519
Florham Park	504,163
Folsom	309,267
Freehold	301,758
Hammonton	1,131,301
Hillside	157,851
Iselin	841,648
Jersey City	488,811
Kearny	166,130
Kenilworth	1,065,618
Lambertville	2,303,399
Maplewood	358,292
Medford	133,200
Moorestown	1,506,271
Morris Plains	166,933
Morristown	314,022
Mount Laurel	1,774,159
Newark	12,856,437
Orange	764,689
Paramus	3,033,541
Parsippany	13,977,337
Paterson	13,928,704
Pedricktown	117,665
Pennsauken	517,163
Perth Amboy	216,613
Piscataway	3,265,339
Princeton	750,897
Rahway	789,082
Ridgewood	166,115
Robbinsville	142,662
Roseland	174,146
Runnemede	1,081,767
Saddle Brook	1,357,172
Secaucus	238,121
Sicklerville	416,953
South Plainfield	414,995
Sparta	149,794
Springfield	428,151
Thorofare	172,241
Totowa	119,757
Vineland	1,528,134
Voorhees	848,440
Wayne	110,046
Weehawken	445,443
West Trenton	109,071
Whippany	252,987

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 1,541 New Jersey residents. Total FY 2021 wages were \$1.54 billion, of which New Jersey residents earned \$158,447,491.

Section 212 Service

Congress authorized the Northeast Corridor (NEC) Commission in the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) and charged it with developing a formula to allocate NEC capital and operating costs based on usage, making recommendations to Congress, and facilitating collaborative planning. The Commission is made up of 18 members, including representatives from each of the eight NEC states, the District of Columbia, Amtrak, and the U.S. Department of Transportation. The Commission was chartered in 2010 to focus on near-term strategies to stabilize the NEC and establish a foundation for future growth through unified regional action. Given the importance of Amtrak's NEC to the many communities it serves, and the fact that it crosses so many state and local borders in the region, the NEC Commission seeks to simplify coordination among these stakeholders to ensure the development and implementation of an effective modernization program.

Additional Information

Partnerships

New Jersey Transit (NJT) operates more than 400 weekday trains (about half as many 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.

Bipartisan Infrastructure Law

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or "Bipartisan Infrastructure Law," provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

Amtrak Connects US

In 2021, Amtrak released the Amtrak Connects US vision for growing America's passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

Station Improvements

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.

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 – demonstrated a joint commitment to improving the customer and travel experience throughout the state. Customers can see improvements at New Brunswick, Trenton Transit Center, Princeton Junction, and Elizabeth.

The work took 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

The Gateway Program is a series of rail infrastructure projects to improve and expand the most congested 10-mile section of the NEC – between New York City and Newark. Gateway will first add needed resiliency and ultimately create the capacity for an approximate doubling of passenger trains under the Hudson River into New York Penn Station. The program accelerated in 2021 with the new Administration, allowing critical elements to move forward.

Hudson Tunnel Project: Federal environmental review was completed in FY 2021 as the Federal Railroad Administration and Federal Transit Administration (FTA) issued a joint Final Environmental Impact Statement and Record of Decision for the project. This allowed Amtrak to acquire a critical piece of property on the West Side of Manhattan, where the future tunnel shaft and ventilation facility will be built. Preliminary Engineering advanced and an updated financial plan was submitted to the FTA with an updated cost estimate of \$12.3 billion, including construction of a new Hudson River Tunnel and rehabilitation of the existing century-old tubes damaged by Hurricane Sandy.

Portal North Bridge: With a \$766.5 million funding commitment from the FTA, NJ TRANSIT – with support from Amtrak – began procurement and selected a contractor for the nearly 2.5-mile-long project that will replace the moveable 111-year-old Portal Bridge with a modern, higher clearance fixed span. Pre-construction activity on the site advanced in 2021 in preparation for the start of major construction in early 2022.

Penn Station New York Expansion: Amtrak and its regional partners advanced planning and development of the Penn Station New York® Expansion project in 2021. Expansion of the tracks and platforms is a critical component of the Gateway Program. As owner of Penn Station, Amtrak spent much of 2021 engaged in robust dialogue with regional stakeholders as planning for the future of the station moved forward.

Bergen Loops, Sawtooth Bridges, Dock Bridge Rehabilitation, Harrison Fourth Track, and other New Jersey-based Gateway projects advanced in 2021 and were included in the Northeast Corridor Commission's Connect 2035 framework. With potential funding made possible by passage of the IIJA, these projects are poised to accelerate from planning to delivery in 2022 and beyond.

AMTRAK ROUTES IN NEW JERSEY

