



Amtrak Fact Sheet Fiscal Year 2023 State of New Jersey

Amtrak Service & Ridership

At the end of FY 2023, Amtrak operated over 80 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)
 - Keystone** (daily New York-Trenton-Philadelphia-Paoli-Lancaster-Elizabethtown-Harrisburg)
 - 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 2023, Amtrak trains served the following locations in New Jersey.

City (Code)	Ridership
Metropark (MET)	292,516
New Brunswick (NBK)	28,587
Newark (Penn Station) (NWK)	671,703
Newark – Liberty International Airport (EWR)	154,824
Princeton Junction (PJC)	86,015
Trenton (TRE)	342,937
Total New Jersey Station Usage:	1,576,582

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 (OTP) 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 OTP in FY 2023:

Service	Host Railroad (s)	FY23 OTP
<i>Cardinal</i>	CSX, Norfolk Southern, Buckingham Branch Railroad	58%
<i>Crescent</i>	Norfolk Southern	57%
<i>Palmetto</i>	CSX	67%
<i>Silver Meteor</i>	CSX, Florida Central Rail Corridor, Florida DOT	53%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Central Rail Corridor, Florida DOT	49%
<i>Carolinian</i>	CSX, Norfolk Southern	61%
<i>Keystone</i>	Amtrak	94%
<i>Pennsylvanian</i>	Norfolk Southern, Amtrak	79%
<i>Vermonter</i>	Massachusetts DOT, Metro-North, New England Central	70%
<i>Acela</i>	Amtrak, Metro-North	81%
<i>Northeast Regional</i> (main line)	Amtrak, Metro-North	82%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within 10 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 2023, there were approximately 16.7 million members of *Amtrak Guest Rewards* (AGR), with 595,028 members listing an address in New Jersey. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

Procurement

In FY 2023, Amtrak procured goods and services worth \$3.71 billion, and 99.0% of that figure was sourced from firms headquartered domestically. In New Jersey, Amtrak spent \$227,798,628 broken down in the following locations:

City	Amount (\$)
Avenel	125,022
Basking Ridge	1,259,973
Bellmawr	2,441,807
Berlin	1,036,566
Bloomfield	221,600
Bordentown	210,155
Bridgeport	1,579,194
Burlington	107,937
Cherry Hill	111,964
Cinnaminson	2,031,061
Clifton	1,022,781
Collingswood	967,025
Cranford	7,207,989
Delran	503,191
East Brunswick	339,881
East Windsor	384,744
Edison	23,127,005
Folsom	212,950
Freehold	777,471
Hackensack	4,664,003
Hainesport	196,024
Hammonton	3,211,718
Hightstown	115,191
Hillside	191,077
Iselin	1,014,166
Jersey City	1,289,535
Kearny	193,172
Kenilworth	1,026,600
Lakewood	300,265
Manchester	363,908
Maple Shade	178,976
Maplewood	293,960
Matawan	463,707
Medford	141,000
Midland Park	194,319

Montclair	616,596
Moorestown	3,649,452
Morris Plains	368,363
Morristown	327,074
Mount Laurel	8,289,095
New Brunswick	163,064
Newark	59,713,203
Paramus	3,772,077
Parsippany	14,836,102
Paterson	29,934,526
Pedricktown	270,650
Pennsauken	1,210,748
Perth Amboy	424,919
Piscataway	4,948,567
Pitman	147,220
Point Pleasant	134,814
Princeton	1,352,563
Rahway	3,975,809
Red Bank	357,862
Robbinsville	364,713
Runnemede	1,527,182
Saddle Brook	1,977,634
Somerset	728,861
Somerville	274,561
South Plainfield	1,232,759
Springfield	3,665,046
Sussex	202,377
Thorofare	905,618
Totowa	1,257,432
Vineland	2,882,933
Voorhees	838,645
Warren	700,669
Weehawken	577,939
West Berlin	145,140
West Trenton	4,708,769
Whippany	351,223
Williamstown	170,395
Woodcliff Lake	11,498,828

Employment & Wages

At the end of FY 2023, Amtrak employed 22,642 people, including 2,152 New Jersey residents. Total FY 2023 wages were \$2.21 billion, of which New Jersey residents earned \$234,909,619.

Additional Information

Service Expansion and Improvements

Gateway Program: The Gateway Program is a series of rail infrastructure projects to improve and expand the most congested 10-mile section of the Northeast Corridor (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 Gateway Development Commission (GDC) is a public and government-sponsored authority empowered to facilitate and coordinate activities and encourage others to effectuate the Gateway Program.

Hudson River Tunnel Project: The GDC assumed the role of Project Sponsor for the Hudson Tunnel Project in 2022. In July 2023, the Federal Transit Administration (FTA) announced that the Hudson Tunnel Project had entered the Engineering Phase of the Capital Investment Grants (CIG) Program. The project is set to receive up to \$6.88 billion from the FTA.

With additional federal funding, Amtrak’s contribution, and commitments from the States of New York and New Jersey, as well as the Port Authority of New York and New Jersey, the project began early construction work in 2023, including the Hudson Yards Concrete Casing – Section 3 project which Amtrak is advancing in partnership with GDC. Major tunnel construction activities are expected to begin in 2024. The next step is to reach a Full Funding Grant Agreement (FFGA) between the FTA and the GDC, expected in 2024.

Portal North Bridge: This project is currently in construction under a contract held by NJ TRANSIT with Skanska/Traylor Brothers. The project will replace the 114-year-old existing Portal Bridge with a modern, higher clearance fixed span that does not open and close for marine traffic. At the end of FY 2023, the project was 36% complete and on schedule for completion in 2027. The roughly 2.5-mile-long project area is funded through a \$766.5 million commitment from FTA with additional funding from NJ TRANSIT and Amtrak. A second, two-track Portal South Bridge span is envisioned as part of the Gateway Program and when complete will double track capacity across the Hackensack River.

Sawtooth Bridges, Dock Bridge Rehabilitation, Harrison Fourth Track, and other New Jersey-based Gateway projects advanced through design in 2023 and secured significant funding via the Infrastructure Investment and Jobs Act-created Federal State Partnership for Intercity Passenger Rail. Amtrak continues to work with partners to advance the projects through the planning and engineering stages into construction and delivery.

Daily *Cardinal* Service: Amtrak received a federal Corridor Identification and Development Program (CIDP) grant for daily frequencies on its *Cardinal* service between New York and Chicago, which stops in Newark, and Trenton, NJ.

Commuter Services-Partnerships

NJ TRANSIT (NJT) operates more than 400 weekday trains (about half as many on weekends) on the 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 Improvements

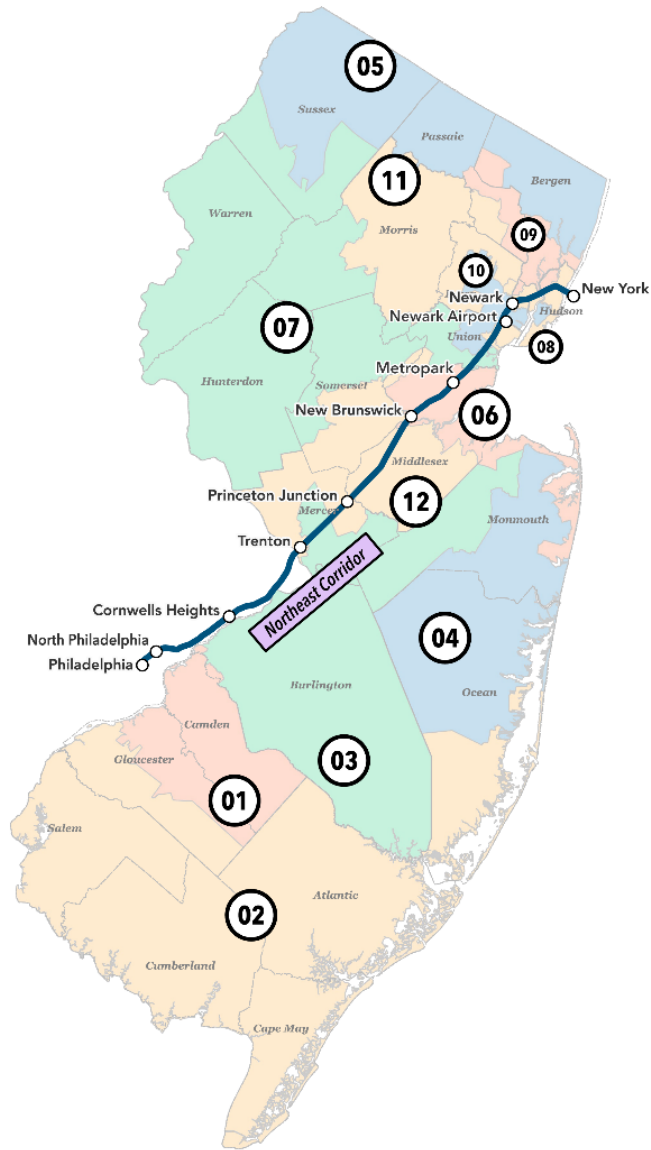
The Americans with Disabilities Act of 1990 (ADA) requires that stations in the intercity rail transportation system be made readily accessible to and usable by individuals with disabilities. In response, Amtrak developed an ADA Stations Program to bring the stations it serves (and for which it has ADA responsibility) into compliance with ADA requirements and to provide the best possible service to passengers with disabilities in the shortest timeframe and most integrated and efficient way possible.

Newark Penn Station: Opened in 1935, Newark Penn Station was designed as a high-capacity, multimodal facility. With funding from the FTA, 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.

In October 2019, Governor Phil Murphy, Amtrak Board Chair Tony Coscia, and NJ TRANSIT President and CEO Kevin Corbett announced start of construction work at four New Jersey train stations, a result of a joint commitment of NJ TRANSIT and Amtrak to improve the customer and travel experience throughout the state. 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 included the addition of two new elevators; updating the existing two elevators; the addition of ADA-complaint ramps; and building new high-level platforms, which also increased the platform area for passengers.
- **Trenton Transit Center:** Replacement of damaged timber boards that were located past the yellow warning stripe on the platform to improve customer safety, and construction of a new ADA-compliant ticket counter at the station.
- **Princeton Junction:** General platform repairs to improve customer safety, including the refresh of platforms that had deteriorated for decades from exposure to weather and de-icing agents. This included reinforcing the platform supports, patching concrete, repainting the yellow warning stripe, and general repair of the stairs and handrails.

AMTRAK ROUTES IN NEW JERSEY



Track Ownership	
■ Amtrak	■ CSX
■ BNSF	■ NS
■ CN	■ UP
■ CPKC	■ Other

① Congressional District

▭ Route Name