



Amtrak in New Jersey

Fiscal Year 2024



Amtrak is America's Railroad,[®] created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, three Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2024, Amtrak operated an average of **around 95 intercity trains per day** on 11 permanent routes serving New Jersey, with **1,870,426 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

▪ Northeast Corridor Trains

- **Acela** — Boston - Providence - New Haven - New York - Newark (NWK) - Philadelphia - Wilmington - Baltimore - Washington, DC (11 round trips daily)³
- **Northeast Regional** — Boston - Providence - New Haven - New York - Newark (NWK & EWR) - Trenton - Philadelphia - Wilmington - Baltimore - Washington, DC (22 round trips daily)⁴

▪ State-Supported Trains

- **Carolinian** — New York - Newark (NWK) - Trenton - Philadelphia - Wilmington - Baltimore - Washington, DC - Richmond - Raleigh - Charlotte (1 round trip daily)
- **Keystone Service** — New York - Newark (NWK & EWR) - Trenton - Philadelphia - Harrisburg (11.5 round trip daily)
- **Pennsylvanian** — New York - Newark (NWK) - Trenton - Philadelphia - Harrisburg - Pittsburgh (1 round trip daily)
- **Vermont** — St. Albans - Essex Junction (Burlington) - Springfield - Hartford - New Haven - New York - Newark (NWK) - Trenton - Philadelphia - Wilmington - Baltimore - Washington, DC (1 round trip daily)

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.

³ Not all trips serve full route.

⁴ Not all trips serve full route. Additionally, 2 round trips originate / terminate in Springfield, Massachusetts, rather than Boston, but follow the standard Northeast Regional route south of New Haven, Connecticut; 8 round trips originate / terminate at various endpoints in Virginia (3 in Norfolk, 2 in Newport News, 2 in Roanoke, and 1 in Richmond), but follow the standard Northeast Regional route north of Washington, DC. Travel by these trains outside of the Northeast Corridor spine is State-Supported service sponsored by, respectively, the Massachusetts and Connecticut Departments of Transportation (MassDOT / CTDOT) and by the Virginia Passenger Rail Authority (VPR).



- **Long-Distance Trains**

- **Cardinal** — New York - Newark (NWK) - Trenton - Philadelphia - Wilmington - Baltimore - Washington, DC - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago
(3 round trips weekly)
- **Crescent** — New York - Newark (NWK) - Trenton - Philadelphia - Wilmington - Baltimore - Washington, DC - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans
(1 round trip daily)
- **Palmetto** — New York - Newark (NWK) - Trenton - Philadelphia - Wilmington - Baltimore - Washington, DC - Richmond - Fayetteville - Charleston - Savannah (1 round trip daily)
- **Silver Meteor** — New York - Newark (NWK) - Trenton - Philadelphia - Wilmington - Baltimore - Washington, DC - Richmond - Fayetteville - Charleston - Savannah - Orlando - Miami (1 round trip daily)
- **Silver Star** — New York - Newark (NWK) - Trenton - Philadelphia - Wilmington - Baltimore - Washington, DC - Richmond - Raleigh - Columbia - Savannah - Orlando - Tampa - Miami (1 round trip daily)⁵

As **State-Supported routes**, the *Carolinian*, *Keystone Service*, *Pennsylvanian*, and *Vermont* are operated in partnership with the North Carolina Department of Transportation (NCDOT; *Carolinian*), the Pennsylvania Department of Transportation (PennDOT; *Keystone Service* and *Pennsylvanian*), the Connecticut Department of Transportation (CTDOT; *Vermont*), the Massachusetts Department of Transportation (MassDOT; *Vermont*), and the Vermont Agency of Transportation (VTrans; *Vermont*).⁶ Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service. In FY 2024, sponsoring partners funded a total of \$20.2 million in operating payments for the State-Supported routes serving Pennsylvania, helping support a combined total ridership on those routes⁷ of 1,959,443.

Thruway Connections

Some Amtrak routes offer partner-operated **Thruway connecting service** and/or other interline connections to additional communities (including in New Jersey), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners, or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

⁵ Effective Nov. 10, 2024, the *Silver Star* (New York - Miami) and *Capitol Limited* (Chicago - Washington, DC) are being temporarily combined into a new route, the *Floridian* (Chicago - DC - Miami), to accommodate regional capacity constraints created by a capital project in New York. The *Floridian* offers a single-seat connection between the Midwest and Florida, but does not serve *Silver Star* station stops north of Washington.

⁶ Off-NEC extension of certain *Northeast Regional* frequencies serving New Jersey also supported by one or more state governments.

⁷ Unlike state- / station-specific ridership, total *route* ridership equals sum of all boardings and alightings divided by two.

Stations

During FY 2024, Amtrak intercity trains made scheduled stops at 6 locations in New Jersey:

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁸
Iselin (<i>Metropark</i>) (MET)	339,709	None	N/A	—
Newark (<i>Penn. Station</i>) (NWK)	794,461	None	N/A	—
Newark Airport (EWR)	182,119	None	N/A	—
New Brunswick (NBK)	43,997	None	N/A	—
Princeton Junction (PJC)	123,612	None	N/A	—
Trenton (TRE)	386,528	Partial	Complete	\$653,656
Total:	1,870,426	1/6	Complete	\$653,823

Importantly, Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 385 communities nationwide, including a **roughly \$654,000 investment in New Jersey**. All Amtrak-responsible work is targeted for completion by the end of FY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

Additional Footprint

The Boston-to-Washington **Northeast Corridor**, currently America’s only electrified high-speed rail corridor, passes through New Jersey; Amtrak owns, maintains, and/or operates most of the NEC, including all track in the state, and provides access to other railroads at a fair cost, consistent with statute. (For instance, Amtrak-owned track in New Jersey is used by New Jersey Transit (NJT) and Southeastern Pennsylvania Transportation Authority (SEPTA) commuter trains.) To support this critical rail infrastructure, Amtrak maintains a **maintenance-of-way facility** in North Brunswick (Adams Yard).

Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

⁸ “Amtrak ADA Investment” describes Amtrak’s projected total investment in compliance work over the lifetime of ADASP. Total does not sum due to certain de minimis expenditures and credits to ADASP not shown in table.

Listed below are the Amtrak routes that operate in New Jersey, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁹ in FY 2024:

Route	In-State Host(s)	C-OTP
Northeast Corridor		
<i>Acela</i>	Amtrak	77.8%
<i>Northeast Regional</i>	Amtrak	80.4%
State-Supported		
<i>Carolinian</i>	Amtrak	50.9%
<i>Keystone</i>	Amtrak	92.1%
<i>Pennsylvanian</i>	Amtrak	70.1%
<i>Vermont</i>	Amtrak	68.2%
Long-Distance		
<i>Cardinal</i>	Amtrak	57.5%
<i>Crescent</i>	Amtrak	58.7%
<i>Palmetto</i>	Amtrak	66.1%
<i>Silver Meteor</i>	Amtrak	46.9%
<i>Silver Star</i>	Amtrak	40.8%

Procurement

Amtrak’s procurements are subject to “Buy America”-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$423.9 million** went to vendors in New Jersey:

Community	Amount
Newark	\$227,236,153
New York	\$39,631,345
Paterson	\$34,222,565
Edison	\$19,283,080
Parsippany	\$12,254,406
Woodcliff Lake	\$8,224,260
Paramus	\$6,770,582
Cranford	\$5,939,845
Piscataway	\$5,453,325
Morristown	\$5,030,748
Moorestown	\$3,897,485
Hackensack	\$3,669,419

⁹ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop, but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Community	Amount
West Trenton	\$3,582,514
Rahway	\$3,125,491
Hammonton	\$2,978,617
Vineland	\$2,948,947
Bridgeport	\$2,612,596
Cinnaminson	\$2,418,781
Mt. Laurel	\$2,111,793
Runnemede	\$1,783,372
Fairfield	\$1,722,438
Hoboken	\$1,512,039
Princeton	\$1,356,996
Collingswood	\$1,236,344
Clifton	\$1,194,970
Iselin	\$1,187,805
Montclair	\$1,142,367
Somerset	\$1,081,453
Pennsauken	\$1,050,553
Springfield	\$970,052
Voorhees	\$960,483
Saddle Brook	\$958,666
Kenilworth	\$906,884
Bellmawr	\$848,698
Holmdel	\$783,313
Liberty Corner	\$710,388
Weehawken	\$618,909
Cherry Hill	\$603,604
Jersey City	\$600,729
Hillside	\$535,915
Freehold	\$504,198
All Others < \$500K	\$10,278,328
Total NJ Payments:	\$423,941,067

The single largest in-state payment category was **construction services**.

Employment & Compensation

At the end of FY 2024, **953 Amtrak employees** worked in New Jersey, and the company had paid out a total of **\$80,640,333 in base wages and salary** in-state. Nationwide, Amtrak employed more than 22,000 active workers; total base wages and salaries for the year exceeded \$2.1 billion.

Current Amtrak Routes in New Jersey

("Northeast Corridor" hosts Acelas, Northeast Regionals, and State-Supported and Long-Distance trains)

- (01) Congressional District
 Route Name

