



Amtrak in New Jersey

Fiscal Year 2025



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 2025, the company's 21,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 34.5 million passengers. Amtrak's network includes 526 regularly-scheduled stops across 46 states, three Canadian provinces, and Washington, DC. Partner-operated Amtrak Connections offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2025, Amtrak operated an average of **around 106 intercity trains per day** on 11 permanent routes serving New Jersey, with **2,085,953 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

▪ Northeast Corridor Trains

- **Acela** — Boston (BOS & BBY) - Westwood (Route 128) - Providence - New Haven - New York - Philadelphia - Baltimore - Washington, DC (12 round trips daily in FY 2025, increased to 13 round trips daily in FY 2026)
- **Northeast Regional** — Boston (BOS & BBY) - Westwood (Rte. 128) - Providence - New Haven - New York - Philadelphia - Baltimore - Washington, DC (23 round trips daily)

▪ 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 (13 round trips daily)
- **Pennsylvanian** — New York - Newark (NWK) - Trenton - Philadelphia - Harrisburg - Pittsburgh (1 round trip daily)
- **Vermonter** — St. Albans - Essex Junction (Burlington) - Springfield - Hartford - New Haven - New York - Newark (NWK) - Trenton - Philadelphia - Wilmington - Baltimore - Washington, DC (1 round trip daily)

▪ Long-Distance Trains

- **Cardinal** — New York - Newark (NWK) - Trenton - Philadelphia - Wilmington - Baltimore - Washington, DC - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago (3 round trips weekly)

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.

- **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)

Amtrak Connections

Some Amtrak routes offer partner-operated **Amtrak Connections** 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.

Stations

During FY 2025, Amtrak intercity trains made scheduled stops at 6 locations in New Jersey:

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ³
Iselin (Metropark) (MET)	368,392	None	N/A	—
Newark (Penn. Station) (NWK)	884,002	None	N/A	—
Newark Airport (EWR)	201,751	None	N/A	—
New Brunswick (NBK)	53,435	None	N/A	—
Princeton Junction (PJC)	136,236	None	N/A	—
Trenton (TRE)	442,137	Partial	Complete	\$685,295
Total:	2,085,953	1/6	Complete	\$685,295

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 382 communities nationwide, including a **roughly \$685,000 investment in New Jersey**. All Amtrak-responsible work is targeted for completion by the end of CY 2029.

³ "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.

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 under a cost allocation methodology 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 required 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.

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)⁴ in FY 2025:

Route	In-State Host(s)	C-OTP
<i>Northeast Corridor</i>		
<i>Acela</i>	Amtrak	82.4%
<i>Northeast Regional</i>	Amtrak	75.0%
<i>State-Supported</i>		
<i>Carolinian</i>	Amtrak	60.9%
<i>Keystone</i>	Amtrak	87.7%
<i>Pennsylvanian</i>	Amtrak	74.2%
<i>Vermonter</i>	Amtrak	71.6%
<i>Long-Distance</i>		
<i>Cardinal</i>	Amtrak	51.6%
<i>Crescent</i>	Amtrak	75.3%
<i>Palmetto</i>	Amtrak	63.5%
<i>Silver Meteor</i>	Amtrak	49.4%

⁴ 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%.

Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 765,779 members listing an address in New Jersey. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

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 \$5.7 billion for goods and services in FY 2025; 99% of that amount was spent domestically, and **\$301.2 million** went to vendors in New Jersey:

Community	Amount Spent
Paterson	\$105,211,289
Newark	\$72,075,625
Edison	\$11,516,737
Parsippany	\$11,419,227
East Elmhurst	\$10,274,242
Trenton	\$10,189,313
Piscataway	\$8,508,125
Paramus	\$6,527,081
Morristown	\$5,087,043
Jersey City	\$3,335,278
Rahway	\$3,203,525
Bridgeport	\$3,039,627
Hoboken	\$2,921,555
Springfield	\$2,815,665
Hammonton	\$2,729,631
West Trenton	\$2,697,965
Somerset	\$2,380,469
Collingswood	\$2,279,255
Ridgefield Park	\$2,119,010
Runnemede	\$1,958,313
Mt. Laurel	\$1,936,243
Hackensack	\$1,715,829
Woodcliff Lake	\$1,685,487
South Plainfield	\$1,565,640
Holmdel	\$1,414,830
Monmouth Junction	\$1,332,042
Morris Plains	\$1,316,636
Teaneck	\$1,261,168
Kenilworth	\$1,205,291
Pennsauken	\$1,080,309
Iselin	\$830,647

Community	Amount Spent
Weehawken	\$807,916
Hillside	\$798,638
Clifton	\$746,941
Cinnaminson	\$710,094
Matawan	\$704,958
Hainesport	\$633,340
Princeton	\$632,024
Secaucus	\$572,667
Maple Shade	\$562,640
Midland Park	\$551,043
All Others <\$500k	\$8,850,605
Total Payments	\$301,203,964

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

Employment & Compensation

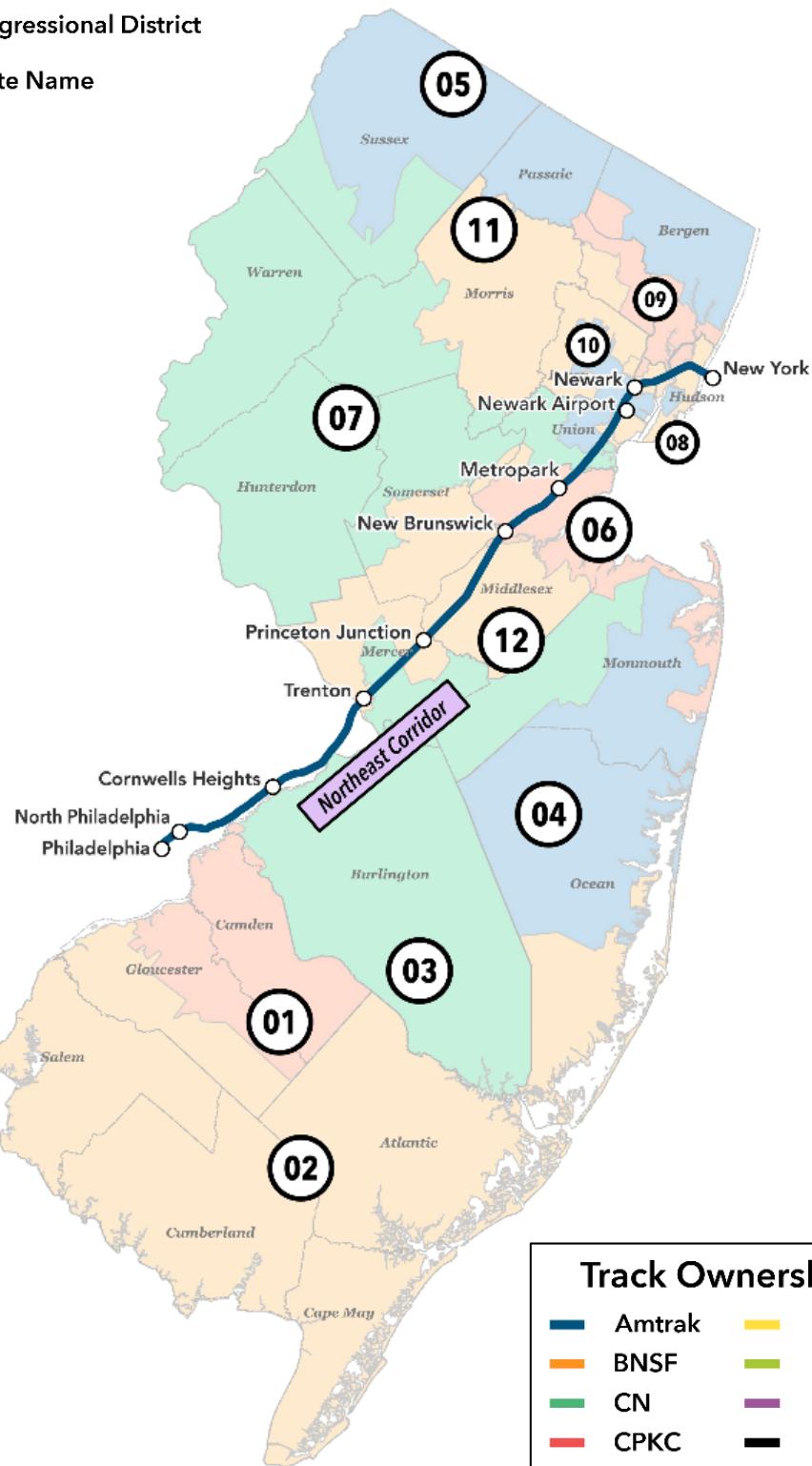
At the end of FY 2025, **2,141 Amtrak employees** lived in New Jersey, and the company had paid out a total of **\$224,937,364 in base wages and salary** in-state. Nationwide, Amtrak employed more than 21,000 active workers; total base wages and salaries for the year were approximately \$2.2 billion.

Current Amtrak Routes in New Jersey

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

01 Congressional District

Route Name



Track Ownership

Amtrak	CSX
BNSF	NS
CN	UP
CPKC	Other