

# **Americans with Disabilities Act (ADA) Progress Report, June 2026**

## **Amtrak-Department of Justice (DOJ) Settlement Agreement Implementation**

### **Reporting period: November 1, 2025 - April 30, 2026**

#### **Settlement Agreement Implementation**

Amtrak's biannual ADA Progress Report provides an overview of the progress made by Amtrak to meet its responsibility with the Americans with Disabilities Act (ADA) and toward implementation of the Amtrak-DOJ settlement agreement signed on December 2, 2020. This public report includes updates on the ADA Stations Program (ADASP); the Accessible Boarding Technologies (ABT) and Passenger Information Display System (PIDS) programs, as well as additional information relevant toward the implementation of the agreement. The requirements applicable to the ADASP will be in effect for 10 years; all other requirements will be in effect for three (3) years. In consultation with DOJ, Amtrak began implementing some of the requirements before the settlement was finalized.

Amtrak is committed to proactively providing accessible, inclusive, and safe experiences to best serve our passengers with disabilities. By identifying opportunities for improvement, while engaging and applying the feedback of the disability community and our passengers with disabilities, Amtrak strives to continue strengthening its accessibility program and services.

#### **ADA Stations Program Overview**

Amtrak's ADA Stations Program (ADASP) is a multi-year program developed to bring the stations, or the components of stations that Amtrak has ADA responsibility for, into compliance with ADA requirements as quickly and as efficiently as possible providing the best possible service to our passengers with disabilities. Previously, the U.S. Congress directed a minimum of \$50 million per year of Amtrak's annual Northeast Corridor and National Network grants be used to advance work to improve accessibility; in 2021 that amount was increased to \$75 million per year. Since January 1, 2022, the program is funded through the Infrastructure Investment Jobs Act (IIJA) and Amtrak has consistently exceeded year-over-year investments in addressing accessibility at stations where Amtrak has responsibility for accessibility, with more than \$182 million invested in ADA programs in Fiscal Year 2025.

Improvements to Amtrak procurement processes have been implemented, allowing ADA projects to move faster through award and completion. The ADASP project work is divided into five (5) phases: survey, assessment, design, construction, and post-assessment (occurring after the project is completed). There are currently 385 stations where Amtrak has some type of ADA responsibility, e.g., station building, passenger platform, and parking. The settlement agreement requires Amtrak to complete 15 station designs per year; provides a flexible timeline for obtaining external approvals; and then, after all external approvals for a station project are in place, Amtrak must complete construction within 36 months.

*As of April 30, 2026, Amtrak's ADA responsibility has been addressed at 205 stations (159 stations where Amtrak has fully met its ADA responsibility and 46 stations where Amtrak has met its ADA responsibility with exception of the passenger platforms, which will require additional work).*

## Highlights and Updates

Since Amtrak's last biannual ADA Progress Report on November 25, 2025, the following progress has been made during the November 1, 2025 – April 30, 2026, reporting period:

- **Eleven (11) stations reached substantial completion and Final completions at Eight (8) stations:**
  - November: Detroit Lakes, MN; Fort Morgan, CO; Havre, MT; Rugby, ND (SC)  
N\A (FC)
  - December: Camden, SC; Granby, CO; Miami, FL (SC)  
Detroit Lakes, MN (FC)
  - January: N\A (SC)  
Columbus, WI; Mount Pleasant, IA (FC)
  - February: N/A (SC)  
Albany, OR (FC)
  - March: Hamlet, NC; Rocklin, CA (SC)  
Fort Morgan, CO (FC)
  - April: Du Quoin, IL; Pomona, CA (SC)  
Camden, SC; Devils Lake, ND; Tomah, WI (FC)
- Completed 4 interim designs (60%); 16 issued for construction (IFC); 13 issued for bid (IFB) station design projects; awarded 0 Design Task Orders; awarded 16 construction projects.
- **Priority Stations<sup>1</sup>**
  - Ardmore, PA – Completed by SEPTA on 3/23/26.
  - Latrobe, PA – Construction continues with completion expected in 2027.
  - Coatesville, PA – Construction continues with completion expected in 2026.
  - Philadelphia – North, PA – Construction continues with completion expected in 2026.
  - Elko, NV – Design is anticipated to complete in 2026 and construction is expected completion in 2027.
  - Amtrak issued advisory language for the seven (7) remaining blocked stations plus three (3) additional stations (Aberdeen, MD; Elko, NV; Yuma, AZ) that have impediments to barrier free access may require additional time and assistance to navigate.
- **Platform Program stations:**
  - (1) 90% Design received: Winona, MN
  - (1) IFB/IFC issued: Battle Creek, MI
  - (1) Under construction: Battle Creek, MI
  - (1) Substantial completion: Havre, MT
    - (2) Final completion: Albany, OR; Mount Pleasant, IA
- **Accessible Boarding Technologies (ABT):**
  - Completed thirteen (13) modified ramp installations.

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<sup>1</sup> Priority Stations – stations without barrier-free access to the platform and train. Affected passengers include those who require accessible paths of travel and level boarding, such as passengers who use wheeled mobility devices and other assistive mobility aids, as well as ambulatory passengers who cannot use stairs. Seven stations currently remain without barrier-free access (Newark, DE; Coatesville, PA; Downingtown, PA; Latrobe, PA; Parkesburg, PA; Philadelphia-North, PA; Harpers Ferry, WV); All projects are progressing.

- Installed eight (8) bridge plate holders.
- **Passenger Information Display System (PIDS):**
  - Program Period of Performance completed March 31, 2026. FRA Closeout reporting in final stages, pending reporting review. Targeting May 31, 2026.

**Snapshot: ADA Stations Program (ADASP), Passenger Information Display System (PIDS), and Accessible Boarding Technologies (ABT)**

<b>Tasks Completed/ Planned</b> <i>Progress Since Last ADA Report, Reporting Period: 11/01/25 – 04/30/26</i>					
Tasks completed	Previously Completed	Completed YTD	In Progress	Upcoming	Progress Since Last Report
Surveys	400	400	–	Complete	–
Assessments	391	391	–	Complete	–
Station Designs Projects	287	302	126	1	15
Station Construction Projects	229	240	74	132	11
PIDS Designs	89	89	–	Complete	–
PIDS Deployments	93	93	0	Complete	–
Bridge Plate Deployments	354	364	4	29	10
Ramp Installments *	129	141	1	89	13

**\*Previous ramp installation numbers were based on work orders closed. Some cars had multiple work orders and were counted twice. This report is based on the number of cars completed.**

**ADA Stations Program (ADASP) Update**

As of April 2026 close, Amtrak’s ADA responsibility has been addressed at 159 of the 385 stations where Amtrak currently has full or partial responsibility. There are an additional 46 locations where Amtrak’s responsibility has been addressed except for the platform, which will require additional work. This totals 205 stations where Amtrak has addressed at least a portion of its responsibility; 240 station construction projects completed in total (see Appendix for ADASP construction spotlights).

- **Station construction as of close April 2026:**
  - 205 stations reached substantial completion (of 385) which include:
    - 159 stations where Amtrak has fully met its ADA responsibility, and
    - 46 stations where Amtrak has met its ADA responsibility, excluding the passenger platforms.
  - In progress: 74 station construction projects
  - Upcoming: 132 station construction projects scheduled through 2030
  - 240 total station construction projects have been completed
- **Station designs as of close April 2026:**
  - 302 station designs completed
  - In progress: 126 station design projects
  - Upcoming: 10 station design projects scheduled through fiscal year 2026
  - 302 total station design projects have been completed

- **Station accessibility assessments:**  
391 station assessments completed (of 391)

### **ADA Stations Program Summary**

- **Station construction (November 1, 2025 – April 30, 2026):**  
**11 stations reached substantial completion<sup>2</sup>**  
Camden, SC; Detroit Lakes, MN; Du Quoin, IL; Fort Morgan, CO; Granby, CO; Hamlet, NC; Havre, MT; Miami, FL; Pomona, CA; Rocklin, CA; Rugby, ND  
**8 stations reached final completion**  
Albany, OR; Camden, SC; Columbus, WI; Detroit Lakes, MN; Devils Lake, ND; Fort Morgan, CO; Mount Pleasant, IA; Tomah, WI

### **ADSP Summary: Station design (November 1, 2025 – April 30, 2026):**

- **16 station design projects Issued for Construction (IFC) (ADASP + Platform Program)**  
Battle Creek, MI; Chico, CA; Fayetteville, NC; Gallup, NM; Garden City, KS; Hammond, LA; Jesup, GA; Lafayette, LA; Las Vegas, NM; Merced, CA; Olympia-Lacey, WA; Old Saybrook, CT; Parkesburg, PA; Plano, IL; Salinas, CA; Sandusky, OH

### **Passenger Information Display System (PIDS)**

Program Period of Performance completed March 31, 2026. FRA Closeout reporting in final stages, pending reporting review. Targeting May 31, 2026.

### **Accessible Boarding Technologies (ABT) Update**

- Amtrak has continued installing new ramps on Superliner I and Superliner II Sleeper cars. During this period (November 1, 2025 - April 30, 2026) there have been thirteen (13) ramps deployed bringing the total number of cars completed to 141.
- Completed thirteen (13) modified ramp installations.
- Installed eight (8) bridge plate holders.

### **ADA Training**

When the CY2025 cycle concluded, 5,419 employees (97.2%) had completed the training. After the 2-year training cycle reset in January 2026, newly revised ADA eLearning was assigned to all customer-facing employees with a December 31, 2026 due date. As of April 30, 2026, 1,562 employees (27.1%) have completed refresher training, and 4,187 employees (72.9%) need to complete training.

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<sup>2</sup> Substantial Completion – station’s primary scope of work has been completed and facilities have been turned over to Amtrak for passenger use; additional work may include punch lists and minor items.