



# FY 2025 Company Profile

For the Period October 1, 2024 – September 30, 2025



The new NextGen Acela<sup>SM</sup> trains offer an elevated experience, with all the amenities that today's travelers expect plus everything one needs to be productive: free, high-speed, 5G-enabled Wi-Fi, individual USB ports, power outlets and reading lights.

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## Did you know?

The name “Amtrak” results from the blending of the words “America” and “track.” It is properly used in documents with only the first letter capitalized. The railroad is officially known as the National Railroad Passenger Corporation.

## Fiscal Year 2025 Highlights

- Amtrak<sup>®</sup> achieved an all-time ridership record in Fiscal Year (FY) 2025, providing 34.5 million customer trips – a 5.1% increase over FY 2024. Adjusted ticket revenue hit a new record of \$2.7 billion. Total operating revenue reached \$3.9 billion, a 9.1% increase over FY 2024.
- Adjusted operating earnings improved by 15.1% over FY 2024 to (\$598.4 million), on track to achieve the company's goal of train operational profitability by FY 2028.
- Deliberate planning and thoughtful execution allowed Amtrak to increase network capacity by 4.3% despite the challenges of an aging fleet. Customers responded with a strong demand for quality service, driving revenue that outpaced ridership. They logged 6.9 billion miles traveled in FY 2025, a new all-time high.
- Amtrak invested a record \$5.5 billion in major capital projects and state-of-good-repair initiatives – a nearly 25% increase over the previous year. This includes \$1.1 billion for track, catenary, signal and structural maintenance, plus progress on major bridge, tunnel and station projects like the [Portal North Bridge](#), [Connecticut River Bridge](#), [East River Tunnel](#), [William H. Gray III 30th Street Station](#) and others detailed on Amtrak's [New Era of Rail website](#).
- Fleet modernization accelerated with the launch of NextGen Acela<sup>SM</sup>, America's newest high-speed train, in August 2025. The new trainsets carried more than 60,000 riders in their first month of service.



*On-time performance closed the year on a high note with September showing the strongest gains thanks to a strong focus on operational performance, improved infrastructure reliability and better scheduling.*

- Through agreements with Louisiana and Mississippi, and with support from the city and port of Mobile, Ala., Amtrak launched new Amtrak Mardi Gras Service<sup>SM</sup> between Mobile and New Orleans. This restored Gulf Coast passenger rail after 20 years and added five stations to the Amtrak network.
- Amtrak began construction for new maintenance facilities in Seattle, Boston, Philadelphia and Washington, D.C., with investments supporting the rollout of new Airo<sup>TM</sup> trainsets on the Amtrak Cascades<sup>®</sup>, Northeast Regional<sup>SM</sup> and over a dozen other routes. Amtrak also awarded a design-build contract for Sunnyside Yard in New York City and advanced planning for a new facility in Rensselaer, N.Y.
- Amtrak progressed planning to upgrade train layover sites outside the Northeast Corridor (NEC), including Savannah, Ga.; Brunswick, Maine; Eugene, Ore.; Pittsburgh, Pa.; Newport News, Va.; and others.
- Station modernization and Americans With Disabilities Act (ADA) compliance efforts, which included more than \$182 million invested in FY 2025 alone, continued nationwide. Amtrak brought 19 stations into ADA compliance and advanced 145 station designs and 70 construction projects as part of its commitment to achieve full accessibility by 2029.
- Across the Northeast Regional, State Supported and Long Distance services, Amtrak surpassed systemwide customer service goals with historical bests in Wi-Fi, food and beverage, train status communications and station signage.
- Amtrak achieved a record year for voluntary employee reporting through the Amtrak Voluntary Safety Reporting System, with over 1,400 reports submitted – up 77% from the previous year. This increased participation reflects broader visibility into safety issues and signals a maturing safety culture.
- Amtrak marked the first-ever "ENS Sign Awareness Day" – shining a spotlight on the lifesaving blue and white Emergency Notification System (ENS) signs located at every rail crossing.

## Corporate Background

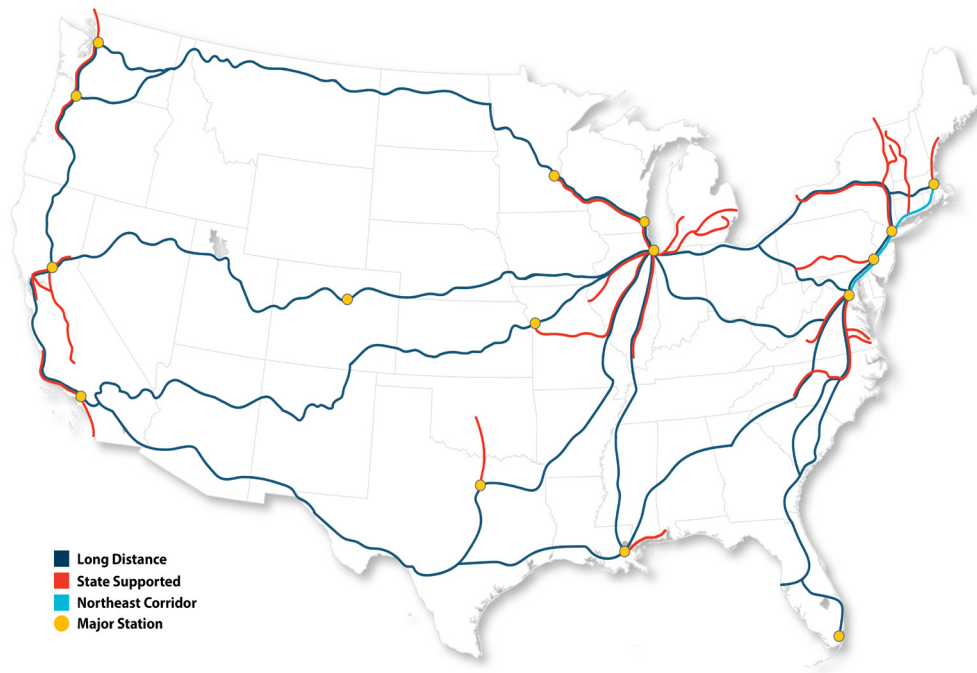
- Amtrak was created by the U.S. Congress in 1970 to take over the majority of intercity passenger rail services previously operated by private railroad companies in the United States. Those companies showed they had operated these services at a net loss for many years. National operations began on May 1, 1971.
- As defined by Congress, Amtrak’s mission is to “provide efficient and effective intercity passenger rail mobility consisting of high-quality service that is trip-time competitive with other intercity travel options.”
- Amtrak is a federally chartered corporation, with the federal government as majority stockholder. The Amtrak Board of Directors is appointed by the President of the United States and confirmed by the U.S. Senate. Under federal law, Amtrak is operated and managed as a for-profit company, rather than a public authority, but it is not expected to be profitable.
- At the close of FY 2025, Amtrak had nearly 21,700 active employees.

## Amtrak’s Network

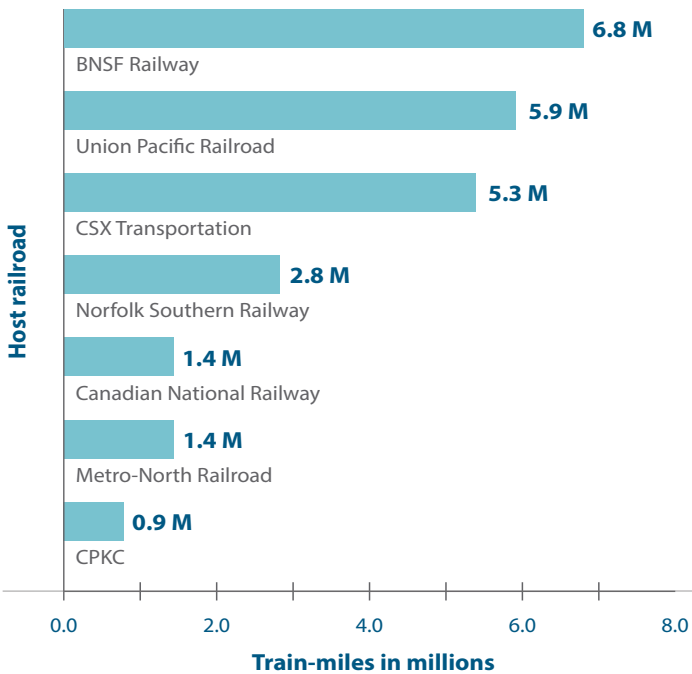
- Amtrak operates a nationwide rail network, serving more than 500 destinations in 46 states, the District of Columbia and three Canadian provinces, on more than 21,000 miles of routes. It is the nation’s only high-speed intercity passenger rail provider, operating at speeds up to 160 mph (257 kph). Nearly half of all trains operate at top speeds of 100 mph (160 kph) or greater.
- Customers took more than 34.5 million trips in FY 2025; on an average day, they made more than 94,400 trips on Amtrak trains.
- 71% of the miles traveled by Amtrak trains were on tracks owned by other railroads. Known as “host railroads,” they range from large,

The 10 Busiest Stations in FY 2025  
(Ridership equals boardings + alightings)

Station	Ridership
1. New York, N.Y. (Moynihan Train Hall at Penn Station)	13,036,923
2. Washington, D.C.	6,006,850
3. Philadelphia, Pa. (Gray 30 <sup>th</sup> St. Station)	5,592,301
4. Chicago, Ill.	3,175,011
5. Boston, Mass. (South Station)	1,881,957
6. Baltimore, Md.	1,333,874
7. Los Angeles, Calif.	1,064,927
8. Albany-Rensselaer, N.Y.	920,508
9. BWI Thurgood Marshall Airport, Md.	911,132
10. Boston, Mass. (Back Bay Station)	893,174



### Largest Host Railroads for Amtrak Trains



publicly traded companies based in the U.S. or Canada, to state and local government agencies and small businesses. Amtrak pays these host railroads for use of their track and other resources needed to operate Amtrak trains, with incentives for on-time performance.

- Amtrak is the only railroad in North America to maintain right-of-way for regular service at speeds in excess of 125 mph (201 kph), and its Engineering forces maintain approximately 375 route-miles of track for 100+ mph (160+ kph) service.
- Amtrak offers a wide network of Amtrak Connection<sup>SM</sup> routes, operated by transportation partners, that provide guaranteed

connections to trains via buses, vans, ferries and other modes of transportation. This extends Amtrak service to many communities not served directly by trains.

- Amtrak has a strong position against air carriers in many regional markets. In FY 2024 (Oct. 2023 - Sept. 2024):
  - ▶ Amtrak carried more than three times as many riders between Washington and New York City as all the airlines combined.
  - ▶ Amtrak carried more riders between New York City and Boston than all the airlines combined.
  - ▶ Amtrak carried more customers than airlines in markets including Seattle-Portland; St. Louis-Kansas City; Los Angeles-San Diego; and Chicago-Milwaukee.

### Financial Performance

- In FY 2025, Amtrak earned approximately \$3.9 billion in revenue\* and incurred approximately \$10.1 billion in capital and operating expense.\*\* No country in the world operates a passenger rail system without some form of public support for capital costs and/or operating expenses.

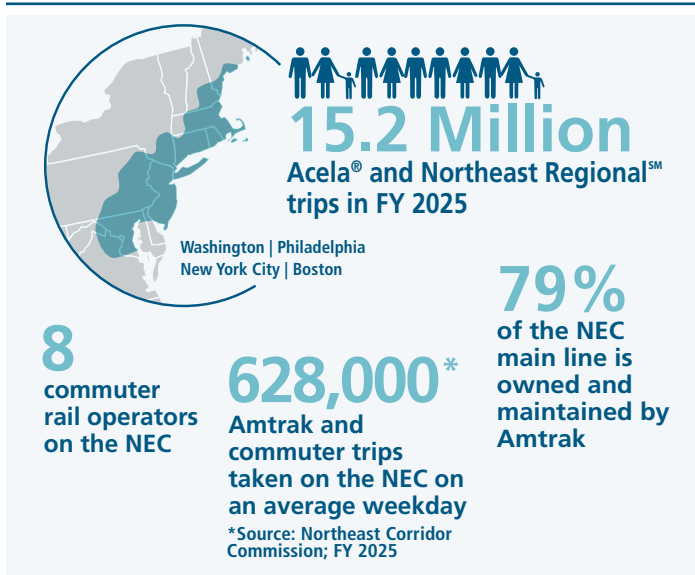
\* Generally Accepted Accounting Principles (GAAP) revenue. \*\* Expense excludes: (1) certain non-cash items (depreciation, income tax expense, non-cash portion of pension and other post-retirement employment benefits); and (2) GAAP income statement items reported with debt results or other grants (expense related to Inspector General's office, and interest expense, net).

- Amtrak recovered 87% of operating costs in FY 2025 with ticket sales, payments from state partners and agencies, and other operating revenue.

## Infrastructure Assets

- Amtrak owns and operates 363 route-miles of the 457-route-mile NEC main line between Washington, New York City and Boston.
- Amtrak-owned property outside the NEC main line includes:
  - ▶ **Harrisburg Line:** A 104.2-route-mile segment of up to 110 mph (177 kph) track between Philadelphia and Harrisburg, Pa.
  - ▶ **Michigan Line:** A 95.6-route-mile segment of up to 110 mph (177 kph) track between Porter, Ind., and Kalamazoo, Mich.
  - ▶ **Springfield Line:** A 60.5-route-mile segment of up to 110 mph (177 kph) track between New Haven, Conn., and Springfield, Mass.
- Amtrak also operates, maintains and dispatches a 135-route-mile right-of-way between Kalamazoo and Dearborn owned by the state of Michigan. The state and Amtrak undertook a series of infrastructure improvements, including replacement of worn track and upgrades to the train signaling and communication system, to further integrate this section of railroad with Amtrak's Michigan Line.
- Under a lease with CSX Transportation, Amtrak operates, maintains and dispatches approximately 94 route-miles of the Hudson Line – also known as the Empire Corridor – in New York state between Poughkeepsie and Hoffmans (near Schenectady).
- The company's three equipment heavy maintenance facilities are located in Wilmington and Bear, Del., and Beech Grove, Ind. Other major maintenance facilities are in Washington, D.C.; New York and Rensselaer, N.Y.; Boston; Hialeah, Fla.; Chicago; New Orleans; Los Angeles and Oakland, Calif.; and Seattle.

## Northeast Corridor Services



- The Northeast Corridor (NEC) is the busiest railroad in North America, with approximately 2,100 Amtrak, commuter and freight



*Opening in phases through 2029, the new train maintenance facility at the Southampton Rail Yard in Boston will be used for daily inspections, service and cleaning, and more.*

trains operating over some portion of the Washington-New York City-Boston main line each day.

- Amtrak owns and operates 363 route-miles of the 457-route-mile NEC main line. Trains regularly reach speeds of 125-160 mph (201-257 kph). Two sections of the NEC are owned by others:
  - ▶ Fifty-six route-miles operated by Metro-North Railroad between New Rochelle, N.Y., and New Haven, Conn., are owned by the New York Metropolitan Transportation Authority (10 route-miles) and Connecticut DOT (46 route-miles).
  - ▶ Thirty-eight route-miles operated and maintained by Amtrak between the Massachusetts/Rhode Island border and Boston are owned by the Commonwealth of Massachusetts.
- In FY 2025, Amtrak completed \$40 million in infrastructure upgrades between Trenton, N.J., and New York Penn Station – including the replacement of nearly 2,000 hardware components.

## Station Enhancements

- Amtrak continued to modernize major station facilities on the NEC in FY 2025 for improved operations and an enhanced customer experience:
  - ▶ **New York Penn Station (N.Y.):** In April 2025, the U.S. DOT took control of the New York Penn Station Transformation Project and named Amtrak as the project lead. In the fall, the solicitation for a master developer was released to participate in a public-private partnership (P3). The master developer will redevelop the station, with the goals of prioritizing safety, and operational and concourse functionality, to accommodate passenger service growth, the customer experience and beautiful aesthetics.

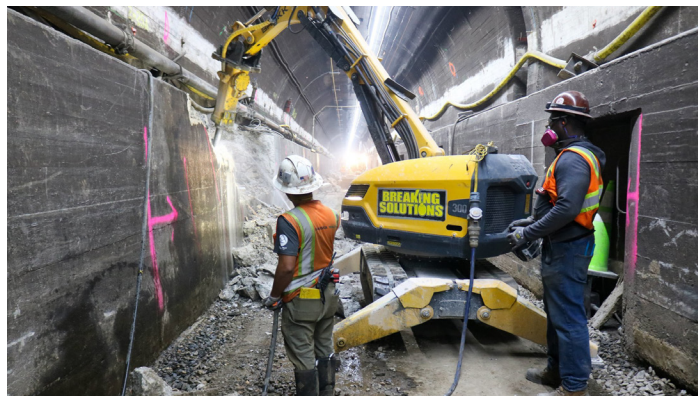
Following the selection of a master developer in 2026, and preliminary design and National Environmental Policy Act (NEPA) work, the U.S. DOT and Amtrak expect to initiate construction by the end of 2027.

In parallel to this schedule, the Federal Railroad Administration (FRA) also initiated a Service Optimization Study to examine ways to accommodate passenger service growth at the station and in the surrounding region.

- ▶ **Philadelphia Gray 30th Street Station (Pa.):** Through a lease and development agreement, master developer partner Plenary Infrastructure Philadelphia (PIP) oversees redevelopment and building operations and maintenance at the station. PIP began work in FY 2023 on a five-year project to enhance the station's functionality, improve the passenger experience for Amtrak, SEPTA and NJ TRANSIT riders, and expand retail offerings. In FY 2025, renovation continued on the passenger concourse and South Tower Amtrak office space.
- ▶ **Washington Union Station (D.C.):** Amtrak added a new track and platform at Union Station, expanding capacity and improving operational flexibility for both Amtrak and Virginia Railway Express customers. In partnership with the U.S. DOT, Amtrak also enhanced the customer experience by signing over a dozen new retailers, launching station refresh and cleanliness initiatives, and strengthening overall operations.

## Gateway Program

- 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, N.J. 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 advanced significantly in FY 2025, gaining momentum with important milestones reached on several individual projects.
- ▶ **Dock Bridge Rehabilitation Project (N.J.):** Amtrak announced a revised plan alongside the U.S. DOT to rehabilitate the 1935 bridge and fix the movable spans in place.
- ▶ **Hudson Yards Concrete Casing Project (N.Y.):** Work to preserve the right-of-way for the Hudson Tunnel Project advanced past its halfway mark, on budget and on schedule. The Gateway Development Commission (GDC) – a partnership among Amtrak, the State of New York and the State of New Jersey – is the Project Sponsor for the effort to construct a new tunnel under the Hudson River and rehabilitate the existing century-old North River Tunnel tubes that were severely damaged during Superstorm Sandy.
- ▶ **Portal North Bridge (N.J.):** The final arch was installed in this project undertaken in partnership with NJ TRANSIT. Work advanced in preparation for the first train to operate over the new bridge in FY 2026.
- ▶ **Sawtooth Bridges (N.J.):** Amtrak worked with the FRA to review early designs, identifying ways to improve efficiency and reduce costs. This series of spans carries the NEC over adjacent NJ TRANSIT, PATH (Port Authority Trans-Hudson Corporation) and Conrail tracks. Replacement and expansion of the two-track bridges will significantly increase train speeds and reduce congestion in this complex section of the railroad.
- Learn about other Gateway projects and [get the latest updates](#).



*As part of the East River Tunnel Project, the original deteriorating benchwalls are being demolished and rebuilt. To complete the Line 2 tube rehabilitation, targeted for 2026, crews will place an estimated 14,000 cubic yards of concrete.*

## Other Northeast Corridor Infrastructure Projects

- **B&P Tunnel Replacement Program (Md.):** Amtrak made significant progress, including work to replace the first of five roadway bridges.
- **Connecticut River Bridge (Conn.):** Amtrak completed the first year of construction, with key components fabricated at sites throughout the country.
- **East River Tunnel Rehabilitation Project (N.Y.):** Consisting of four tubes connecting New York City to destinations east, the tunnel is used by Amtrak, Long Island Rail Road (LIRR) and NJ TRANSIT trains. This project is restoring two tubes damaged by Superstorm Sandy. By the end of FY 2025, the first of the two tubes neared halfway completion. It is scheduled to return to service in summer 2026, after which work will begin on the second tube.
- **Susquehanna River Bridge (Md.):** Amtrak worked with the FRA to review early designs of the new span, identifying ways to improve efficiency and reduce costs.
- Learn about other projects and [get the latest updates](#).

## Acela®

- Acela®, Amtrak's premium service, is the fastest train in the Western Hemisphere, with a maximum speed of 160 mph (257 kph) on sections of its route between Washington, New York City and Boston.
- The name "Acela" comes from a combination of the words "acceleration" and "excellence." Nearly 70.2 million passengers have traveled on Acela since revenue service began in December 2000. In FY 2025, customers took nearly 3.2 million Acela trips and generated almost \$570 million in ticket revenue.

## NextGen Acela<sup>SM</sup> Fleet

- Amtrak contracted with Alstom to produce 28 next-generation high-speed trains to replace the FirstGen Acela equipment in use since 2000. The initial NextGen Acela trains entered service in August 2025, with additional trains scheduled to enter service through 2027. Each new train accommodates 27% more seats per departure.

- The NextGen Acela fleet was assembled at Alstom’s facility in Hornell, N.Y., using components from over 180 suppliers across 29 states – creating approximately 15,000 direct, indirect and induced U.S. jobs. *Job calculation based on the American Public Transportation Association’s 2020 analysis “Economic Impact of Public Transportation Investment.”*

### State Supported Services

**33 routes** lengths up to **704 miles**

**14.8 Million trips in FY 2025**

**23 state agency sponsors**

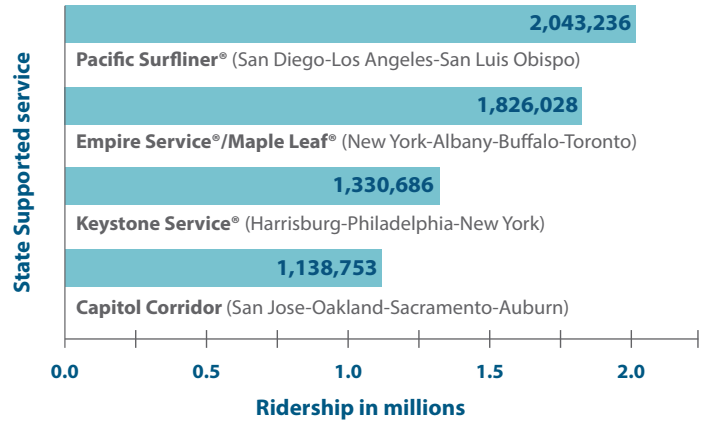
**10 State Supported routes each had 500,000+ trips in FY 2025**

- Amtrak operates 33 short-distance routes (under 750 miles) under contract with 23 state agency sponsors across 20 states.
- Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) required Amtrak and its state partners to develop jointly a single, nationwide and standardized cost-sharing methodology to charge states for State Supported intercity passenger rail service. Continued operation of State Supported routes is subject to annual operating agreements and state legislative appropriations according to Section 209.
- State Supported services such as the Pacific Surfliner®, Amtrak Cascades, Borealis and Empire Service® achieved record ridership gains in FY 2025.
- Find a table of State Supported routes on the next page.

### Service Enhancements and Equipment

- **California:** With the State of California, Department of Transportation, Amtrak introduced additional Pacific Surfliner frequencies, providing better connections on the nation’s busiest State Supported intercity passenger rail route, and expanded Capitol Corridor service, offering more peak-period departures between Sacramento and Oakland, as well as Oakland and San Jose.

### State Supported Ridership Over 1 Million



- **Maine:** The Downeaster<sup>SM</sup> marked an historic milestone, surpassing 10 million riders since its inaugural trip in 2001.
- **Minnesota/Wisconsin/Illinois:** Borealis service between the Twin Cities and Chicago carried more than 213,000 guests in its first full year – fueling a 227% year-over-year surge in ridership on this corridor since the service’s FY 2024 launch.
- **Pennsylvania:** In coordination with PennDOT, Amtrak continued upgrading the Lancaster station – the second-busiest in the state. Key safety and efficiency enhancements, such as completion of a new high-level platform, improved access and functionality.
- **Virginia:** In partnership with the commonwealth, ground was broken on the New River Valley Rail Project in Christiansburg. It will extend Amtrak Virginia service from Roanoke and restore passenger rail to the region for the first time since 1979.
- Amtrak-operated, state-owned fleets\* included 259 rail passenger cars and 89 diesel locomotives; another 47 railcars were operated in fleets whose ownership was split between Amtrak and state partners. These figures include 120 of 146 railcars delivered from active procurements to our state partners for Amtrak to operate; the balance of 26 railcars was under construction or on order at the end of FY 2025. \*As of the close of FY 2025.




*In November 2025, the San Joaquin Joint Powers Authority rebranded the Amtrak San Joaquins® to Gold Runner – signaling a new era for intercity passenger rail and bus service in California’s heartland. Image courtesy of the San Joaquin Joint Powers Authority.*

## State Supported Services

The table below shows states and other entities that provide funding and the routes on which service was State Supported during FY 2025. Some services are State Supported for a portion, but not all, of the route. Amtrak funds service on the Northeast Corridor between Washington, New York City and Boston, and VIA Rail Canada funds Maple Leaf® service in Canada.

<b>Northeast</b>		<b>Minnesota</b>	
<b>Connecticut</b>		<ul style="list-style-type: none"> <li>Borealis (St. Paul/Minneapolis-Milwaukee-Chicago), with Wisconsin and Illinois.</li> </ul>	
<ul style="list-style-type: none"> <li>Valley Flyer<sup>SM</sup> (New Haven-Greenfield, Mass.), Amtrak Hartford Line<sup>SM</sup> (New Haven-Springfield, Mass.) and Northeast Regional (through) trains (Washington-New Haven-Springfield, Mass.), with Massachusetts.</li> <li>Vermont<sup>®</sup> (St. Albans, Vt.-New Haven-Washington), with Massachusetts and Vermont.</li> </ul>		<b>Missouri</b>	
<b>Maine</b> (Northern New England Passenger Rail Authority)		<ul style="list-style-type: none"> <li>Missouri River Runner<sup>®</sup> (St. Louis-Kansas City).</li> </ul>	
<ul style="list-style-type: none"> <li>Downeaster<sup>SM</sup> service (Brunswick-Portland-Boston).</li> </ul>		<b>Wisconsin</b>	
<b>Massachusetts</b>		<ul style="list-style-type: none"> <li>Borealis (St. Paul/Minneapolis-Milwaukee-Chicago), with Minnesota and Illinois.</li> <li>Hiawatha service (Milwaukee-Chicago), with Illinois.</li> </ul>	
<ul style="list-style-type: none"> <li>Berkshire Flyer<sup>SM</sup> (Pittsfield, Mass.-New York). <i>Note: Seasonal summer service.</i></li> <li>Valley Flyer (Greenfield-New Haven, Conn.), Amtrak Hartford Line (Springfield-New Haven) and Northeast Regional (through) trains (Springfield-New Haven-Washington), with Connecticut.</li> <li>Vermont<sup>®</sup> (St. Albans, Vt.-New Haven-Washington), with Connecticut and Vermont.</li> </ul>		<b>South</b>	
<b>New York</b>		<b>Louisiana</b>	
<ul style="list-style-type: none"> <li>Empire Service<sup>®</sup> (New York-Albany-Buffalo-Niagara Falls), Maple Leaf (New York-Niagara Falls-Toronto) and Adirondack<sup>®</sup> (New York-Montreal).</li> <li>Ethan Allen Express<sup>®</sup> (New York-Burlington, Vt.), with Vermont.</li> </ul>		<ul style="list-style-type: none"> <li>Amtrak Mardi Gras Service<sup>®</sup> (New Orleans-Mobile, Ala.), with Mississippi.</li> </ul>	
<b>Pennsylvania</b>		<b>Mississippi</b>	
<ul style="list-style-type: none"> <li>Keystone Service<sup>®</sup> (Harrisburg-Philadelphia-New York) and Pennsylvanian<sup>®</sup> (Pittsburgh-Philadelphia-New York).</li> </ul>		<ul style="list-style-type: none"> <li>Amtrak Mardi Gras Service (New Orleans-Mobile, Ala.), with Louisiana.</li> </ul>	
<b>Vermont</b>		<b>North Carolina</b>	
<ul style="list-style-type: none"> <li>Ethan Allen Express (Burlington-New York), with New York.</li> <li>Vermont<sup>®</sup> (St. Albans-New Haven-Washington), with Connecticut and Massachusetts.</li> </ul>		<ul style="list-style-type: none"> <li>Carolinian<sup>®</sup> (Charlotte-Raleigh-Washington-New York) and Piedmont<sup>®</sup> service (Raleigh-Charlotte).</li> </ul>	
<b>Central</b>		<b>Oklahoma</b>	
<b>Illinois</b>		<ul style="list-style-type: none"> <li>Heartland Flyer<sup>®</sup> (Oklahoma City-Fort Worth, Texas), with Texas.</li> </ul>	
<ul style="list-style-type: none"> <li>Borealis<sup>®</sup> (Chicago-Milwaukee-St. Paul/Minneapolis) with Wisconsin and Minnesota.</li> <li>Hiawatha<sup>®</sup> service (Chicago-Milwaukee), with Wisconsin.</li> <li>Lincoln Service<sup>®</sup> (Chicago-St. Louis), Illini<sup>®</sup>/Saluki<sup>®</sup> (Chicago-Carbondale) and Illinois Zephyr<sup>®</sup>/Carl Sandburg<sup>®</sup> (Chicago-Quincy).</li> </ul>		<b>Texas</b>	
<b>Michigan</b>		<ul style="list-style-type: none"> <li>Heartland Flyer (Fort Worth-Oklahoma City, Okla.), with Oklahoma.</li> </ul>	
<ul style="list-style-type: none"> <li>Wolverine<sup>®</sup> service (Pontiac-Detroit-Chicago), Blue Water<sup>SM</sup> (Port Huron-East Lansing-Chicago) and Pere Marquette<sup>®</sup> (Grand Rapids-Chicago).</li> </ul>		<b>Virginia</b>	
		<ul style="list-style-type: none"> <li>Northeast Regional (Roanoke/Richmond/Newport News/Norfolk-Washington-New York-Boston).</li> </ul>	
		<b>West</b>	
		<b>California</b>	
		<ul style="list-style-type: none"> <li>Capitol Corridor (San Jose-Sacramento-Auburn), managed by the Capitol Corridor Joint Powers Authority.</li> <li>Pacific Surfliner<sup>®</sup> (San Luis Obispo-Los Angeles-San Diego), managed by the LOSSAN Joint Powers Authority.</li> <li>Gold Runner (Sacramento/Oakland-Bakersfield), managed by the San Joaquin Joint Powers Authority.</li> <li>California also supports an extensive system of Amtrak Connection routes.</li> </ul>	
		<b>Oregon</b>	
		<ul style="list-style-type: none"> <li>Amtrak Cascades<sup>®</sup> (Eugene-Portland-Seattle-Vancouver, B.C.), with Washington.</li> </ul>	
		<b>Washington</b>	
		<ul style="list-style-type: none"> <li>Amtrak Cascades (Eugene-Portland-Seattle-Vancouver, B.C.), with Oregon.</li> </ul>	

## Long Distance Services

  
**4.4 Million**  
 trips in FY 2025

**13%**  
 total Amtrak  
 ridership

**15\***  
 Long Distance  
 train routes

*\*See Floridian note*



**24%**  
 of total Amtrak  
 ticket revenue

- At the start of FY 2025, Amtrak operated 15 Long Distance trains (more than 750 miles) whose routes ranged in length from 830 miles (Palmetto<sup>®</sup>) to 2,728 miles (Texas Eagle<sup>®</sup>).
- In November 2024, Amtrak launched the Floridian<sup>SM</sup> (Chicago-Miami), a new temporary service that combines the routes of the Capitol Limited<sup>®</sup> and Silver Star<sup>®</sup> for a limited time due to the East River Tunnel Rehabilitation project in New York City. This reduced the Long Distance route count from 15 to 14 for most of FY 2025.
- Long Distance trains play a key role in connecting rural and underserved communities to family, friends and economic opportunities across the country. They provide the only rail service at nearly half of the stations in the Amtrak system and are the only Amtrak trains in 19 of the 46 states in the network.
- Amtrak is the only intercity passenger transportation service in many communities that lack intercity bus and airline services.
- During FY 2025, Amtrak continued upgrading the Long Distance customer experience; 87% of the bi-level Superliner<sup>®</sup> fleet has been refreshed with new seat cushions, upholstery, carpet, LED lighting, tables and curtains.



*The Floridian, shown here at Cumberland, Md., carried more than 504,000 customers in FY 2025, making it the busiest Long Distance service in the Amtrak network.*

- Fleet overhauls enabled the return of the Sightseer Lounge<sup>SM</sup> Car to the Texas Eagle and additional Sleeping Car capacity on eastern Long Distance trains. Dining car menus continued to be refined to enhance the onboard dining experience, and access to Traditional Dining for coach passengers was expanded.

## Commuter Services

- Amtrak is one of the largest operators of contract commuter services in North America, and it provides services and/or infrastructure access to 12 state and regional authorities.
- At the close of FY 2025, Amtrak operated commuter rail services for two authorities:
  - ▶ **Maryland Transit Administration (MTA):** Maryland Area Rail Commuter (MARC) Penn Line trains.
  - ▶ **Connecticut Department of Transportation (CTDOT):** Shore Line East trains.
- Amtrak provides infrastructure access, primarily along the NEC, to 10 authorities that provide commuter services:
  - ▶ **CTDOT** for Shore Line East trains between New London and New Haven, Conn., (NEC) and Hartford Line trains between New Haven and Springfield, Mass. (Springfield Line).
  - ▶ **Delaware Department of Transportation** between the Pennsylvania/Delaware state line and Newark, Del. (NEC) (service operated under contract by SEPTA).
  - ▶ **Long Island Rail Road** between Harold Interlocking (Queens), N.Y., and New York Penn Station (NEC).
  - ▶ **MTA** for MARC Penn Line trains between Perryville, Md., and Washington, D.C. (NEC).
  - ▶ **Massachusetts Bay Transportation Authority (MBTA)** between the Rhode Island/Massachusetts state line and Providence, R.I. (NEC).
  - ▶ **Metra** for access to Chicago Union Station and terminal trackage.
  - ▶ **NJ TRANSIT** between New York Penn Station and Trenton, N.J., and from Frankford Jct., Pa., to Philadelphia (NEC).
  - ▶ **Rhode Island Department of Transportation** between Providence and Wickford Jct., R.I. (NEC) (service operated under contract by MBTA).
  - ▶ **Southeastern Pennsylvania Transportation Authority (SEPTA)** between Trenton, N.J., and the Pennsylvania/Delaware state line (NEC). SEPTA also operates trains between Philadelphia and Thorndale, Pa. (Harrisburg Line).
  - ▶ **Virginia Railway Express (VRE)** between Washington Union Station and Virginia Avenue in Washington, D.C.



*Amtrak added a new track and platform at Washington Union Station that expands service capacity and improves the overall customer experience. The track primarily serves VRE trains, along with Amtrak Long Distance and Amtrak Virginia trains.*

- Amtrak provides maintenance of equipment services to four authorities:
  - ▶ MTA for MARC; CTDOT for the Shore Line East and Hartford Line services; Sound Transit for Sounder; and Central Florida Commuter Rail Commission for SunRail.
  - ▶ Amtrak also provides some services for VRE and NJ TRANSIT.
- Connecticut, Delaware, Maryland, New Jersey, New York, Pennsylvania, Rhode Island and Virginia make payments to Amtrak through transit agencies or state transportation departments for use of Amtrak-owned NEC facilities by commuter trains.
- These agencies or states also provide other funding for the NEC, including capital funds for infrastructure and/or stations. Amtrak has agreements for access and/or maintenance where Amtrak trains operate over locally-owned portions of the NEC in Connecticut, Massachusetts and New York.

## Equipment and Trains

- Active\* Amtrak-owned or leased passenger equipment includes 21 Acela high-speed trainsets, including five NextGen Acela sets (10 power cars and 45 passenger cars) and 16 FirstGen Acela sets (32 power cars and 96 passenger cars); 1,170 passenger cars including Amfleet®, Superliner, Viewliner® and Horizon types; 77 Auto Train® vehicle carriers; 20 non-powered control units; 265 road diesel locomotives; and 67 electric locomotives. \*As of the close of FY 2025.
- In FY 2025, Amtrak had 28 new NextGen Acela high-speed trainsets from Alstom on order, and the first entered service in August 2025. An additional 12 units of a total order of 125 new Tier 4 ALC-42 diesel locomotives from Siemens Mobility went into

revenue service, bringing the total units in service to 75. Cleaner, faster and more fuel efficient than their predecessors, they will form the new backbone of the National Network fleet.

- Amtrak has contracted with Siemens Mobility to manufacture a new fleet of 83 multi-powered Airo trainsets that will be leveraged for State Supported and NEC services, with further options for up to 130 additional trains to support growth plans. Most of these trainsets will provide both electric and diesel power, and some will have cutting-edge battery power. The first trainset was sent for testing on the NEC in fall 2025. Production of the Airo fleet has boosted businesses nationwide with over 3,500 parts manufactured by nearly 100 suppliers in 31 states.
- With some exceptions, even-numbered trains travel north and east, while odd-numbered trains travel south and west.

## Customer Amenities

- Amtrak introduced upgrades to the Acela First Class experience, including refreshed plates and service ware as well as a rotating selection of signature dishes.
- Expanded access to the Metropolitan Lounge® network with a new Single Visit Pass, available for Coach Class guests at all locations.
- Improved customer engagement through implementation and integration of enhanced customer notifications and automated alerts.
- Partnered with Be My Eyes to launch a pilot program, offering live visual support to blind and low-vision passengers.
- Amtrak welcomed the 20 millionth enrolled member to Amtrak Guest Rewards®. This achievement came as members made up over half of Amtrak's ridership.



*New Cart Service and Grab & Go options on NextGen Acela expand onboard food and beverage offerings for customers.*

Acela®, Adirondack®, Airo™, America's Railroad®, Amfleet®, Amtrak®, Amtrak California™, Amtrak Cascades®, AmtrakConnect™, Amtrak Guest Rewards®, Amtrak RideReserve™, Auto Train®, Berkshire Flyer™, Blue Water™, California Zephyr®, Capitol Limited™, Cardinal®, Carl Sandburg®, Carolinian®, Cascades®, City of New Orleans®, ClubAcela®, Coast Starlight®, Crescent®, Empire Builder®, Empire Service®, Ethan Allen Express®, FirstGen Acela™, Floridian™, Heartland Flyer®, Hiawatha®, Illini®, Illinois Zephyr®, Keystone Service®, Lake Shore Limited®, Lincoln Service®, Maple Leaf™, Metropolitan Lounge®, Missouri River Runner®, NextGen Acela™, New York Penn Station®, Northeast Regional™, Pacific Surfliner®, Palmetto®, Penn Station®, Penn Station New York®, Pennsylvanian®, Pennsylvania Station®, Pere Marquette®, Piedmont®, Saluki®, San Joaquin®, San Joaquins®, Sightseer Lounge™, Silver Meteor®, Silver Service®, Silver Star®, Southwest Chief®, Sunset Limited®, Superliner®, Surfliner®, Texas Eagle®, Thruway Service Connection™, USA Rail Pass™, Viewliner®, Vermonter®, Winter Park Express™ and Wolverine® are trademarks and service marks of the National Railroad Passenger Corporation.