



Amtrak in Rhode Island

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, 3 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 40 intercity trains per day** on 2 permanent routes serving Rhode Island, with **1,068,324 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)

Stations

During FY 2025, Amtrak intercity trains made scheduled stops at 3 locations in Rhode Island:

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ³
Kingston (KIN)	213,016	Partial	FY 29	\$1,032,511
Providence (PVD)	797,019	Sole	FY 27	\$6,607,083
Westerly (WLY)	58,289	Partial	Complete	\$10,462,170
Total:	1,068,324	3/3	In Progress	\$18,101,765

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

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 "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.



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 **\$18.1 million investment in Rhode Island**. All Amtrak-responsible work is targeted for completion by the end of CY 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** (NEC), currently America’s only electrified high-speed rail corridor, passes through Rhode Island; Amtrak owns, maintains, and/or operates most of the NEC, including track in the state, and provides access to other railroads under a cost allocation methodology consistent with statute. (For instance, Amtrak-owned track in Rhode Island is used by commuter trains that are funded by the Rhode Island Department of Transportation (RIDOT) and operated by the Massachusetts Bay Transportation Authority (MBTA). Most freight rail traffic to/from Rhode Island moves over the NEC, which provides the only rail access to the Ports of Providence and Davisville.

To support critical NEC infrastructure, Amtrak maintains a **maintenance-of-way base** in Providence.

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 Rhode Island, 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>Acela</i>	Amtrak	82.4%
<i>Northeast Regional</i>	Amtrak	75.0%

Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 130,759 members listing an address in Rhode Island. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

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%.

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 **\$3.5 million** went to vendors in Rhode Island:

Community	Amount Spent
Woonsocket	\$2,409,074
Cumberland	\$293,179
North Providence	\$230,899
East Providence	\$154,808
Warwick	\$126,015
Providence	\$76,808
Lincoln	\$52,129
Smithfield	\$39,806
Westerly	\$35,080
Pawtucket	\$14,831
North Kingstown	\$14,066
Coventry	\$13,317
All Others <\$10k	\$15,725
Total Payments	\$3,475,737

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

Employment & Compensation

At the end of FY 2025, **356 Amtrak employees** lived in Rhode Island, and the company had paid out a total of **\$35,487,502 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 Rhode Island

(“Northeast Corridor” routes include both Acela and Northeast Regional.)

