Northeast Corridor Annual Report: Infrastructure and Operations

Fiscal Year 2025

March 2026

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Fiscal Year 2025

A report by the
Northeast Corridor Commission

In partnership with:

Massachusetts Department of Transportation (MassDOT)
Massachusetts Bay Transportation Authority (MBTA)
Rhode Island Department of Transportation (RIDOT)
Connecticut Department of Transportation (CTDOT)/CTrail
Metropolitan Transportation Authority (MTA)
MTA Metro-North Railroad (Metro-North)
MTA Long Island Rail Road (LIRR)
New Jersey Transit (NJ TRANSIT)
Southeastern Pennsylvania Transportation Authority (SEPTA)
Pennsylvania Department of Transportation (PennDOT)
Delaware Department of Transportation (DelDOT)
Maryland Department of Transportation (MDOT) Maryland Transit Administration (MTA) / Maryland Area Regional Commuter (MARC)
District Department of Transportation (DDOT)
Virginia Railway Express (VRE)
Amtrak
U.S. Department of Transportation (USDOT)

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Caution
Low Clearance

Letter from the Executive Director

"Under construction" could be the motto for the Northeast Corridor (NEC) in 2025. With nearly 90 active construction projects and dozens of projects advancing through project development and design phases, Amtrak, northeast states, and commuter agencies invested nearly $5 billion in NEC infrastructure last year, a new record. As shown on page 7, investment levels have been rising each year since the passage of the Infrastructure Investment and Jobs Act (IIJA) in 2021, and corridor stakeholders have been aggressively working to reverse the challenging operating conditions created by decades of chronic under-investment and "life support" funding for the corridor.

Projects under construction promise a better future for the roughly 700,000 riders who depend on the corridor each day. These include Portal North Bridge—which is nearing completion on time and on budget—Penn Station Access, the Hudson Tunnel Project, Connecticut River Bridge replacement, Walk Bridge replacement, East River Tunnel Rehabilitation, and 30th Street Station Redevelopment. In addition, agencies are investing heavily in foundational capital renewal work, rebuilding our rails, signals, electric traction systems, and undergrade bridges that support safe and reliable service. It is critical to keep continued focus on delivering investments that are underway and finish projects that are funded and under construction.

Ramping up to this level of annual investment after decades of limited and uncertain funding was a challenge. Amtrak, for example had to hire and train thousands of new employees and create a new Capital Delivery department to advance projects through design and construction, coordinate dozens of project agreements with partners, engage community and civic groups, and procure contractors, equipment, and materials. Without the consistent funding provided by the IIJA, NEC agencies would not have had the means or the confidence to make these and other significant investments necessary to implement the ambitious capital program ahead.

Perhaps not surprisingly, increased ridership and service demand occurring alongside this unprecedented amount of construction has been contributing to some challenges, including worsening on-time performance. About 10 percent of all corridor trains were delayed or canceled in FY25, including 25 percent of Amtrak trains. As usual, the top cause of delay was infrastructure—a combination of infrastructure failures and delays due to outages and programmed work. Mechanical delays were also up last year due to aging equipment, particularly the legacy Acela trainsets that have had to remain in service significantly longer than expected. Aging Northeast Regional trains have also seen increased mechanical delays.

The Northeast Corridor is being rebuilt after too long a period of neglect. This process will not be easy or quick. It will take decades, but consistent funding and hard work can restore a great railway, one that is better, faster, and more reliable than anything this nation has ever seen.

Mitch Warren
Executive Director
Northeast Corridor Commission


The Northeast Corridor consists of four right-of-way infrastructure owners (Amtrak, MBTA, Connecticut DOT, and NY MTA Metro-North Railroad) and multiple station owners and service providers.
Boston
MBTA
MA
Springfield
Providence
RI
NY
Hartford
CT
Metro-North Railroad
CTrail
New Haven
Long Island Rail Road
PA
Newark
New York
SEPTA
Trenton
NJ TRANSIT
Harrisburg
Philadelphia
Wilmington
NJ
MARC
Amtrak
Baltimore
MD
DE
DC
Washington
VRE
VA
Intercity Rail
Commuter Rail
Massachusetts Bay Transportation Authority
CT rail
Metro-North Railroad
Long Island Rail Road
NJTRANSIT The Way To Go.
SEPTA
MARC
VRE
AMTRAK

1. Background

The Northeast Corridor

The Northeast Corridor (NEC) is the busiest passenger rail corridor in the western hemisphere and a critical economic engine for the United States. Its 457-mile mainline, extending from Boston, MA to Washington, D.C., connects four of the nation's largest metropolitan areas and moves nearly 700,000 passengers each weekday on over 2,000 daily trains. The NEC hosts the passenger rail operations of eight commuter railroads, Amtrak's intercity services, and five freight railroad services. The region is home to over 55 million people, generates a $5.9 trillion economy, and boasts some of the world's most important financial institutions, universities, hospitals, and cultural centers. If it were its own country, the NEC would be the world's third largest economy.

Despite its national and global significance, much of the NEC's infrastructure is outdated and in urgent need of repair or replacement, including century-old bridges and tunnels as well as basic infrastructure like electric traction power and signal systems. As rail infrastructure remains in service beyond its useful life, the system is vulnerable to failures and unplanned service disruptions, which delay passengers and impact the region's productivity. Current estimates indicate that an unplanned, one-day shutdown of the NEC would cost the economy over $170 million, even accounting for new ways of working.

Though federal and state investments spurred by the Infrastructure Investment and Jobs Act (IIJA) provided a significant downpayment on long-deferred NEC infrastructure investments, continued investment is essential to ensuring this critical asset can provide the level of service and amenities needed to maintain America's economic leadership in the world.

The NEC Commission

The Northeast Corridor Commission was authorized by Congress in 2008 (49 U.S.C. § 24905) to develop coordinated strategies to improve the Northeast's core rail network in recognition of the inherent challenges of planning, financing, and implementing major infrastructure improvements that cross multiple jurisdictions. The expectation is that by coming together to take collective responsibility for the NEC, Commission member agencies will achieve a level of success that far exceeds the potential reach of any individual organization.

The Commission is comprised of one member from each of the NEC states (Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, and Maryland) and the District of Columbia; four members from Amtrak; and five members from the U.S. Department of Transportation. The Commission also includes non-voting representatives from freight railroads, states with connecting corridors, and several commuter operators in the region.

The NEC Commuter and Intercity Rail Cost Allocation Policy

The Cost Allocation Policy was adopted by the Commission in September 2015 and renewed in October 2020 and December 2024 for new five-year terms. The Policy outlines a partnership built on three pillars: (1) operator cost sharing; (2) collaboration, transparency, and accountability; and (3) federal partnership.

The key components of the collaboration, transparency and accountability pillar include NEC planning and reporting processes to develop and update the 15-year CONNECT NEC Program and the five-year Capital Investment Plan (CIP). These processes are intended to enhance coordination on service goals, associated capital investments, and the resources required to implement them. CONNECT NEC identifies long-term service objectives and associated capital investments over the next 15 years, while the annual CIP demonstrates how the Commission and its member agencies plan to advance CONNECT NEC in the near-term. The first federal fiscal year of the CIP is an implementation plan constrained by available funding and resources and serves as the baseline for infrastructure delivery reporting.

Train performance and infrastructure delivery reporting is meant to establish a uniform understanding of operations and capital activities and support greater accountability between all parties. The NEC Annual Report is called for in the Policy and required by statute. It summarizes corridor activity during the prior federal fiscal year, including train operations and performance, ridership and service trends, infrastructure delivery as it compares to the CIP, and progress in assessing and eliminating the NEC state-of-good-repair backlog (SOGR). The Annual Report also includes recommendations on these subjects, as appropriate.

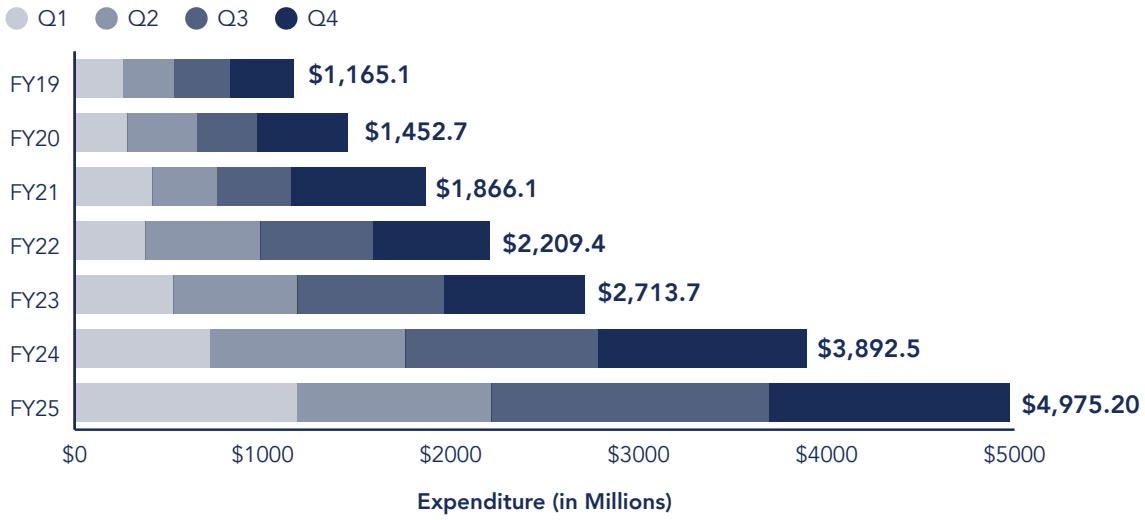
2. Infrastructure

The Commission approved the FY25-29 NEC Capital Investment Plan (CIP) in October 2024, which identified each agency's capital investments planned for federal fiscal year 2025 based on expected available funding. This section summarizes the capital investments made by NEC owners and project sponsors during FY25, including notable progress and accomplishments, as well as investment shortfalls.

Infrastructure Investment Highlights

Agencies invested almost $5 billion in NEC infrastructure in FY25, the highest annual level of capital investment in NEC history. This investment represents a 15% increase over FY24, which at the time was the highest in history. This continued historic expenditure is possible due to advance appropriations provided through the Infrastructure Investment and Jobs Act (IIJA) to Amtrak's Northeast Corridor Account and the Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program, as well as funding through the Capital Investment Grant program and local matches. To date, $17.7 billion has been awarded to 39 NEC projects through two rounds of FSP Program funding, with over $4 billion committed in local match funds.

Figure 1. FY19-25 actual infrastructure investment by year and quarter



Federal-State Partnership for Intercity Passenger Rail Grant Obligations Slow, But Progress in FY25

After committing historic levels of funding to the NEC through two rounds of FSP awards, project sponsors and the FRA worked together to obligate — or officially transfer — those funds to specific projects. Importantly, project sponsors typically cannot move forward with entering into contracts, procuring materials, or hiring workforce to start projects until the award is obligated.

Throughout FY25, project sponsors worked with FRA to obligate 15 FSP grants totaling $11.7 billion, all but two of which came from the FY22-23 award cycle. With this progress, and the one obligation in FY24 (Hudson Tunnel Project), 16 of the 39 FSP awards have been obligated as of the end of FY25.

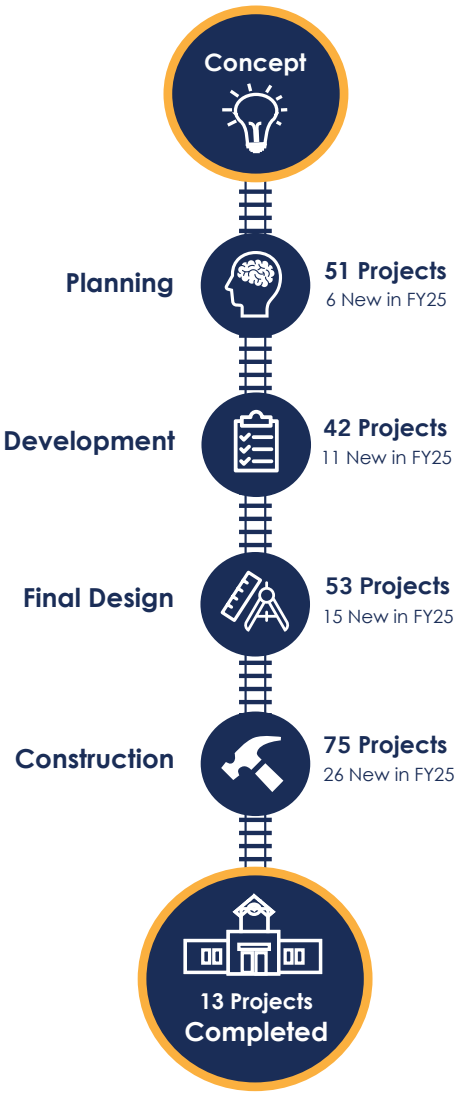
Figure 2. FSP Award Obligations, FY25

Project Name	Agency	Federal Amount Obligated (M)	Total Project Cost (M)
Baltimore & Potomac Tunnel Replacement Program	Amtrak	$4,700.0	$6,027.8
Bush River Bridge Replacement Program	Amtrak	$19.0	$1,943.9
Connecticut River Bridge Replacement Project	Amtrak	$830.0	$1,511.1
East River Tunnel Rehabilitation Project	Amtrak	$1,300.0	$1,644.8
Gateway: Sawtooth Bridges Replacement Project	Amtrak	$187.5	$2,061.7
Gunpowder River Bridge Replacement Program	Amtrak	$30.0	$2,445.5
SAUGATUCK River Bridge Replacement (TIME-4)	CTDOT	$23.2	$1,071.0
Susquehanna River Bridge Replacement Program	Amtrak	$2,100.0	$2,677.5
WALK Bridge Replacement	CTDOT	$460.0	$1,670.0
Penn Station Access	MTA	$1,600	$2,867.2
TIME-1	CTDOT	$240.0	$1,725.0
Infrastructure Renewal and Speed Improvement Program	Amtrak	$22.0	$27.0
DEVON Bridge Interim Repairs	CTDOT	$120.0	$157.0
New Haven Line Network Infrastructure Upgrade Phase 4	CTDOT	$15.0	$34.3
New York Penn Station Transformation	Amtrak	$43.0	TBA
Total		**$11,690**	**$25,864**

Project Accomplishments

With historic levels of spending, agencies are advancing major projects and continue essential SOGR work, while accommodating additional service. Agencies planned for and invested over $4 billion in more than 260 rail projects during FY25, supporting thousands of jobs and addressing aging infrastructure. About two-thirds of all active projects on the NEC were in pre-construction (i.e., planning, development, and final design) phases last year. 88 projects started, continued, or completed construction last year, up slightly from 80 construction projects in FY24.

Figure 3. Project Phase at end of FY25

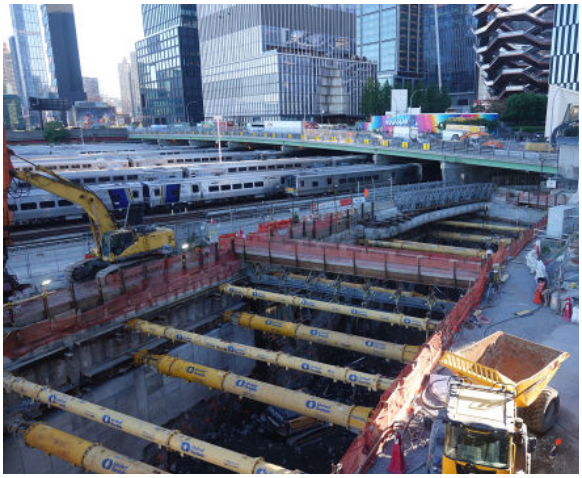


[1]Analysis includes only projects with complete schedule data

Agencies continued construction on major projects across the NEC

Notably, seven of the over 260 projects with investments in FY25 comprised 60% (or $2.5 billion) of the total project amount spent. These seven projects are all under construction. Six of the top seven projects are major backlog projects, replacing century-old bridges and tunnels to bring the corridor toward a state-of-good-repair. In addition, the Penn Station Access project is an improvement project that will enable new passenger service into Penn Station and improve SOGR.

Image descriptions (clockwise from top left); Hudson Yards Concrete Casing, Concrete Casing (aerial view), Windsor Locks Station, rendering of 30th Street Station



NEC agencies closed out construction on 13 projects during FY25. Notable completions include two NextGen Acela Infrastructure Upgrade projects: Ivy City Yard in Washington, D.C. and safety mitigation work across the NEC. These two projects are part of a larger series of infrastructure investments to accommodate the new NextGen Acela trainsets. The trainsets, launched in FY25, require updated facilities to accommodate them and to enhance the speed and efficacy of repairs. The completion of the Ivy City Yard upgrades was a critical milestone for both the new NextGen Acelas and the existing Acela trainsets as the modifications of the yard will allow both types of Acelas to be serviced in the same facility, providing additional space and capacity for maintenance.

The North End of the NEC also saw other notable project completions including the completion of the new Windsor Locks station to support CT*rail* Hartford Line service, the completion of the new Fitter Interlocking in Clinton, CT which will offer operational flexibility along the NEC, and the installation of overhead catenary infrastructure on a subset of track between Boston and Providence. Construction also advanced on Philadelphia's 30th Street Station Redevelopment, a multi-year project which will advance station improvements for travelers as well as Amtrak offices located in the towers above the building. The redevelopment plan will also create opportunities for economic development in the areas surrounding the station to support passenger rail growth. In FY25, construction progress at 30th Street included the completion of roofing work and returning platform 3 to service.

As one component of the Track Improvement Mobility Enhancement (TIME) program, the TIME-2 scope consists of the replacement or rehabilitation of four undergrade bridges along the New Haven Line that serve Metro-North Railroad and Amtrak in Connecticut. In FY25, the East Avenue Bridge footings were completed, and work began on the north platform at East Norwalk station. Project construction on all four bridges is expected to be completed in FY28.

Work such as track removal and drainage system installations were completed on the Delco Lead project, which will construct a resilient storage, service, and inspection facility for NJ TRANSIT trains. It also provides resilience from future storm activity as it will provide safe storage capacity for up to 444 rail cars in the event of flooding.

At Harold Interlocking in New York, the Eastbound Reroute was completed and activated, which is part of the project's scope to eliminate conflicts between Amtrak and LIRR trains, facilitate Metro-North Penn Access service, and reduce delays, improving reliability along the corridor.

2025 Major Project Updates

This map provides a brief project overview and highlights FY25 accomplishments for those NEC projects who had top spend amounts in FY25.

Hudson Tunnel Project

Project Description: Construct a new two-track rail tunnel beneath the Hudson River and modernize the existing two-track North River Tunnel, providing increased reliability and operational flexibility on the NEC.

FY25 Accomplishments: Concrete pour began and the first tunnel boring machine completed Factory Acceptance Testing.

Completion: Jun 2038 | **Total Cost:** $16B | **FY25 Spend:** $670M

Portal North Bridge

Project Description: Build a new two-track fixed railroad bridge across the Hackensack River to replace the existing Portal Bridge, increasing capacity on the Northeast Corridor while reducing maintenance and operating costs.

FY25 Accomplishments: Bridge beyond 75% completion, three arches were floated down the Hudson River and placed onto the bridge.

Completion: Oct 2027 | **Total Cost:** $2.36B | **FY25 Spend:** $314M

Penn Station Access

Project Description: Provide new Metro-North New Haven Line service to Penn Station NY, including four new stations in the Bronx, and bring Amtrak's Hell Gate Line to a state of good repair.

FY25 Accomplishments: Construction continued on the project, including upgrading catenary systems and commissioning of the new Leggett Interlocking.

Completion: Nov 2027 | **Total Cost:** $2.87B | **FY25 Spend:** $278M

Baltimore & Potomac Tunnel

Project Description: Replace the existing Baltimore rail tunnel with the new Frederick Douglass Tunnel which will improve train speeds, safety, reliability, and capacity for intercity, commuter, and freight rail.

FY25 Accomplishments: A Notice to Proceed was issued to purchase two tunnel boring machines. Demolition activities and real estate property transactions occurred through FY25.

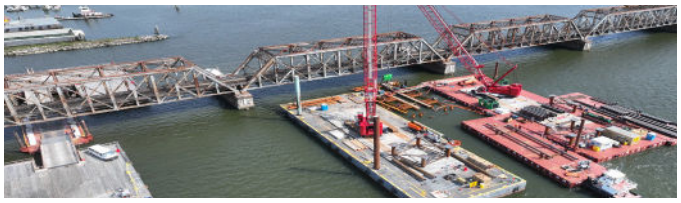
Completion: Apr 2036 | **Total Cost:** $6.03B | **FY25 Spend:** $327M

Connecticut River Bridge Replacement

Project Description: Replace the existing Connecticut River Bridge with a new two-track bascule bridge on a new alignment. The old bridge will be removed with Amtrak supporting operations.

FY25 Accomplishments: Environmental mitigation was completed and early construction work began, including boring work on approaches and trestle installation.

Completion: Oct 2030 | **Total Cost:** $1.5B | **FY25 Spend:** $329M



WALK Bridge Replacement

Project Description: Replace the existing four-track WALK Bridge over the Norwalk River with a new vertical lift bridge, which will improve safety and reliability while remaining a critical link on the Corridor.

FY25 Accomplishments: Pier construction began and procurement for steel machinery commenced.

Completion: May 2030 | **Total Cost:** $1.67B | **FY25 Spend:** $231M

East River Tunnel Rehabilitation

Project Description: Rehabilitate and modernize the East River Tunnel tubes including repairs to tunnel liners, track, power, signal, communications, and fire detection systems.

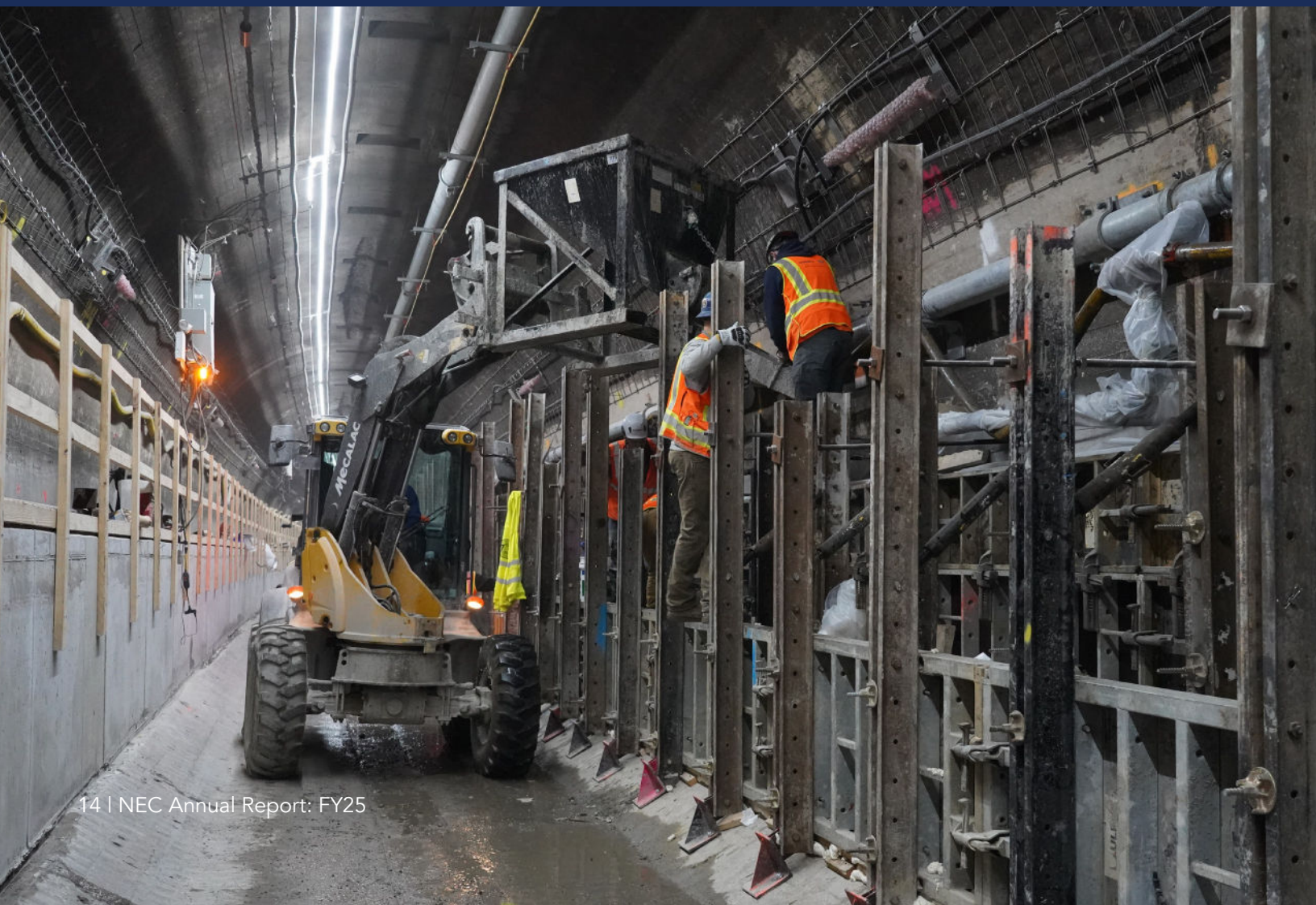
FY25 Accomplishments: Completed demolition of benchwalls, rail, and ballast, relocated traction power cables, and installed communication huts.

Completion: May 2027 | **Total Cost:** $1.64B | **FY25 Spend:** $324M

Balancing Efficient Project Delivery and Minimal Service Impacts

Constructing projects on time and on budget cannot occur without some impact to passengers and train service given the complexity of executing major construction on a busy right-of-way. Carefully coordinated track outage plans can help balance train service and outage needs to minimize impacts to passengers and maximize the amount of work taking place within outage locations to support completing projects on time and on budget. Importantly, early and frequent coordination helps provide transparency around decision-making involving these difficult tradeoffs and gives passengers time to adjust their travel plans.

One example of complex outage coordination in FY25 was the East River Tunnel (ERT) Rehabilitation Project, which will restore two of the century-old tunnel's four tubes that were severely damaged by Superstorm Sandy in 2012. Leading up to the start of construction in 2025, Amtrak, MTA, and NJT coordinated on outage plans and sought to balance competing demands for efficient project delivery and minimal service impacts. The project work is being performed using long-term continuous



outages to address one tube at a time. Given that any service disruption in the three remaining tubes would likely have outsized impacts during the outage, MTA and Amtrak also worked to ensure that infrastructure was hardened and personnel were prepared to respond quickly to any issues.

Even with coordination and mitigation, taking one tube out of service for full rehabilitation throughout 2025 required some service cuts which negatively impacted passengers. In particular, on Amtrak's Empire Corridor, three daily roundtrips between Albany and New York were suspended to reduce demand on the ERT.

Amtrak and the state of New York worked to find creative ways to offset these temporary service cuts and accommodate demand for travel between New York City and the rest of the state. For example, Amtrak agreed to implement price caps and add capacity to its remaining Empire Service trains through longer trainsets. Amtrak and MTA worked to initiate Metro-North service to Albany from Grand Central Terminal to further supplement the Empire Service cuts, a temporary solution that was ultimately not implemented when Amtrak restored full service sooner than planned in early 2026.

The first long term continuous outage (for Line 2) is scheduled to end in Summer 2026, with the project to be completed in 2027. As one of the first major construction efforts among historic levels of project activity, the East River Tunnel Rehabilitation long-term outage coordination serves as an opportunity to learn from both successes and challenges in order to prepare Amtrak, commuter railroads, and the public for future track outages and service changes.

Pre-construction builds a pipeline of construction-ready projects

Agencies also continued to advance over 140 projects through pre-construction phases (i.e., planning, environmental, and design work) to build a pipeline of construction-ready projects for years to come.

Two major station projects underwent structural changes in FY25. The Penn Station Transformation project moved towards a 2027 construction start with three finalists shortlisted for the master developer role, while Washington Union Station secured a renegotiated agreement for federal oversight to accelerate renovations at the end of calendar year 2026.

Amtrak advanced design work on the Sawtooth Bridges Replacement Project, which will reduce service disruptions by removing the speed restrictions in place due to its vulnerable condition and restoring the maximum authorized speed to 90 mph. Connecticut advanced final design on the Hartford Line Double Track project, with construction set to begin in summer 2026. Completion of this project will improve three single-track segments along the line, allowing for increased service frequency and speed to address current and future needs of passengers traveling between Connecticut, central Massachusetts, Boston, and Vermont. Amtrak continued final design on the Susquehanna River Bridge Project, laying the groundwork for construction to replace the 108-year-old bridge, which is a chokepoint on the NEC and beyond its design life. Connecticut continued to advance design of the TIME-1 Bridge project, which will reconstruct seven undergrade bridges and rehabilitate track along a three-mile stretch in Bridgeport.

Investing in Yard Facilities Along the NEC

Rail yards are critical to train operations along the NEC, acting as hubs for train crews and equipment maintenance, including locomotive inspections, fueling, and repairs; coach cleaning; and assembling trainsets. In FY25, Amtrak and commuter rail agencies advanced work on several rail yard facilities projects along the corridor to support improved operations and reduce train delays.

These upgrades signify an investment in both today's service reliability and the next generation of rail service in the Northeast. Maintenance of equipment yards are critical to accommodate new trainsets and speed up maintenance times, allowing trains to return to service more quickly and thus improving reliability (see Chapter 3 for further discussion on mechanical train delays). These facilities enable daily inspections, service, and cleaning on existing and much-needed new rolling stock.

In FY25, Amtrak advanced pre-construction and awarded design-build contracts for four rail yard projects in the Northeast for the forthcoming Airo trains (Southampton Yard in Boston, Sunnyside Yard in NYC, Ivy City Yard in Washington, D.C., and Penn Coach Yard in Philadelphia). Additionally, Amtrak undertook yard infrastructure improvements to accommodate the NextGen Acela trainsets at Ivy City Yard, Southampton Yard, Sunnyside Yard, and other locations along the corridor.

Commuter-led facility work completed in FY25 includes Connecticut DOT's design and construction work on car and diesel shop rehabilitation as well as broader design and program management efforts for the New Haven Line Yard. Together, these efforts will improve existing facilities and allow for rail fleet maintenance and spare part storage. MBTA advanced construction work on a new heavy maintenance and layover facility at Readville Yard, which will allow for repair and overhaul work on locomotives and coaches.

As demand for NEC services continues to increase each year, dependable rolling stock—and the facilities required to maintain, repair, and return trains to service—remains critical to ensuring a reliable NEC.

Capital renewal programs address aging assets

Through their capital renewal programs, agencies repair or replace basic infrastructure assets—such as rail, ties, undergrade bridges, signals, and catenary wire—that are at or beyond their useful life or no longer in a state of good repair. This ongoing, essential work supports reliable and safe train operations and minimizes ride quality issues that may negatively affect passengers' travel experiences.

Capital Renewal Spending and Baseline Capital Charges

Capital Renewal, as defined in the NEC Cost Allocation Policy, is 'the routine repair or replacement of existing basic infrastructure assets.' Owners use Baseline Capital Charges (BCCs), or capital payments calculated through the Commission's Cost Allocation Model, to fund much of this essential SOGR work. A key purpose of the Annual Report is to monitor BCC spending by NEC infrastructure owners. In FY25, three of the four RoW owners, and two of the five station owners, spent their annual BCC obligation. The total obligation across all owners in FY25 was $945.9M.

Figure 4. FY25 BCC obligations and spending (millions)

Owner Type	Owner Territory	FY25 BCC Obligation	FY25 BCC-eligible Investment
RoW	Amtrak	$726.1	$898.6
RoW	MBTA	$37.1	$43.0
RoW	Connecticut DOT	$152.8	$143.0
RoW	MTA	$22.9	$35.9
Station	NJ TRANSIT	$5.9	$15.8
Station	SEPTA	$1.1	$8.3
Total		$945.9	$1,144.6

This table only includes agencies with over $1M in BCC obligations for FY25

The major capital renewal programs with the greatest investment in FY25 are called production programs because the work is completed by production gangs that move up and down an owners' territory to complete essential asset replacement work. The programs include such activities as undercutting (i.e., cleaning or replacing the rocks, or ballast, that support the track), ballast surfacing (i.e., adjusting the ballast so ties are at the optimal geometry), wood/concrete tie replacement, and rail replacement. Other important programs ensure safe and reliable operations through repairs and maintenance of the signal system, catenary (i.e. overhead wire), and undergrade bridges.

Infrastructure owners spent approximately $820 million on capital renewal programs in FY25. Amtrak alone invested over $750 million in their capital renewal programs. They install the vast majority of units through their production programs, including the installation of approximately:

- 817,000 feet of new rail;
- 104,000 new ties;
- 31 turnouts; and
- surfacing approximately 2.5 million feet of ballast.

MTA Metro-North Railroad resurfaced over 5,000 feet or approximately 1/10th of their ten-mile territory's ballast in FY25. CTDOT spent $39 million on capital renewal programs but units for FY25 were not reported. MBTA invested most heavily in its surfacing program, addressing approximately 160,000 feet of ballast in its territory, as well as installing over 2,700 wood ties through their tie/timber program.

Units delivered in FY25 - All owners, projects and programs

3.8M
feet of ballast surfacing

242K
feet of ballast undercutting

863K
feet of rail installed

46
turnouts installed

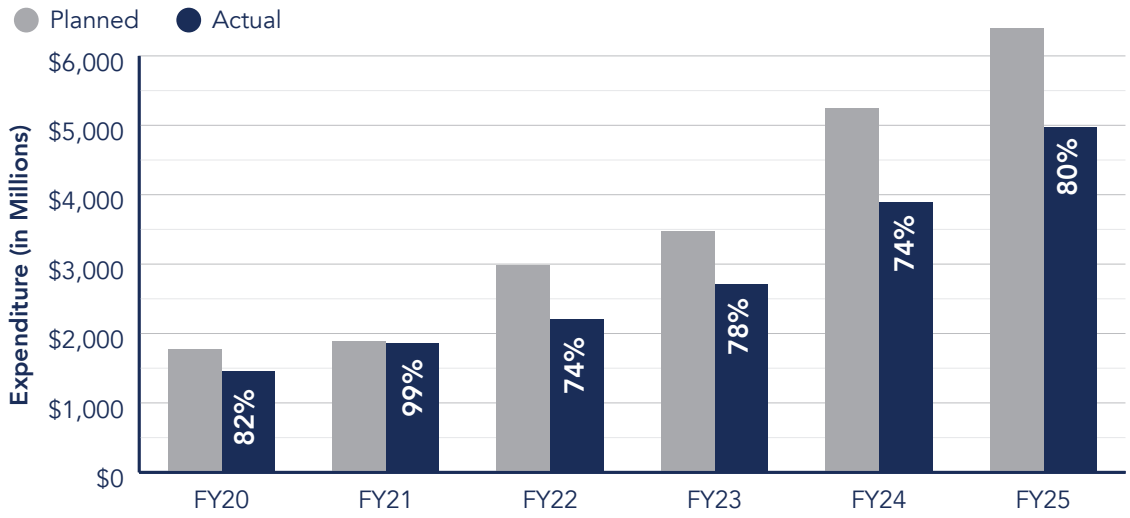
127K
ties installed

Measuring Project Delivery & Plan Adherence

The Cost Allocation Policy requires the Commission to monitor the implementation of year one of the CIP to document delivery of the capital program and how individual projects are progressing. The Commission has reported on adherence to the annual plan in all Annual Reports since FY16 with a particular focus on plan vs. actual expenditure analysis. As discussed in previous reports, expenditure is only one way to measure plan adherence, and annual spend variance is not necessarily indicative of a project's overall schedule progress and whether it will be completed on time. To that end, the Commission began to collect life-of-project (LOP) schedule data quarterly in FY24 to track changes to schedules and monitor project delays. The Commission also uses this information to summarize key performance indicators for NEC projects receiving FSP grant awards on the FSP Project Tracker (available on the NECC website).

Analysis of FY25 data shows that, in aggregate, NEC agencies achieved approximately 80% of the over $6 billion planned expenditure in the CIP and 66% of project schedules are as-projected based on schedules provided in the CIP. However, major project data inconsistencies and rescoping significantly affect expenditure analysis results, particularly given the scale of ongoing mega projects. For example, the $6 billion planned expenditure from the CIP included $200M in planned expenditures on Penn Station Reconstruction, a project which had its project grant withdrawn and canceled. Conversely, the overall planned expenditure included only a subset of the planned FY25 construction costs for Hudson Tunnel Project, the NEC's largest capital project, due to transitioning project responsibilities between Amtrak and the Gateway Development Commission (GDC). Nevertheless, taken at face value, this overall analysis of plan adherence suggests that agencies are not drastically underspending or off-schedule when looking at the entire annual capital program.

Figure 5. Planned expenditure versus actual expenditure



However, analysis of agency- and project-level expenditure plan adherence suggests a less favorable picture of project delivery and raises questions about how the Commission should approach this work in future Annual Reports.

Specifically, only 36 projects, or 13% of active FY25 projects in the CIP, spent within 20% of plan. Only one agency, Rhode Island DOT, spent within 20% of plan. Seven project sponsors spent 40-80% of their overall planned expenditure, including Amtrak, CTDOT, MTA, and NJ TRANSIT.

As mentioned previously, high annual spend variance does not necessarily mean projects are behind schedule. Figure 6 shows the expenditure variance for major NEC projects, along with the explanation of variance from the submitting agency. As in previous years, many of these project-level variances are significant. However, there are some notable exceptions that spent as planned in the FY25-29 CIP, including the Connecticut River Bridge Replacement Project, WALK Bridge Replacement Project, and the Hudson Yards Concrete Casing, an enabling project for the Hudson Tunnel Project. The most notable project-level variances shown in Figure 6 have differing explanations, including outage coordination issues, delays in grant authorizations, ongoing value engineering, and unspent contingency funds. Some of these variance explanations suggest potentially significant project delivery issues that may turn into overall project delays if not addressed, while others suggest that the projects will continue on track despite less spending than expected last year.

As the analysis in this section demonstrates, annual plan adherence can be useful to indicate whether NEC spending is generally in line with expectations. However, it is generally not an effective tool for assessing or monitoring project delivery at the individual project level for all projects. With historic levels of investment in the corridor, the Commission wants to monitor project delivery and understand causes of delays so they can be addressed. Before the next Annual Report, the Commission will review its capital program delivery monitoring process and build upon the existing plan adherence analyses to create more meaningful measurement of project delivery.

Figure 6. Variance explanations, Top 10 Projects by planned expenditure (millions)

Project	Planned Expenditure	FY25 Expenditure	Variance	Variance Explanation
Penn Station Access	$524.50	$277.82	$(246.67)	Some planned work was deferred and/or resequenced in FY25 due to Amtrak staffing and track outage availability issues in prior fiscal years, as well as design and construction issues.
East River Tunnel Rehabilitation Project	$477.68	$323.87	$(153.81)	A required predecessor project, Eastbound Reroute Project, created a 178-day schedule impact to this project. The full outage began in June 2025 instead of originally planned December 2024. Amtrak is working on implementing mitigation measures to maintain schedule reliability and minimize the overall impact of the delay.
Gateway: Portal North Bridge	$476.96	$313.68	$(163.28)	Contingency funds and contractor retainage that were included in the plan were not spent during FY25. In addition, the pace of construction slowed down slightly, decreasing actual expenditures.
Baltimore & Potomac Tunnel Replacement Program	$456.52	$326.84	$(129.67)	Delays in grant authorization to award certain contracts, ongoing value engineering, NEPA reviews, and unresolved utility issues created significant delays relative to the FY25 plan.
Gateway: Hudson Tunnel Project	$366.97	$670.17	$303.20	FY25 Planned Spend was provided only for Amtrak portions of the project. However, FY25 actual spend amounts for the entire project were provided by GDC as they are delivering the project as it moves into construction. Differences in each agency's FY25 plan account for difference in spend.
Connecticut River Bridge Replacement Project	$324.60	$328.81	$4.21	No notable variance
New York Penn Station Reconstruction	$226.50	$22.21	$(204.29)	In April 2025, USDOT and Amtrak assumed responsibility for this project which became Penn Station Transformation Project.
Gateway: Hudson Yards Concrete Casing 3	$221.91	$216.89	$(5.02)	No notable variance
William H. Gray III 30th Street Station Redevelopment	$213.36	$165.68	$(47.68)	Construction delays resulted from unforeseen conditions in floor slabs throughout the South Tower, creating a 6-month project phase delay. Previously scheduled North Tower construction will take place in FY26.
WALK Bridge Replacement	$200.00	$231.12	$31.12	Cost overrun resulted from the need to address unforeseen site conditions with the micro-tunnel boring machine, negotiate payments to resolve structural steel procurement delays, and pay higher early mobilization costs for the WALK project's final construction package.

Additional project variances can be found in the appendix.

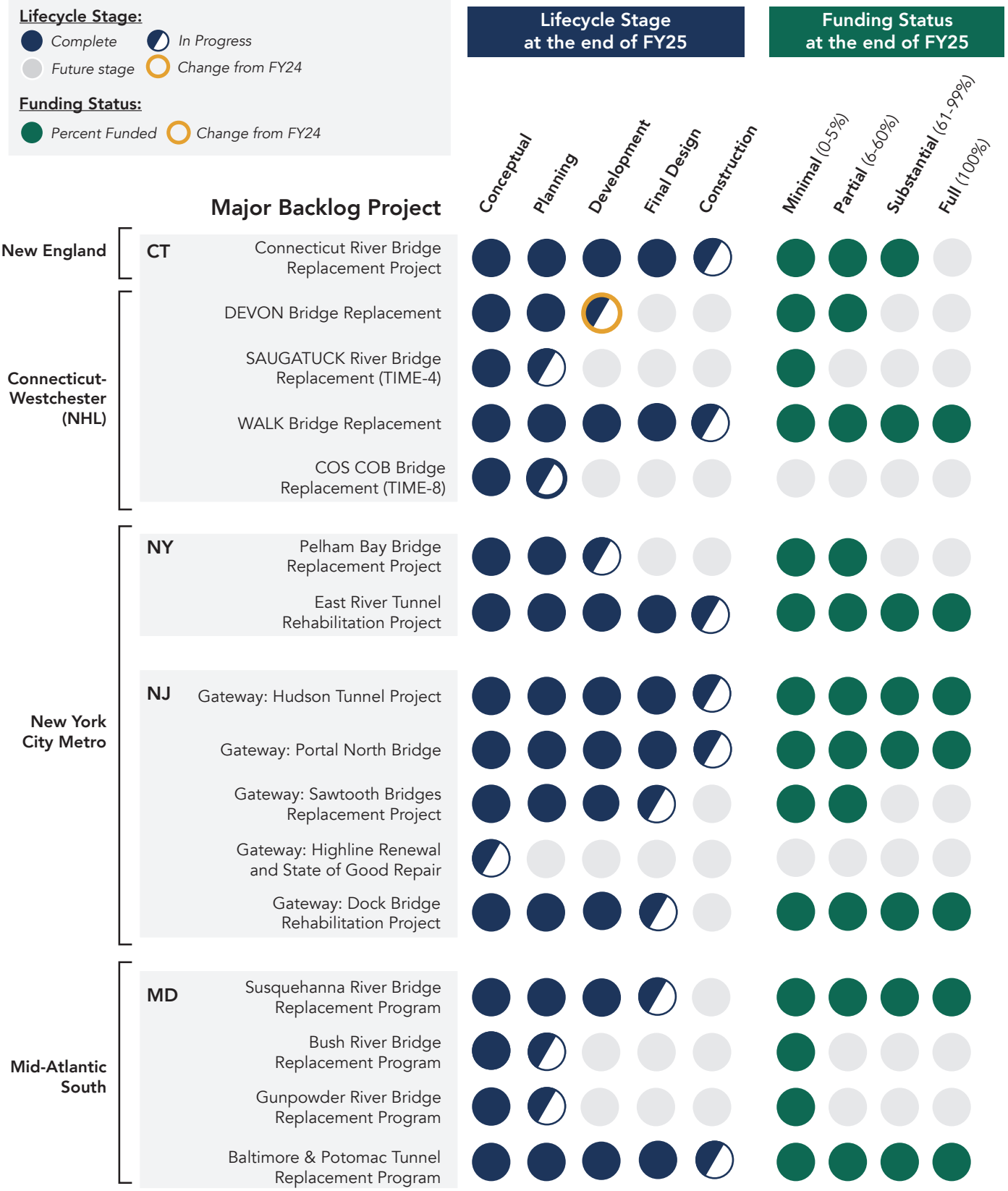
Progress in Eliminating the SOGR Backlog

The Commission is required by the Cost Allocation Policy to report on the progress in eliminating the NEC SOGR backlog in the Annual Report. The SOGR backlog refers to the population of assets—both large bridges and tunnels (major backlog) and basic infrastructure assets—on the NEC that are no longer within their useful life or in a condition to perform as designed.

Major Backlog

Figure 7 is an updated graphic from previous Annual Reports which shows the progress made over the past year on major backlog projects by percent funded as well as progress through the project lifecycle. This year, all major backlog projects remained in their previous project lifecycle stage, as expected based on schedules submitted in the CIP, except for the Devon Bridge Replacement project which started development. This graphic also shows funding status as of the end of FY25, including all FSP awards to date from the FY22-23 and FY24 cycles. There were no additional awards made in FY25.

Figure 7. Status of major backlog projects at the end of FY25



Basic Infrastructure Backlog

To support measuring the year-over-year change in SOGR for basic infrastructure, the Cost Allocation Policy requires right-of-way owners to provide asset counts, age and/or condition, and replacement threshold for each asset type.

Owners face ongoing challenges in providing consistent data to meet this requirement. Specifically, changing SOGR methodologies and shifting asset counts make comparing between years impossible, while differing asset management systems between owners makes collecting uniform data at a regular cadence difficult. Nevertheless, progress is being made. While Metro-North already uses condition data for its asset data, Amtrak has made significant SOGR asset assessment improvements by incorporating a mix of condition (specifically visual inspection and maintenance scores) with useful life into their SOGR scores for most asset types that were previously derived from age. Only three asset types remain as age alone, all of which are also slated for improvements in methodology in the coming years.

Figure 8 includes the latest asset data from RoW owners, reflecting the count of existing assets, for asset types where that data is available, along with a "SOGR rating" based on percent in SOGR as of the end of FY25 for Amtrak.

In recent years, the Commission has worked with RoW owners to determine an initial baseline percentage of existing assets in a SOGR for select asset types, with the ultimate goal being to track percentage of assets addressed each year. Once data stabilizes to allow for year-over-year comparison, this assessment would be based both on additional assets that aged out of SOGR and new assets that replaced backlog assets during that federal fiscal year. However, it takes significant effort and time to adjust internal systems and processes to stabilize asset data. As such, it is expected that it will take several years for Amtrak's asset data to stabilize to the point that a year-over-year comparison is possible. It will be important that Amtrak commit and sustain resources to achieve these objectives as quickly as possible.

Figure 8. Status of programmatic backlog to date

Asset Type	Unit	FY25 Count	FY25 Measurement	FY25 Rating
Amtrak (Amtrak and Massachusetts)				
Catenary Structures	each	20,324	Age, Condition	Medium-High
Catenary Wire	miles of catenary	1,467	Age	Medium-Low
Central Instrument House	each	204	Age, Condition	Medium-High
Concrete Ties	each	3,443,966	Age	Medium-High
Culvert	each	734	Condition	Medium
Rail	track miles	1,614	Age, Condition	High
Signals	each (INT)	1,825	Age	High
Signals	each (ABS)	770	Age	High
Substations	each	86	Age	Medium-Low
Switch Machine*	each	3,222	Age, Condition	Medium-High
Turnouts	each	2,415	Age, Condition	Medium-High
Undergrade Bridges	linear feet (track)	144,551	Condition	Medium
Wood Ties	each	914,247	Age, Condition	Low

*Condition assessments for switch machines were only completed for one subdivision (Wilmington).

Metro-North (New York only unless noted otherwise)				
Rail (CT and NY)	rail miles	448	Age	Medium
Turnouts (CT and NY)	each	293	Age	High
Substations (NY)	each	7	Condition	Medium-Low
Catenary Towers (NY)	each	195	Condition	High
Bridges and Culverts (NY)	each	52	Condition	Medium-High

Key: SOGR Rating	Percent in SOGR
High	80-100%
Medium-High	60-80%
Medium	40-60%
Medium-Low	20-40%
Low	0-20%


NO EMERGENCY
ACCESS
AT THIS LOCATION

3. Operations

Ridership and Service

Ridership Growth Continues

Ridership levels continued to increase throughout FY25, ending the year at the highest total annual levels observed since FY19. A total of 223 million trips were taken on the NEC in FY25, an increase of 6.9% from the 209 million trips in FY24.

NEC ridership grew to an average of 697,500 weekday riders in FY25—47,500 on Amtrak and 650,000 on commuter railroads—a 5.4% increase from FY24. Ridership peaked at a high of 721,500 weekday riders during the month of October.

Average weekend ridership grew 14.2% year-over-year to 397,500 in FY25, with a high of 470,000 also recorded in October. Every operator on the NEC experienced ridership growth, with several notable success stories.

Figure 9. FY23-25 average NEC weekday and weekend trips by operator

Operator	Average NEC Weekday Trips				Average NEC Weekend Trips			
	FY23	FY24[1]	FY25	Change From FY24	FY23	FY24[1]	FY25	Change From FY24
Amtrak	37,904	43,944	**47,520**	**8.1%**	36,675	42,700	**44,328**	**3.8%**
MBTA	50,367	61,167	**62,691**	**2.5%**	24,083	29,474	**30,517**	**3.5%**
CT*rail*	1,100	1,165	**1,462**	**25.5%**	954	1,016	**1,209**	**19.0%**
Metro-North	84,316	96,744	**97,505**	**0.8%**	56,001	64,335	**65,547**	**1.9%**
LIRR	216,981	241,158	**261,719**	**8.5%**	88,201	106,831	**125,857**	**17.8%**
NJT	138,316	162,496	**164,447**	**1.2%**	70,703	83,191	**103,877**	**24.9%**
SEPTA	34,783	42,415	**46,236**	**9.0%**	12,078	13,818	**15,197**	**10.0%**
MARC	10,753	11,520	**13,950**	**21.1%**	4,965	6,853	**11,211**	**63.6%**
VRE	1,360	1,334	**2,054**	**53.9%**	-	-	**-**	**-**
Total	**575,879**	**661,944**	**697,585**	**5.4%**	**293,662**	**348,218**	**397,742**	**14.2%**

[1]The updated numbers for FY24 in Figure 9 are higher than reported in the FY24 Annual Report. Average weekday and weekend trip estimates change year-to-year due to National Transit Database updates by operators and to changes in the on/off corridor and weekday/weekend split based on annual submissions to the NEC Cost Allocation Model.

Amtrak, despite challenges in maintaining the enhanced service levels introduced in March 2024, recorded a 6.8% year-over-year increase in total on-corridor ridership, exceeding FY24's record passenger numbers. Average weekday and weekend ridership were nearly equal at approximately 47,500 and 44,500 daily riders, respectively. Further discussion on Amtrak service changes can be found on page 36.

VRE, MARC, and CT*rail* all posted total ridership growth of over 20% in FY25, with VRE achieving an impressive 53.9% increase. CT*rail*'s increase is partly due to expanded service on Shore Line East, while a significant portion of VRE and MARC's growth can be attributed to the return-to-office mandate for federal workers issued in January 2025. However, MARC also recorded a notable 63.6% increase in weekend ridership, which appears unrelated to commuter travel. NJ TRANSIT experienced similarly strong weekend gains, with ridership rising nearly 25%, accounting for the majority of the agency's total FY25 ridership growth.

Metro-North ridership increased by 1.0% in FY25 as compared to FY24, while MBTA saw an overall increase of 2.6% in FY25. Despite having the smallest FY25 ridership increases, it is notable that both MBTA and Metro-North overall achieved the highest post-pandemic ridership recovery among NEC commuter operators at 99.1% and 85.9% of pre-pandemic levels, respectively.

For more information on historical ridership trends, see the appendix.

Figure 10. Weekday Ridership FY21-25

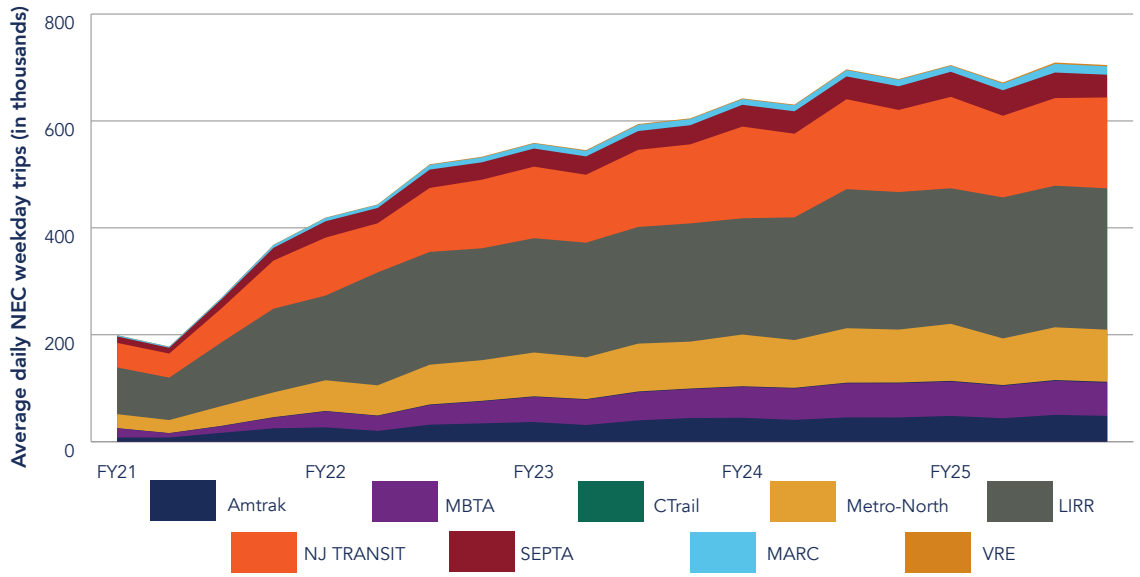
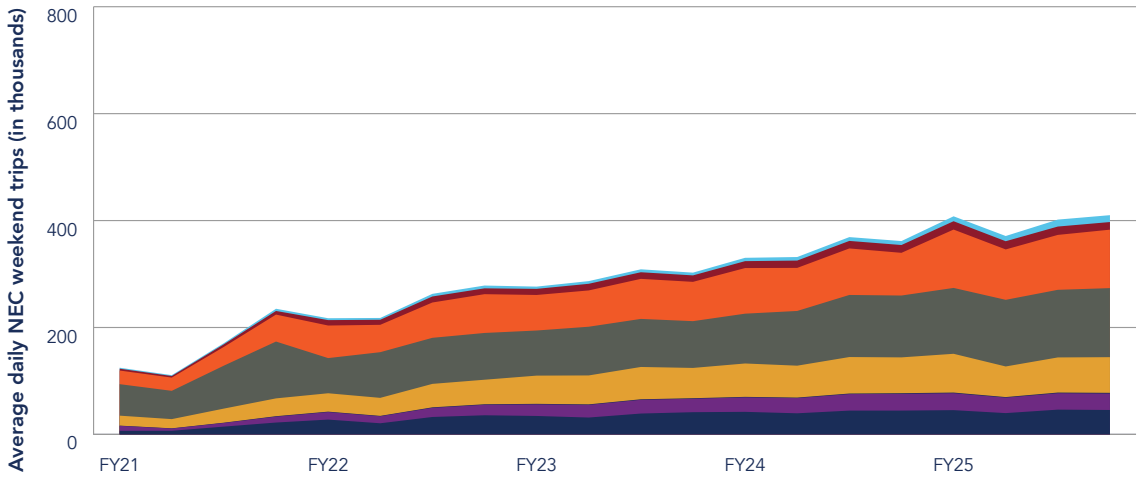


Figure 11. Weekend Ridership FY21-25



Post-Pandemic Ridership Recovery

Total NEC ridership reached 223 million trips in FY25, a 6.9% increase from FY24. However, this total remains below the FY19 peak of 266 million trips. For most operators along the NEC, FY19 represents a peak year for ridership prior to the disruptions brought on by the COVID-19 pandemic.

Ridership declined sharply during the pandemic, followed by a steady but partial recovery in subsequent years. Travel patterns have fundamentally shifted, driven largely by the widespread adoption of hybrid/remote work. This resulted in a sustained reduction in weekday commuter volumes, contrasted by notable growth in off-peak and weekend leisure travel.

These changes had the greatest impact on operators whose services were historically oriented toward traditional commuters. Despite strong ridership growth in FY25, CT*rail**, MARC, and VRE continue to carry more than 40% fewer riders compared with FY19. While most agencies restored weekday service to pre-pandemic levels, many also added more off peak and weekend service to better meet evolving travel needs.

Operators that provide more frequent, all day service such as NJT, Metro-North, SEPTA, and LIRR performed significantly better in recovering a greater share of their pre-pandemic ridership. MBTA achieved the strongest recovery among commuter rail providers, regaining approximately 99% of FY19 ridership by shifting from a commuter-focused model to an all day regional rail service pattern with increased off-peak and weekend services.

Finally, intercity travel has shown a robust rebound. Amtrak's NEC ridership fully recovered and surpassed pre-pandemic levels, exceeding FY19 ridership by 17.4%, bolstered by the off-peak and leisure travel options connecting riders to nearby NEC cities.

*per CTDOT, Hartford Line ridership has fully recovered to 2019 levels, while Shore Line East ridership has remained below 40% of 2019 levels. Totals shown in figure 12 reflect the aggregate of both lines.

Figure 12. FY19-25 total annual NEC trips by operator (millions)

Operator	Total Annual Trips								
	FY19	FY20	FY21	FY22	FY23	FY24	FY25	Change From FY24	Change From FY19
Amtrak	14.46	7.20	5.00	10.36	13.67	15.90	**16.98**	**6.8%**	**17.4%**
MBTA	19.68	11.73	4.59	10.51	15.60	19.01	**19.51**	**2.6%**	**-0.9%**
CT*rail*	0.84	0.44	0.19	0.33	0.39	0.41	**0.51**	**23.7%**	**-40.1%**
Metro-North	37.51	19.80	11.22	21.32	27.74	31.91	**32.23**	**1.0%**	**-14.1%**
LIRR	96.98	55.60	36.65	59.83	65.55	73.96	**81.25**	**9.9%**	**-16.2%**
NJT	68.28	35.87	19.48	35.73	43.29	50.98	**53.63**	**5.2%**	**-21.5%**
SEPTA	18.53	9.54	4.62	9.30	10.29	12.49	**13.62**	**9.0%**	**-26.5%**
MARC	8.65	4.24	1.06	2.42	3.31	3.72	**4.80**	**29.0%**	**-44.5%**
VRE	1.11	0.52	0.10	0.24	0.35	0.35	**0.54**	**53.7%**	**-51.9%**
Total	**266.05**	**144.95**	**82.90**	**150.05**	**180.19**	**208.74**	**223.06**	**6.9%**	**-16.2%**

Average weekday and weekend trip estimates change year-to-year due to National Transit Database updates by operators and to changes in the on/off corridor and weekday/weekend split based on annual submissions to the NEC Cost Allocation Model.

Weekday Service Remains Steady with More Weekend Trains Added

In FY25, the average number of NEC trains held relatively constant on weekdays and increased by 14.5% on weekends as compared to FY24. The significant increase in weekend trains was driven by timetable changes implemented by SEPTA and MBTA at the end of FY24, which then boosted service averages across FY25. SEPTA made a major adjustment at the end of FY24, increasing scheduled weekend trains from 130 to 176 on average per day. Similarly, MBTA expanded weekend service at the end of the prior fiscal year which carried over into the FY25 averages. In addition, MBTA launched the Fall River/New Bedford line in March 2025, which extended the existing Middleborough/Lakeville route by 37 miles with 5 new stations.

At the start of FY25 (October 2024), CT*rail* added four additional weekday trains on Shore Line East, increasing year over year to an average of 21 weekday trains.

Figure 13. Weekday Trains FY21-25

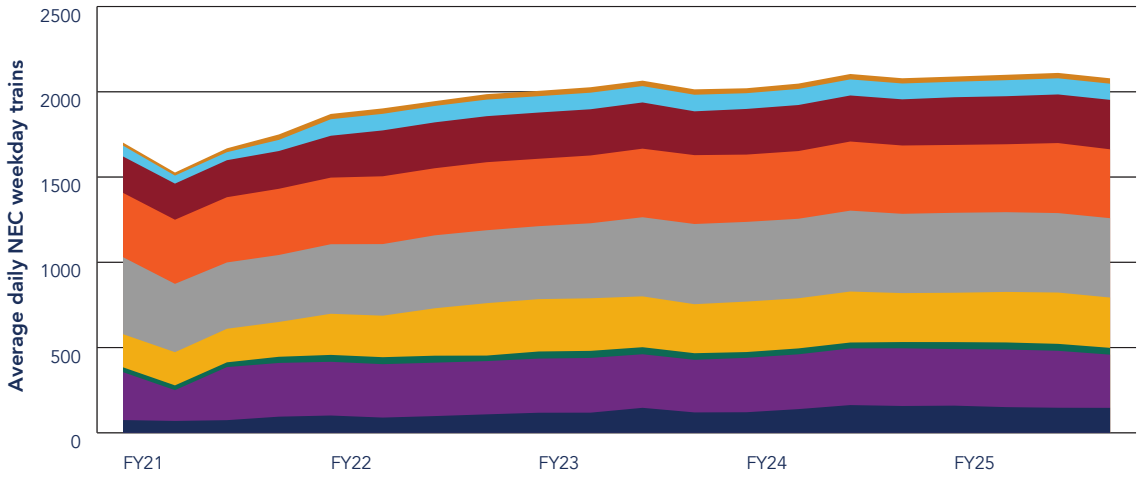
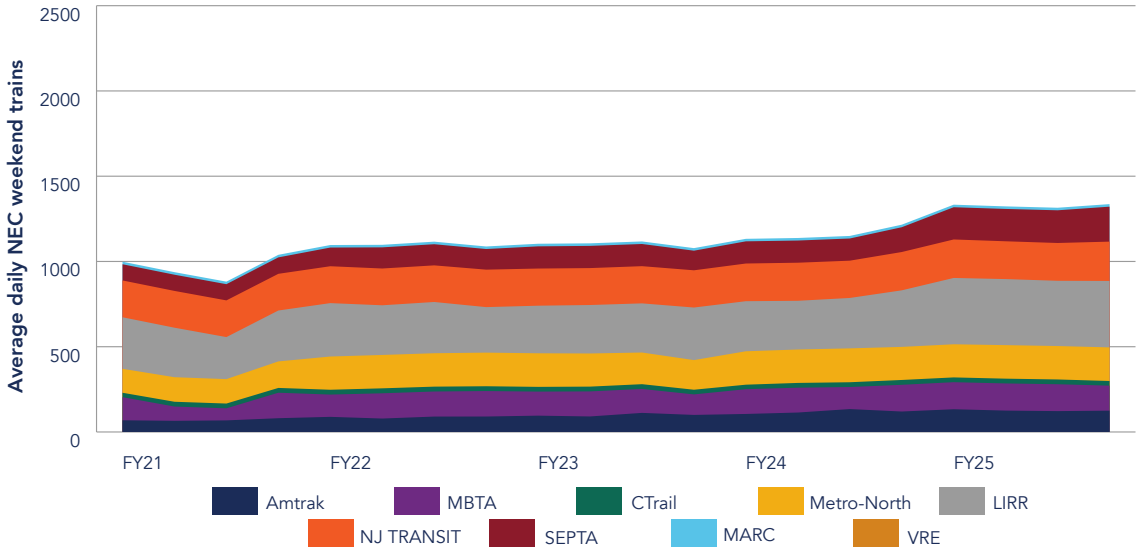


Figure 14. Weekend Trains FY21-25



Despite this improvement, service levels remain below the pre-pandemic average of approximately 33 weekday trains on the same route.

On average, Amtrak operated higher service levels in FY25 compared with FY24 after its March 2024 weekday and weekend service expansion on the Acela, Northeast Regional (NER), Keystone, and Empire routes in response to increased customer demand. These additional trips were supported by faster train turnarounds at terminal stations, which reduced rolling stock downtime.

However, the enhanced schedule proved difficult to sustain particularly for the Acela due to ongoing mechanical issues. The increased frequency from 22 to 30 weekday Acela trains negatively affected on time performance, prompting Amtrak to scale back Acela service levels to 23 weekday trains nine months later, in January 2025. (See further discussion on Amtrak train delays on page 39).

While Acela service was up and down through 2025, NER retained most of its service increase through the year. Weekday trains rose from an average of 34 to 48 under the enhanced schedule, before being reduced slightly to 46 from January 2025 onwards. Weekend NER services also remained elevated, at a daily average of 44 in January 2025, up from 36 daily trains in March 2024.

Despite the Acela service constraints, overall Amtrak service levels remain above FY24 levels, and are expected to grow in FY26 with the introduction of additional NextGen Acela trainsets.

NEC Operating Surplus

Federal statute and the NEC Cost Allocation Policy requires Amtrak to provide an accounting of how its NEC operating surplus, if any, was expended. Amtrak's NEC operating profit was $352.2M in FY 2025. That amount is being applied towards the ~$1B in committed matches for discretionary grants to advance various capital projects on the NEC, such as the Hudson Tunnel Project and B&P Tunnel Program, which are used by Amtrak and its NEC partners.

Operating surplus on Amtrak's NEC service line was as follows for the last seven years:

Fiscal Year	Surplus ($M)
2019	$568.5
2020	($3.9)
2021	($345.1)
2022	($1.6)
2023	$198.7
2024	$237.6
2025	$352.5

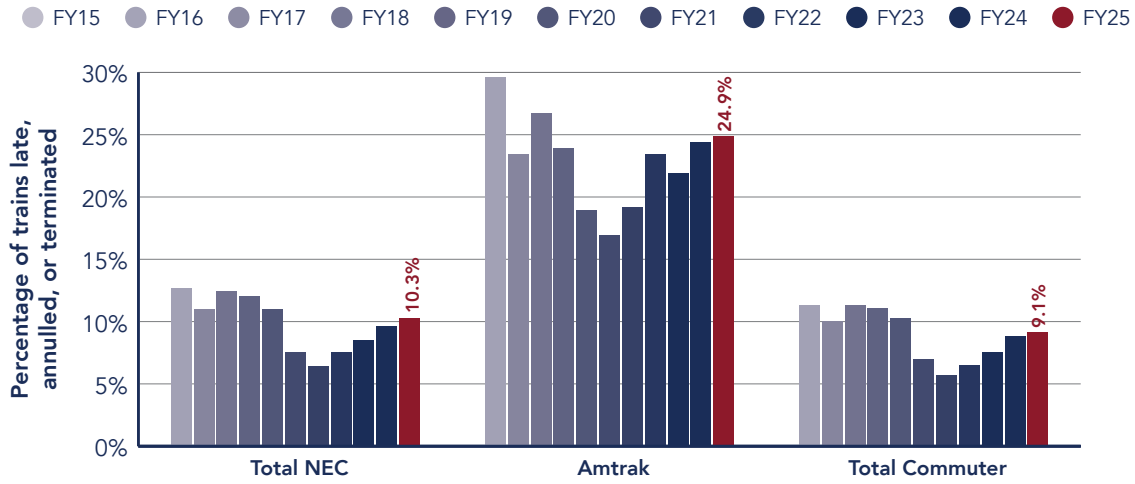
Delay and Performance Trends

Delays Increase Marginally Across the NEC

While ridership and service increased, the reliability of NEC trains decreased. 10.3% of NEC trains were late, annulled, or terminated in FY25, compared to 9.6% in FY24. Overall, NEC trains remain slightly more reliable than pre-pandemic services but are approaching the percentage of trains late (PTL) range of between 11% and 13% as recorded prior to the pandemic.

PTL rose by roughly one percentage point per year from FY21 to FY24 as service levels were restored following the pandemic. In FY25, however, the increase moderated to 0.7 percentage points, suggesting that the impact of added service on late-train rates may be leveling off.

Figure 15. Percentage of trains late, annulled, or terminated, FY15-25

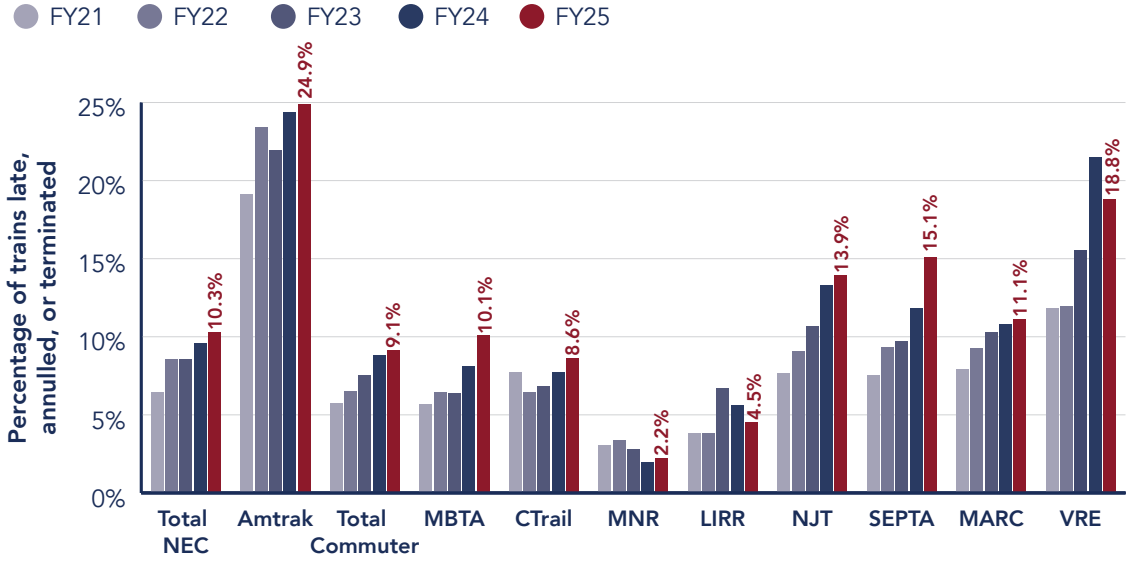


Notably, agencies are operating similar weekday service but substantially more weekend trains than prior to the pandemic. Despite this, commuter PTL remains well below 2019 levels. Overall, total PTL is slightly outperforming that of 2019, with more on-time arrivals despite operating more trains.

Agency Operator Performance

Figure 16 provides overall annual levels of percent trains late, annulled, or terminated between FY21 and FY25, indicating the trend of decreasing on-time performance by all operators except VRE and LIRR.

Figure 16. Percentage of trains late, annulled, or terminated, FY21-25



SEPTA experienced the largest increase in PTL among all operators, rising by 3.3 percentage points from FY24. Cancellation rates also grew, reaching 1.4% compared with an average of 0.5% in FY23–FY24. These increases are largely attributable to a rise in ET issues and unspecified mechanical issues.

MBTA recorded the second largest increase in PTL, rising from 8.1% in FY24 to 10.2% in FY25. Part of this increase reflects on time performance challenges associated with the launch of the Fall River/New Bedford line. In the first two quarters of operation (FY25Q2–FY25Q3), the Fall River/New Bedford Line recorded a PTL of 24.0%, compared with an FY24 average of 14.1% on the former Middleborough/Lakeville Line. Cancellations also reached 5.2%, significantly higher than the FY25 MBTA NEC average of 1.3%. Delays were primarily attributed to staffing shortages. After initial operational challenges were addressed, performance improved in FY25 Q4, with PTL falling to 12.3% and cancellations declining to 3.2%. MBTA also experienced delays unrelated to the new line including a substantial increase in infrastructure delays related to signals and track, as well as mechanical delays stemming from equipment shortages and brake issues.

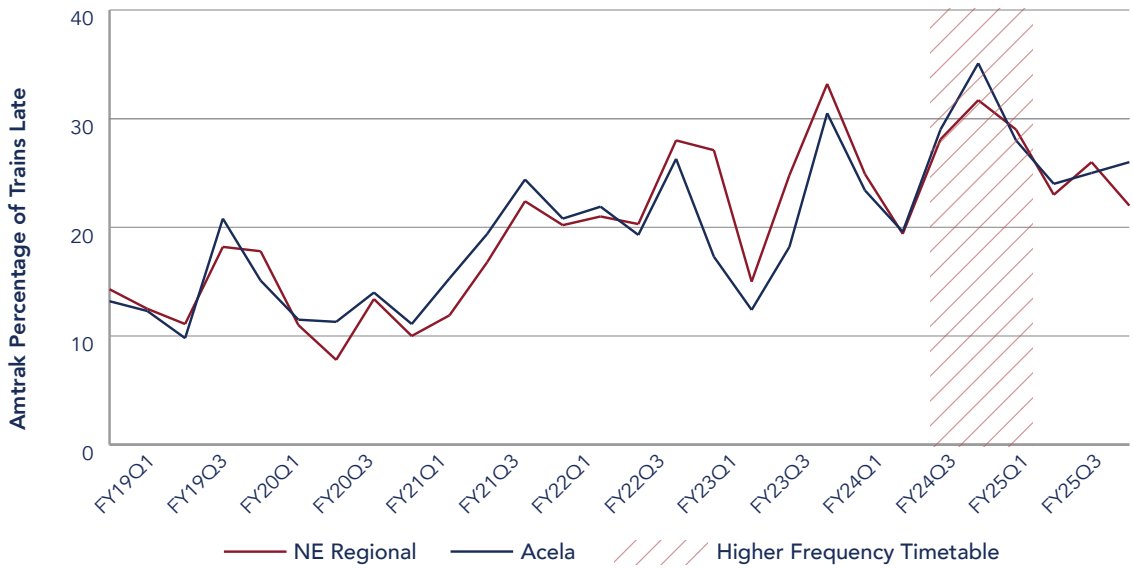
VRE continues to have the highest PTL among commuter operators, but it also recorded the largest improvement in FY25, with a 2.5 percentage point reduction in late trains compared with FY24. Performance on the Fredericksburg Line remained consistent with FY24, while the Manassas Line saw a notable improvement, with PTL declining from 23.3% in FY24 to 18.2% in FY25. A portion of the Manassas Line

was purchased from Norfolk Southern by the Virginia Passenger Rail Authority in September 2024.

MTA's commuter services, Metro-North and LIRR had the best on-time performance of FY25, consistent with prior years. Metro-North recorded only 2.2% of trains late which was the most punctual on-corridor, and LIRR recorded 4.5% of trains late — their best performance since FY22.

Amtrak's PTL has risen steadily since its pre-pandemic low in FY19, reaching nearly 25% in FY25. Specifically, during the 9 month period in FY24 and FY25 when Amtrak operated the enhanced schedule (see page 36), on-time performance notably declined, mostly due to a tripling of late equipment/crew swap issues. Acela services averaged a PTL of 30.8%, while Northeast Regional services averaged 32.7% during this period of enhanced service. Once service levels were reduced in January 2025, PTL improved through the remainder of the fiscal year, as shown in Figure 17.

Figure 17. Amtrak Acela and Northeast Regional PTL



Delay causes along the NEC

Investigating and monitoring causes of delay is a key purpose of NEC train performance reporting. Figure 18 breaks down total FY25 on-corridor delay minutes per 1,000 trains into their major categories, and into the principal subcategories for the four largest delay types. The width of each flow represents its share of total delay minutes, allowing a comparison of the relative impact of different factors and to see how high-level delay categories are composed of multiple operational and infrastructure related issues.

NEC Commission Cause of Delay Categories

The Commission receives delay records from each operator, each of whom uses its own assessment procedures and methodologies. To ensure consistent monitoring of delay trends and enable meaningful analysis, the Commission standardizes these varying data structures by organizing them into broad delay categories, and then further into more detailed subcategories.

Individual railroads maintain their own classification of delay causes. The Commission gathers, consolidates, and analyzes causes of delay from all NEC railroads to create a consistent framework that allows for a corridor-wide analysis. Under this approach, the Commission utilizes eight cause-of-delay categories defined below:

Infrastructure: Failure of track, communications and signals, electric traction, and structure assets; programmed maintenance including any late clearings; and speed restrictions.

Mechanical: Locomotive failure; coach failure; and disabled train ahead.

Transportation: Train dispatching and routing; train interference; and crew availability.

Third-Party: Trespassers; police action; bridge openings; debris on tracks; and utility failure.

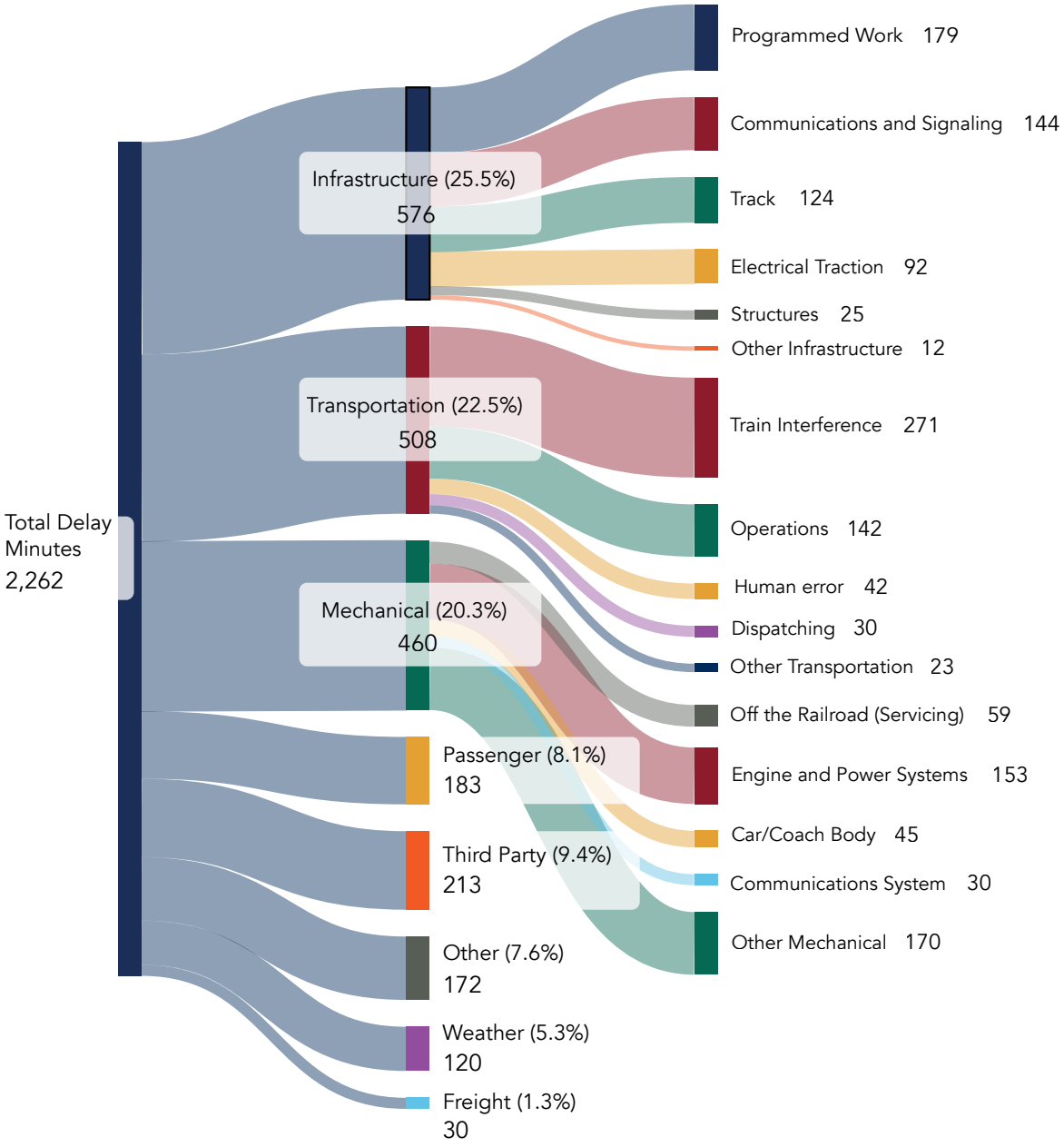
Weather: Precipitation; wind; excessive cold or heat; slippery rail; and weather-related infrastructure failures.

Passenger: Passenger loading time; passenger behavior or injury; and holding for connections.

Other: No report provided; delay cause unknown; and derailment.

Freight: Freight train interference.

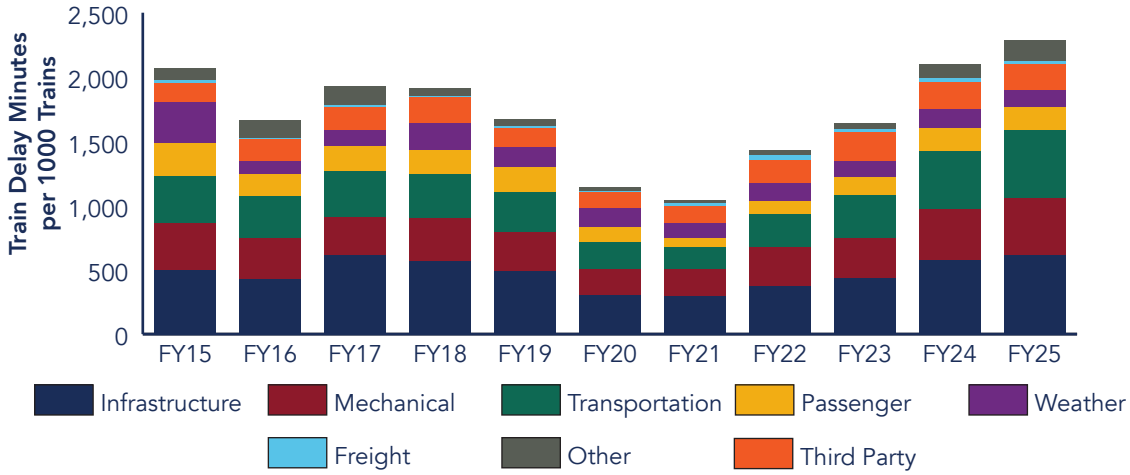
Figure 18. Breakdown of FY25 Delay Minutes per 1,000 Trains on the NEC



NEC-wide delay trends

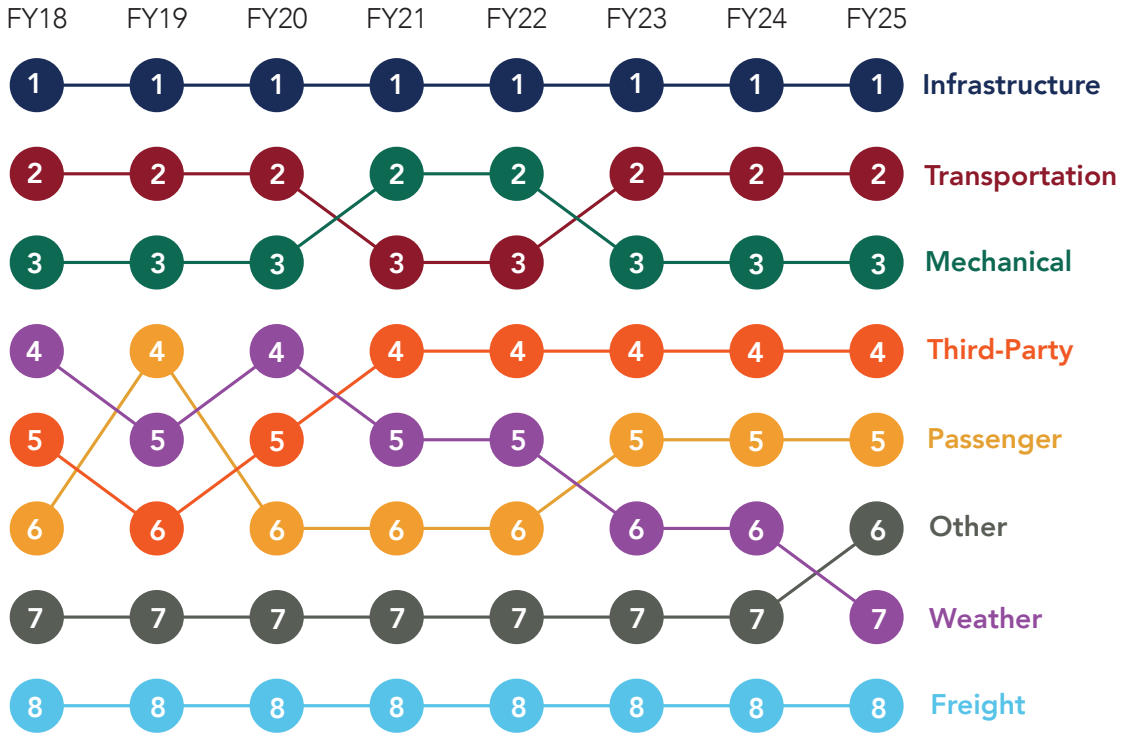
This section provides an overview of NEC delay trends in FY25, illustrating how rising service levels and changing operating conditions influenced increases across most delay categories. Infrastructure remained the primary cause of delays, followed by transportation, and mechanical as in previous years, however there were changes in how these delays were experienced on the corridor.

Figure 19. Train delay minutes per 1,000 trains by cause and FY



On-corridor delay minutes per 1,000 trains increased by 7.9% in FY25, with increases across nearly all delay categories except weather-related delays, which declined by 22.5%. Some of these increases are linked to higher service levels and ridership on the corridor. For instance, passenger delays (e.g., loading time) rose by 3.6%, and transportation delays (e.g., train congestion) increased by 12.0%. The growth in transportation delays was driven primarily by a 13.9% rise in train interference, affecting most operators, and an 18.3% increase in operations delays tied to equipment and crew swaps or late crew arrivals—impacts felt mainly by Amtrak, CT*rail*, and MARC. In contrast, VRE achieved a notable 27% reduction in operations delays.

Figure 20. Causes of delay by FY



Infrastructure remained as the leading cause of on corridor delays. Although infrastructure-related delays have been rising since FY21, they were relatively stable in FY25, increasing only 0.7% compared with FY24. Beneath this overall stability, however, the mix of Infrastructure delays shifted. Track-related delays increased by 9.7%, driven largely by switch issues, and signal-related delays rose by 4.3%. These increases were partially offset by a 9.8% decline in electric traction (ET) delays. Notably, despite record investment levels and heightened construction activity along the corridor, programmed work delays fell by 5.3%.

While Mechanical delays remained the third most common cause of delay, they saw a significant 16.8% increase, driven primarily by engine and power system failures affecting Amtrak and MBTA, as well as a decline in rolling stock reliability. SEPTA, NJT, and VRE also experienced increases in mechanical delays.

Major Service Incidents

Despite an overall increase in delay minutes, the number of major incidents in FY25 decreased compared to FY24 and accounted for fewer total delay minutes. The most disruptive incident in FY25 was a downed wire at Bowie Interlocking, MD, which suspended all train services between Washington, D.C and Baltimore. This single event caused 8,400 minutes of delay and resulted in significant delays and cancellations for both Amtrak and MARC services.

Despite the severity of this incident, FY25 saw a reduction in infrastructure- and mechanical-related major incidents, particularly those involving catenary systems. There were 14 catenary-related major incidents in FY25, with only three occurring on the Trenton to New York Penn Station section—down from 18 in this section during FY24 (see page 48 for further discussion on North Jersey Catenary investment). This indicates that efforts to improve the reliability of electric traction in this section of the corridor have been effective.

Figure 21. Major service incidents in FY25 by cause

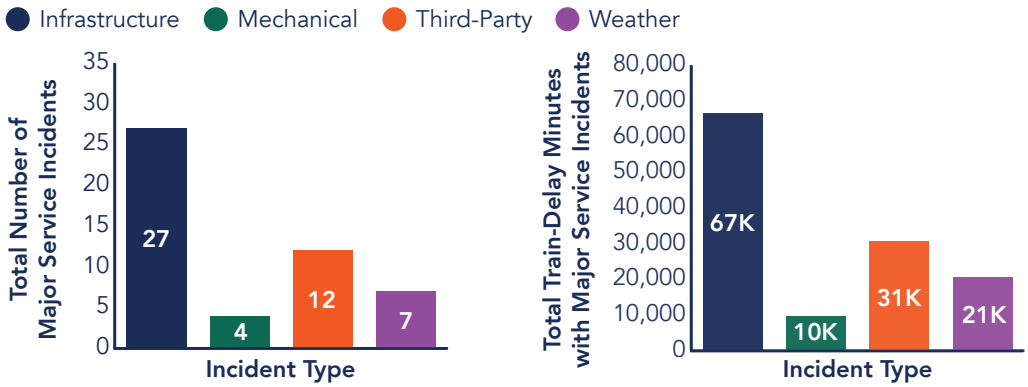
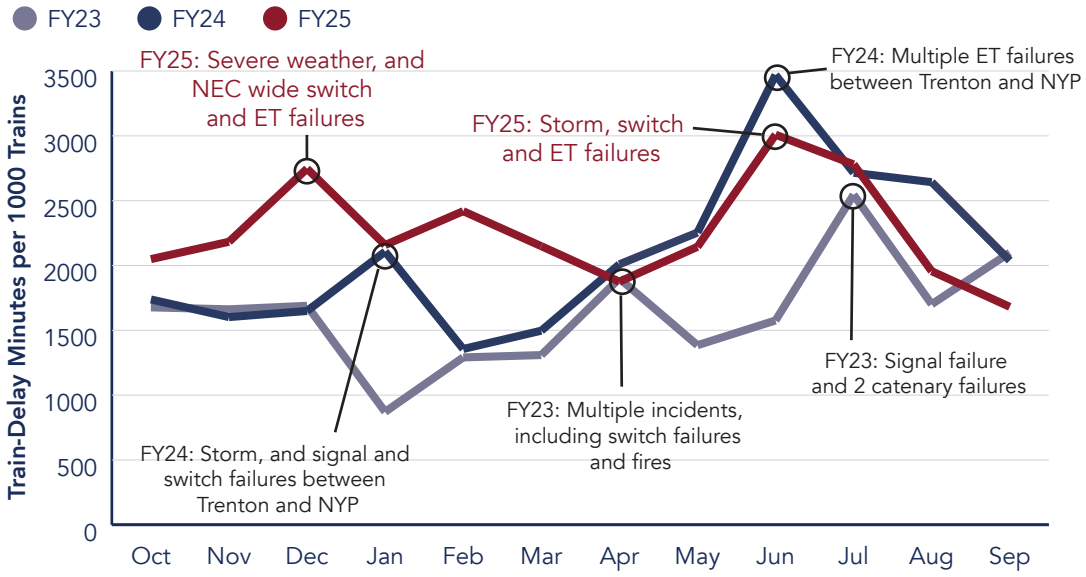


Figure 22. Delay minutes per 1,000 trains on the NEC, by month FY21–FY25



As in previous years, weather continued to account for many of the most disruptive major incidents, representing two of the top five incidents by delay minutes in FY25. Although weather-related delays decreased overall across the corridor, the number of weather-related major incidents rose slightly, from six in FY24 to seven in FY25. Despite this increase in incident count, these events caused significantly fewer total delay minutes — 20,546 in FY25 compared to 31,864 in FY24.

The most disruptive weather event, and the second most disruptive incident of FY25 overall, occurred on June 19, when a severe storm impacted the corridor from Washington, D.C. to New York. The storm caused 5,281 minutes of train delay and 82 cancellations. Strong winds, lightning, and heavy rain led to a substation failure that caused traction power loss on the Harrisburg Line, as well as downed trees that damaged catenary infrastructure. Another significant weather event was Winter Storm Blair, which occurred on January 6 and resulted in 128 train cancellations and the suspension of all MARC and VRE services.

Third party incidents increased slightly rising from 11 in FY24, to 12 in FY25. Nine of these incidents in FY25 involved trespasser strikes.

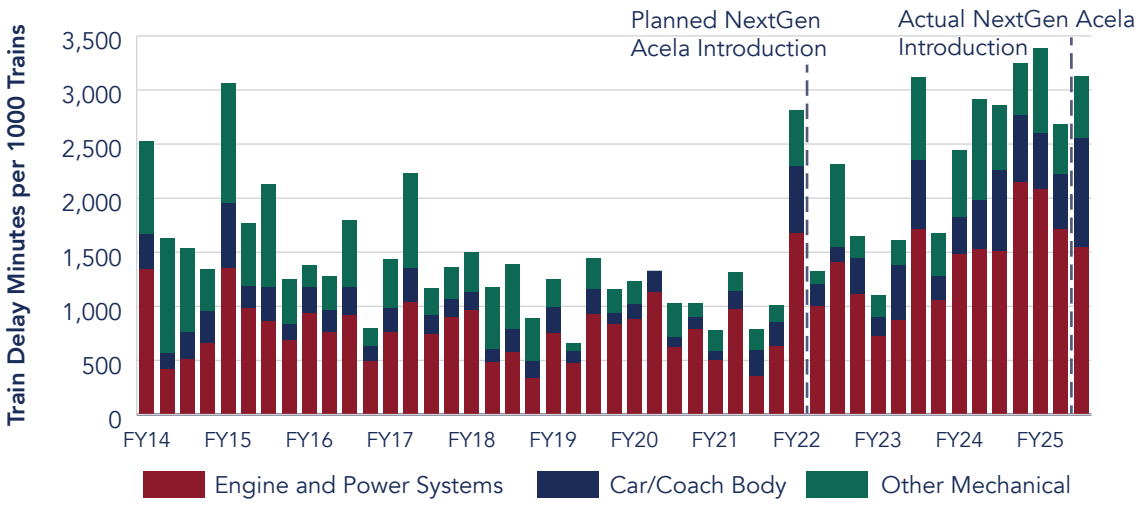
Fleet reliabilty impacts Amtrak delays

Amtrak's FY25 delay minutes per 1,000 trains increased by 4.8% from FY24. While infrastructure and weather related delays fell by 14.3% and 34.7% respectively, these improvements were outweighed by increases in other categories through FY25. Transportation delays rose by 18.4% mostly as a result of Equipment/Crew Swap or Late Crew delays and mechanical delays which increased by 8.6%.

The Amtrak delays were driven primarily by two factors: declining mechanical reliability across both the Acela and Northeast Regional fleets, and an increase in transportation delays related to equipment/crew swaps. As noted within the Agency Operator Performance section on page 36, Amtrak experienced an increase in late equipment/crew swaps following the adoption of faster turnaround procedures in March 2024.

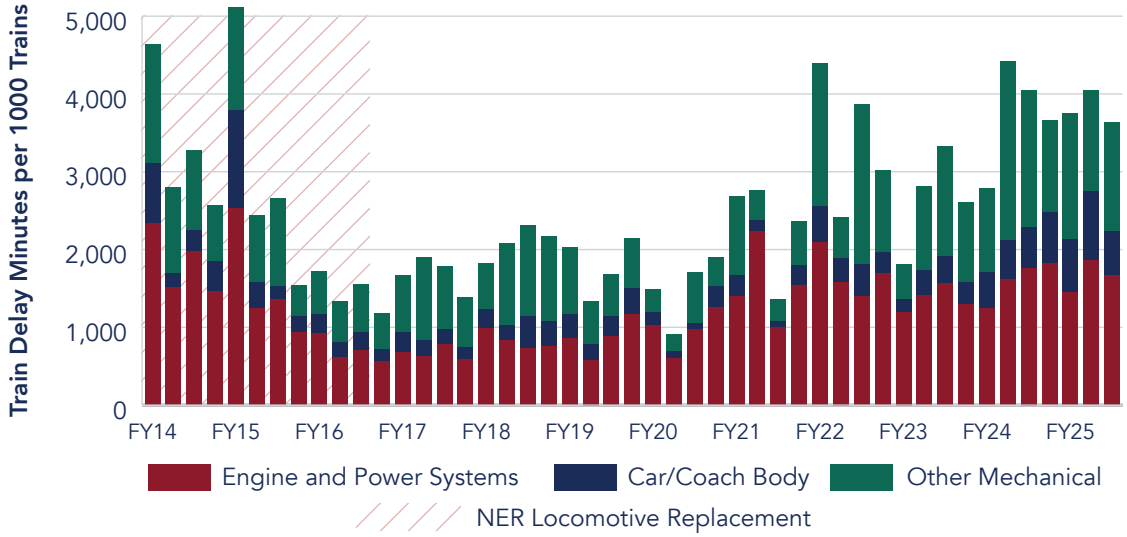
The Acela fleet experienced increasing mechanical delays into FY25, which ultimately required a service reduction to maintain operational reliability. Acela has experienced a continual rise in engine and power system failures since FY22, the year the fleet was originally expected to be replaced. As a result, overall mechanical delays are now more than double the average recorded prior to FY19 (see Figure 23).

Figure 23. Amtrak Acela Mechanical Delay per 1,000 trains



The NER fleet has also experienced a decline in reliability although it has fared somewhat better than the Acela fleet. NER services are operated using Amfleet coaches the oldest of which turned 50 in FY25. Mechanical reliability of the NER improved following the replacement of their locomotives between FY14 and FY16. However, over the decade following the introduction of the new locomotives mechanical delays rose steadily, and by FY25 were more than double the levels recorded initially after replacement. As shown in Figure 24 these increases were from a rise in both car/coach body delays and engine and power systems (locomotive) delays.

Figure 24. Amtrak Northeast Regional Mechanical Delay per 1,000 trains



Amtrak is in process of replacing both the NER and Acela fleets, which will improve mechanical reliability. The rollout of the new Acela fleet, which began in August 2025 (see NextGen Acela Fleet Service Introduction on page 46), is expected to enhance both service frequency and mechanical performance on the corridor. In addition, the Northeast Regional fleet is slated to be replaced by new Airo trainsets, with introduction and testing on the NEC expected to begin in 2026.

NextGen Acela Fleet Service Introduction

Amtrak's NextGen Acela trainsets entered revenue service in FY25Q4, with the first five trainsets entering revenue services on August 28th, 2025.

A total of 24 NextGen Acela trainsets will be introduced throughout 2026, with the full fleet of 28 trainsets operational by 2027, replacing the 20 original Acela trainsets that began operatiing in 2000.

The $2.3 billion New Acela program began in 2014, with contracts awarded to Alstom in 2016 and plans to enter service in May 2021. However, as the first made-in-America high speed trains built under international standards, the new trainsets were also the first to be certified under the Federal Railroad Administration's (FRA) new Tier III rule, which sets updated safety standards for high speed trains. Meeting these requirements required continual refinement of Alstom's analysis, simulation, and testing activities. In addition, COVID-19 restrictions and supply chain disruptions further contributed to delays in the original schedule.

The delays required Amtrak to keep the existing Acela fleet in service four years longer than originally planned, and during this time there was a considerable increase in mechanical failures. In 2019, four of the original Acela trainsets were decommissioned, which enabled Amtrak to use their parts to keep the remaining 16 trainsets running. This led to a reduction in Acela services from an average of 33 daily weekday trains in FY19 to 24 in FY25.

From their introduction at the end of August to the end of Q4, over 60K trips were taken on the NextGen Acela, and passengers benefited from improved ride quality, 5G-enabled Wi-Fi, enhanced on-board dining, and new at-seat amenities such as individual USB ports, power outlets, and reading lights. The larger fleet will allow for an increase in Acela services, and with 27% more seats per train Amtrak projects that by FY30 the additional capacity will increase Acela ridership by more than 50%.

North Jersey Catenary Improvements Illustrate Tradeoffs of Resource Utilization

As discussed in the FY24 Annual Report, thousands of Amtrak and NJ TRANSIT passengers experienced significant delays on the New York Penn Station–Trenton (NYP-TRE) segment of the corridor due to electric traction (ET) issues during the spring and summer of 2024. In response to this disruption, Amtrak and NJ TRANSIT prioritized implementing a comprehensive mitigation program aimed at improving ET state-of-good-repair and reducing the likelihood of future failures in this targeted territory. This program, which extended through FY25, included targeted catenary and pantograph inspections, enhanced incident response preparations, replacement of nearly 10,000 hardware components, and the installation of fiberglass chip protectors on pantographs.

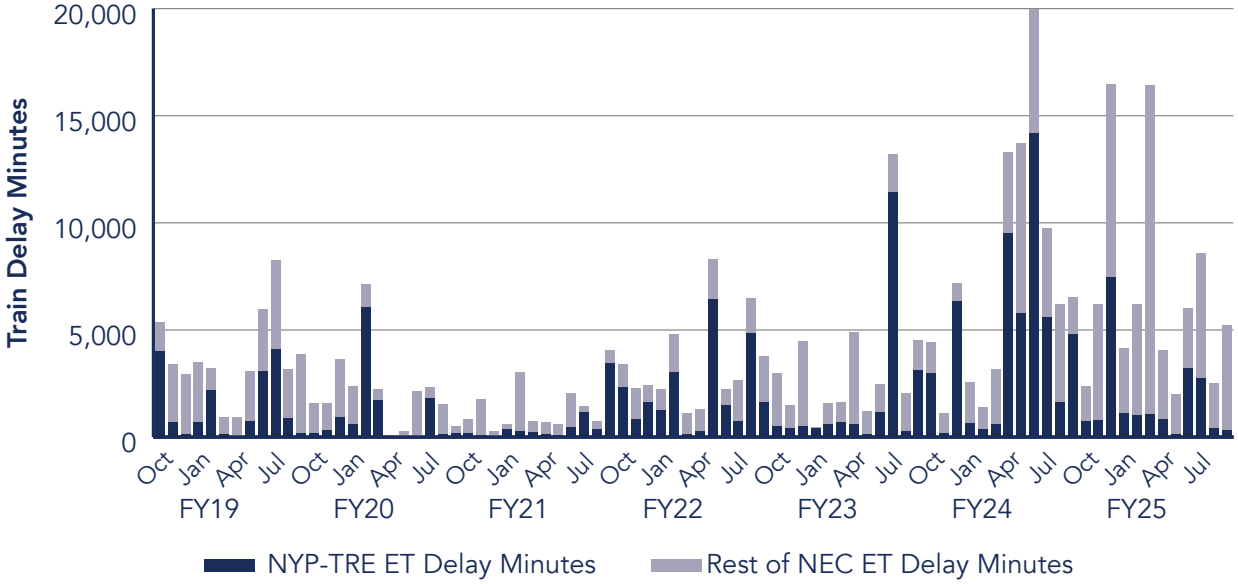
The success of this intensive program can clearly be seen in FY25's delay data. In FY25, there was a significant reduction in both full year and summer ET delays within this targeted NYP-TRE segment. Full year delays per 1,000 trains fell from 334 minutes to 124 minutes in FY25, and summer delays dropped even more sharply, from a record high of 519 delay minutes in FY24 to 96 minutes in FY25.

Across the rest of the NEC (excluding NYP-TRE), summer ET delays also decreased after more than doubling from FY23 to FY24, though they still remain above the five year average. Notably, the rest of the NEC experienced an increase in full year ET delays, rising from 72 in FY24 to 115 in FY25. ET delays outside the NYP-TRE segment have been steadily increasing for several years. This rise is partially attributable to two major incidents: the cascading outages resulting from downed wires in Bowie, MD in December 2024 and at Shore Interlocking, PA in March 2025. These events correspond with observable spikes in ET delays in Figure 25.

Figure 25. ET delay minutes per 1,000 trains

Geography	FY19	FY20	FY21	FY22	FY23	FY24	FY25
October to September (Whole Fiscal Year)							
NYP-TRE	111	88	51	176	135	334	**124**
Rest of NEC	53	30	26	35	43	72	**115**
April to September (Summer)							
NYP-TRE	118	34	83	216	228	519	**96**
Rest of NEC	62	28	19	39	48	109	**78**

Figure 26. ET-related delay minutes, NYP-TRE and Rest of NEC



In FY25, 23% of total NEC ET delay was attributed to the NYP-TRE segment, a significant reduction in delay from FY24, when this segment accounted for 49% of total NEC ET delay.

Overall, the efforts to reduce ET issues in the NYP-TRE segment have been highly effective. However, it is important to note that the proportion of ET delays in other parts of the NEC continued to increase as shown in gray bars in Figure 26.


VIRGINIA RAILWA
RAILWAY
VIRGINIA
EXPRESS

4. Challenges and Recommendations

Like the year before, FY25 was a year of historic investment where NEC agencies continued to advance critical projects that address the corridor's long-standing capital needs, particularly major backlog projects. Also, like the previous year, NEC operators experienced significant train performance challenges that negatively impact passengers and, over time, can reduce confidence in rail as a reliable alternative to driving or flying. As discussed in Chapter 3, the NEC's service reliability challenge is driven largely by mechanical issues and infrastructure failures. To reduce mechanical delays, agencies need to replace aging fleet with modern, reliable trainsets and facilities equipped to store, maintain, and repair existing and new rolling stock. To reduce infrastructure related failures, especially those involving NEC basic infrastructure, agencies need to develop and execute comprehensive capital renewal plans that prioritize investments based on asset condition and criticality. While progress is being made in each of these areas, significant work remains to ensure that ongoing and future investments—whether mechanical or infrastructure—reflect the NEC's highest priorities and will be completed on time and on budget.

The FY24 Annual Report recommended that Commission member agencies (1) enhance the reliability and availability of asset data to better track SOGR backlog elimination; (2) capture project schedule milestone data to improve resource coordination; and (3) strengthen internal processes to expedite project cost-sharing agreements. Prior NEC Annual Reports have also noted that NEC project delivery would benefit from enhanced program monitoring, improved schedule integration and coordination, and more robust resource analyses. While these recommendations still stand—particularly the need to improve SOGR data and planning capabilities—going forward, NEC agencies should also ensure sufficient data are available to support internal and NEC-wide project prioritization discussions. For instance, agencies should develop methods to better differentiate the impacts to safety and service reliability if a project cannot or does not advance, such as an infrastructure criticality index. Implementing these recommendations would help address challenges RoW owners face supporting ongoing and planned work with sufficient workforce, providing outages (while balancing service), reviewing designs and other documentation, and maximizing construction productivity within the finite workforce and outage resources available.

Importantly, NEC stakeholders must recognize that even with positive action and momentum on all these fronts, NEC service reliability and project delivery challenges will persist if the multi-year funding provided in IIJA sunsets at the end of 2026. As the past few years have vividly demonstrated, building and sustaining a world class rail corridor and deploying agency resources efficiently and effectively requires reliable and consistent multi-year funding. With unreliable and inconsistent annual funding—the paradigm in place for much of Amtrak's 55 year history—projects risk delays due to insufficient resources during all project lifecycle stages, but particularly during design and construction. With reliable and consistent funding, agencies can create more meaningful long-term capital investment and service plans and ensure they have the workforce and other resources in place to support those plans. With funding and other resources secured, projects can move through development, final design, and construction more efficiently and effectively.

For the private sector, reliable and consistent funding provides contractors, suppliers, and other industry partners confidence to develop and/or expand domestic rail supply markets, which may require right sizing their workforce and investing in domestic manufacturing facilities. Notably, both public agencies and private companies benefit when railroads can more predictably procure long-lead items, such as construction materials, supplies, and equipment.

Today, with uncertainty around future funding, NEC agencies are at risk of underutilizing significant investments made in recent years to increase their workforce and modernize internal processes and systems and may need to downsize or scale back on recent hiring and investments if sufficient funding is not made available. In addition, the contracting community may struggle to meet NEC agencies' needs when funding eventually becomes available and find their limited resources stretched thin, potentially raising costs and contributing to otherwise avoidable project delays. While Amtrak and NEC states support robust funding levels in line with recent NEC capital plans, predictable, consistent funding over a multi-year period—even if at lower than desired levels—is preferable to reliance on an annual funding paradigm.

Appendix

A1. Infrastructure

Baseline Capital Charges (BCCs)

Units

Variances

A2. Operations

Major Service Incidents

Agency Operations

A1: Infrastructure

Baseline Capital Charges (BCCs)

Capital renewal investments can be funded with Baseline Capital Charges (BCCs) allocated to operators* based on methods described in the NEC Commuter and Intercity Rail Cost Allocation Policy. According to the Policy, right-of-way owners must invest operators' BCCs on eligible assets within the operators' service territories in the year the BCCs are contributed^. Figure 27 below shows the FY25 BCC obligations for each service operator by RoW owner territory.

Figure 27. BCC obligations by operator and owner territory, FY25 (millions)

Millions of USD		Allocated to												
Operator	**Obligation**	**Amtrak**	**MBTA**	**RIDOT**	**HL**	**SLE**	**CTDOT**	**MNR**	**LIRR**	**NJT**	**SEPTA**	**DelDOT**	**MDOT**	**VRE**
Amtrak	726.1	487.4	3.3	3.5	11.1	8.4	-	-	24.6	112.7	42.5	4.0	26.2	2.4
MBTA	37.1	13.7	23.4	-	-	-	-	-	-	-	-	-	-	-
RIDOT	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
HL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SLE	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CTDOT	152.8	40.6	-	-	1.4	0.8	110.0	-	-	-	-	-	-	-
MNR	22.9	3.8	-	-	-	-	-	19.1	-	-	-	-	-	-
LIRR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NJT	5.9	1.1	-	-	-	-	-	-	-	4.6	0.2	-	-	-
SEPTA	1.1	0.3	-	-	-	-	-	-	-	-	0.8	-	-	-
DelDOT	0.1	0.0	-	-	-	-	-	-	-	-	-	0.1	-	-
MDOT	0.1	0.1	-	-	-	-	-	-	-	-	-	-	0.1	-
VRE		-	-	-	-	-	-	-	-	-	-	-	-	-
Total	**946.0**	**546.9**	**26.7**	**3.5**	**12.5**	**9.2**	**110.0**	**19.1**	**24.6**	**117.3**	**43.6**	**4.0**	**26.3**	**2.4**

RoW owners assign service operators' BCCs to fund eligible capital renewal investments. In some cases, RoW owners invest in their territory above the BCC obligated amount. Figure 28 shows BCC-eligible expenditures by right-of-way owner territory as assigned to each service operator.

(1) LIRR's obligation is subject to revision based on actual expenditures per Amtrak-LIRR agreement. (2) NJ TRANSIT's BCC obligation reflects the NJ TRANSIT-Amtrak BCC variance for Portal North Bridge, approved by the Commission in August 2019.

* The Policy defines "operator" as an entity responsible for, or established to provide, commuter or intercity passenger rail transportation subject to the Policy. This includes Amtrak, the New York Metropolitan Transportation Authority, the Connecticut Department of Transportation, the Delaware Department of Transportation, the Maryland Department of Transportation, the Rhode Island Department of Transportation, the Southeastern Pennsylvania Transportation Authority, New Jersey Transit Corporation, the Massachusetts Bay Transportation Authority, Virginia Railway Express, any successor agencies, and any entity created to operate, or contract for the operation of, commuter or intercity passenger rail service.

^ The Policy (Appendix 1.6.2.1 and Section 3.4.2.2) allows owners, under certain conditions, to invest an operator's BCCs beyond the year they are contributed. The Policy also allows owners to apply operators' BCCs to system-wide projects (investments that span multiple BCC segments and/or are not physically located in their service territory) if certain criteria are met.

Figure 28. Actual BCC-eligible expenditure by operator and owner territory, FY25 (millions)

Millions of USD		Allocated to												
Operator	**Total Expenditures**	**Amtrak**	**MBTA**	**RIDOT**	**HL**	**SLE**	**CTDOT**	**MNR**	**LIRR**	**NJT**	**SEPTA**	**DelDOT**	**MDOT**	**VRE**
Amtrak	941.8	737.0	3.3	3.5	11.1	8.4	-	-	10.6	92.7	42.5	4.0	26.2	2.4
MBTA	43.0	13.7	29.3	-	-	-	-	-	-	-	-	-	-	-
RIDOT	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-
HL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SLE	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CTDOT	143.0	38.0	-	-	1.3	0.7	103.0	-	-	-	-	-	-	-
MNR	35.9	3.8	-	-	-	-	-	32.0	-	-	-	-	-	-
LIRR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NJT	15.8	1.1	-	-	-	-	-	-	-	14.8	-	-	-	-
SEPTA	9.1	0.3	-	-	-	-	-	-	-	-	8.8	-	-	-
DelDOT	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MDOT	0.0	0.0	-	-	-	-	-	-	-	-	-	-	0.0	-
VRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	**1,188.5**	**793.9**	**32.6**	**3.5**	**12.4**	**9.1**	**103.0**	**32.0**	**10.6**	**107.4**	**51.3**	**4.0**	**26.2**	**2.4**

Figure 29 shows the difference between FY24 BCC-eligible expenditures as assigned to each service operator and the FY24 BCC obligation for each operator. Collectively, right-of-way owners spent an additional $234 million above BCC obligations on BCC-eligible work.

Figure 29. Comparison of actual BCC-eligible expenditure and BCC obligation, FY25 (millions)

Millions of USD		Allocated to												
Operator	**Variance**	**Amtrak**	**MBTA**	**RIDOT**	**HL**	**SLE**	**CTDOT**	**MNR**	**LIRR**	**NJT**	**SEPTA**	**DelDOT**	**MDOT**	**VRE**
Amtrak	215.7	249.6	(0.0)	(0.0)	-	-	-	-	(13.9)	(20.0)	(0.0)	-	(0.0)	0.0
MBTA	5.9	-	5.9	-	-	-	-	-	-	-	-	-	-	-
RIDOT	(0.0)	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-
HL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SLE	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CTDOT	(9.7)	(2.6)	-	-	(0.1)	(0.0)	(7.0)	-	-	-	-	-	-	-
MNR	13.0	-	-	-	-	-	-	13.0	-	-	-	-	-	-
LIRR	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NJT	9.9	-	-	-	-	-	-	-	-	10.1	(0.2)	-	-	-
SEPTA	8.0	-	-	-	-	-	-	-	-	-	8.0	-	-	-
DelDOT	(0.1)	(0.0)	-	-	-	-	-	-	-	-	-	(0.1)	-	-
MDOT	(0.1)	(0.1)	-	-	-	-	-	-	-	-	-	-	(0.1)	-
VRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	**242.5**	**247.0**	**5.9**	**(0.0)**	**(0.1)**	**(0.0)**	**(7.0)**	**13.0**	**(13.9)**	**(9.9)**	**7.8**	**(0.1)**	**(0.1)**	**0.0**

Figure 30. Actual capital renewal investment by agency, FY25

BCC Segment	Amtrak BCC	Amtrak (Above BCC)	MBTA BCC	MBTA (Above BCC)	RIDOT BCC	CTDOT BCC (HL)	CTDOT BCC (SLE)	CTDOT BCC (NHL)	MNR BCC
1	13.7	-	23.4	5.9	-	-	-	-	-
2	0.0	-	2.8	-	-	-	-	-	-
3	3.1	-	-	-	3.5	-	-	-	-
4	23.4	0.2	-	-	-	-	-	-	-
5	14.4	0.8	-	-	-	-	8.4	-	-
6	38.0	-	-	-	-	1.3	0.7	103.0	-
7	3.8	-	-	-	-	-	-	-	19.1
8	8.8	-	-	-	-	-	-	-	-
9	6.9	16.5	-	-	-	-	-	-	-
10	4.0	-	-	-	-	-	-	-	-
11	10.9	2.3	-	-	-	-	-	-	-
12	74.1	4.5	-	-	-	-	-	-	-
13	2.3	0.8	-	-	-	-	-	-	-
14	6.3	-	-	-	-	-	-	-	-
15	2.3	-	-	-	-	-	-	-	-
16	4.9	-	-	-	-	-	-	-	-
17	5.0	-	-	-	-	-	-	-	-
18	1.8	-	-	-	-	-	-	-	-
19	13.8	-	-	-	-	-	-	-	-
20	35.5	0.4	-	-	-	-	-	-	-
21	8.8	11.7	-	-	-	-	-	-	-
22	107.8	15.4	-	-	-	-	-	-	-
23	24.8	8.5	-	-	-	-	-	-	-
24	11.2	-	-	-	-	-	-	-	-
25	30.5	0.2	-	-	-	11.1	-	-	-
26	-	-	-	-	-	-	-	-	-
27	3.5	-	-	-	-	-	-	-	-
28	-	-	-	-	-	-	-	-	-
29	13.7	30.6	-	-	-	-	-	-	-
30	71.1	53.9	-	-	-	-	-	-	-
31	-	104.0	0.5	-	-	-	-	-	-
Total	**544.2**	**249.6**	**26.7**	**5.9**	**3.5**	**12.4**	**9.1**	**103.0**	**19.1**

MNR (Above BCC)	LIRR BCC	NJT BCC	(Above BCC)	SEPTA BCC	SEPTA (Above BCC)	DelDOT BCC	MDOT BCC	VRE BCC	Total	BCC Segment
-	-	-	-	-	-	-	-	-	43.0	1
-	-	-	-	-	-	-	-	-	2.9	2
-	-	-	-	-	-	-	-	-	6.6	3
-	-	-	-	-	-	-	-	-	23.6	4
-	-	-	-	-	-	-	-	-	23.5	5
-	-	-	-	-	-	-	-	-	143.0	6
13.0	-	-	-	-	-	-	-	-	35.9	7
-	-	-	-	-	-	-	-	-	8.8	8
-	-	0.0	-	-	-	-	-	-	23.4	9
-	4.7	0.3	-	-	-	-	-	-	9.0	10
-	6.0	10.8	-	-	-	-	-	-	30.0	11
-	-	86.0	10.1	-	-	-	-	-	174.7	12
-	-	0.1	-	-	-	-	-	-	3.2	13
-	-	-	-	13.0	-	-	-	-	19.3	14
-	-	-	-	4.0	-	-	-	-	6.3	15
-	-	-	-	1.2	-	-	-	-	6.0	16
-	-	0.0	-	-	-	-	-	-	5.0	17
-	-	-	-	-	-	-	-	-	1.8	18
-	-	-	-	11.1	-	-	-	-	24.9	19
-	-	-	-	-	-	4.0	-	-	39.8	20
-	-	-	-	-	-	-	-	-	20.5	21
-	-	-	-	-	-	-	26.2	-	149.3	22
-	-	-	-	-	-	-	-	0.0	33.3	23
-	-	-	-	-	-	-	-	2.4	13.6	24
-	-	-	-	-	-	-	-	-	41.8	25
-	-	-	-	-	-	-	-	-	-	26
-	-	-	-	-	-	-	-	-	3.5	27
-	-	-	-	-	-	-	-	-	-	28
-	-	-	-	14.1	8.0	-	-	-	66.4	29
-	-	-	-	-	-	-	-	-	125.1	30
-	-	-	-	-	-	-	-	-	104.4	31
13.0	**10.6**	**97.3**	**10.1**	**43.4**	**8.0**	**4.0**	**26.2**	**2.4**	**1,188.5**	Total

Plan vs. Actual Units

As outlined in the Challenges and Recommendations, Commission member agencies have improved their asset data availablity for purposes of SOGR backlog elimination tracking. However, it remains unclear how asset data are incorporated into capital plans. The tables below show production program planned and actual unit replacements alongside planned and actual expenditure data.

Figure 31. Production Programs Units Delivered (Amtrak)

Program	Plan ($M)	Actual ($M)	Percent Spent	Unit Type	Planned Units for FY	Actual Units	Percent Delivered
Amtrak NEC System Undercutting Program	$63.5	$66.8	105%	Install Wood Ties (EA)	-	13	
				Install Concrete Ties (EA)	-	232	
				Install Rail (FT)	-	895	
				Undercutting (FT)	323,713	220,497	68%
				De-stress Rail (FT)	-	800	
				Install Track Panels (FT)	-	820	
				Surfacing (FT)	-	1,201,668	
				Switch Surfacing (EA)	-	1	
Amtrak System Fence Upgrades Program	$18.3	$13.1	71%	Install Right of Way Fencing (FT)	-	86	
Amtrak System Rail Replacement Program	$72.7	$71.6	98%	De-stress Rail (FT)	-	371,063	
				Surfacing (FT)	-	68,682	
				Install Concrete Ties (EA)	-	59	
				Build Track Panels (FT)	-	80	
				Install Rail (FT)	480,400	359,081	75%

Production Programs Units Delivered (Amtrak) (Continued)

Program	Plan ($M)	Actual ($M)	Percent Spent	Unit Type	Planned Units for FY	Actual Units	Percent Delivered
Amtrak System Track Rehabilitation Program	$6.6	$7.7	116%	Install Turnout (EA)	-	3	
				Install Wood Timbers (EA)	1	-	0%
				Install Wood Ties (EA)	125	2,239	1,791%
				De-stress Rail (FT)	-	8,477	
				Install Rail (FT)	250	2,612	1,045%
				Install Track Panels (FT)	-	2,814	
				Surfacing (FT)	-	22,411	
				Build Track Panels (FT)	-	2,296	
Amtrak System Turnout Renewal Program	$60.0	$63.2	105%	Install Rail (FT)	-	2,684	
				Surfacing (FT)	-	29,473	
				Undercutting (FT)	-	1,671	
				Switch Surfacing (EA)	-	1,081	
				Build Track Panels (FT)	-	5,397	
				De-stress Rail (FT)	-	21,485	
				Install Wood Ties (EA)	-	142	
				Install Track Panels (FT)	-	3,774	
				Install Concrete Ties (EA)	-	1	
				Install Turnout (EA)	30	28	93%
Production High Speed Surfacing Program	$25.1	$32.0	127%	Surfacing (FT)	2,770,063	1,119,593	40%
				Switch Surfacing (EA)	-	28	

Production Programs Units Delivered (Amtrak) (Continued)

Program	Plan ($M)	Actual ($M)	Percent Spent	Unit Type	Planned Units for FY	Actual Units	Percent Delivered
Production Wood Tie/Timber Replacement Program	$0.0	$0.0		Install Concrete Ties (EA)	-	10	
TLS Concrete Tie Replacement Program	$45.1	$101.5	225%	Install Rail (FT)	473,091	452,311	96%
				Install Wood Ties (EA)	-	156	
				De-stress Rail (FT)	-	441,000	
				Install Track Panels (FT)	-	110	
				Install Concrete Ties (EA)	105,819	101,056	95%
				Build Track Panels (FT)	-	920	
				Surfacing (FT)	-	7,840	

Figure 32. Production Programs Units Delivered (MBTA)

Program	Planned Expenditure (M)	Actual Expenditure (M)	Percent Spent	Unit Type	Planned Units for FY	Actual Units	Percent Delivered
Insulated Joint Program	$1.0	$0.5	53%	Track (EA)	40	31	78%
Interlocking Steel Replacement Program	$0.4	$0.5	125%	Track (EA)	4	7	175%
Joint Elimination Program	$2.0	$0.8	42%	Track (EA)	160	83	52%
M3 Switch Machine Program	$0.3	$0.0	11%	C&S (EA)	10	5	50%
Out Of Face Surfacing Program	$-	$0.0		Track (EA)		-	
RoW Fence Upgrades Program	$-	$0.0		ROW Infrastructure (FT)		-	
Spot Surfacing Program	$3.0	$4.0	135%	Track (FT)	60,000	160,350	267%
Spot Undercutting Program	$0.5	$0.3	56%	Track (FT)	960	900	94%
Tie/Timber Program	$3.3	$3.5	104%	Track (FT)	1,980	2,751	139%
Tree Cutting Program	$0.6	$0.6	106%	ROW Infrastructure (Days)	25	41	164%
Turnout Replacement Program	$1.0	$1.2	122%	Track (EA)	1	1	100%

Figure 33. Variance explanations, Top 20 Projects by planned expenditure (millions)

Project	Planned Expenditure	FY25 Expenditure	Variance	Variance Explanation
Penn Station Access	$524.50	$277.82	$(246.67)	Some planned work was deferred and/ or resequenced in FY25 due to Amtrak staffing and track outage availability issues in prior fiscal years, as well as design and construction issues.
East River Tunnel Rehabilitation Project	$477.68	$323.87	$(153.81)	A required predecessor project, Eastbound Reroute Project, created a 178-day schedule impact to this project. The full outage began in June 2025 instead of originally planned December 2024. Amtrak is working on implementing mitigation measures to maintain schedule reliability and minimize the overall impact of the delay.
Gateway: Portal North Bridge	$476.96	$313.68	$(163.28)	Contingency funds and contractor retainage that were inlcuded in the plan were not spent during FY25. In addition, the pace of construction slowed down slightly, decreasing actual expenditures.
Baltimore & Potomac Tunnel Replacement Program	$456.52	$326.84	$(129.67)	Delays in grant authorization to award certain contracts, ongoing value engineering, NEPA reviews, and unresolved utility issues created significant delays relative to the FY25 plan.
Gateway: Hudson Tunnel Project	$366.97	$670.17	$303.20	FY25 planned Spend was provided by Amtrak in FY25 as part of the CIP process. However, FY25 actual spend amounts were provided by GDC as they are delivering the project as it moves into construction. Differences in each agency's FY25 plan account for difference in spend.
Connecticut River Bridge Replacement Project	$324.60	$328.81	$4.21	No notable variance.
New York Penn Station Reconstruction	$226.50	$22.21	$(204.29)	USDOT restructured its awards for Penn Station grants in April 2025, which included withdrawing the prior Penn Station Reconstruction award. USDOT is advancing Penn Station work with Amtrak under the Penn Station Transformation project
Gateway: Hudson Yards Concrete Casing 3	$221.91	$216.89	$(5.02)	No notable variance.

Variance explanations, Top 20 Projects by planned expenditure (millions) (Continued)

Project	Planned Expenditure	FY25 Expenditure	Variance	Variance Explanation
William H. Gray III 30th Street Station Redevelopment	$213.36	$165.68	$(47.68)	Construction delays resulted from unforeseen conditions in floor slabs throughout the South Tower, creating a 6-month project phase delay. Previously scheduled North Tower construction will take place in FY26.
WALK Bridge Replacement	$200.00	$231.12	$31.12	Cost overrun resulted from the need to address unforeseen site conditions with the micro-tunnel boring machine, negotiate payments to resolve structural steel procurement delays, and pay higher early mobilization costs for the WALK project's final construction package.
Susquehanna River Bridge Replacement Program	$149.73	$59.95	$(89.78)	A significant value engineering (VE) effort is underway on the project, which has caused certain activities to slow down. This includies real estate acquisition and design activities.
Airo Facilities: Penn Coach Yard	$135.45	$100.65	$(34.80)	Delays in receiving PWD and NPDES permitting created schedule delay. Additionally, several NEPA features were uncovered during excavation, requiring documentation, review, and acceptance for demolition, causing additional project delay.
Harold Interlocking	$130.00	$68.73	$(61.27)	Some planned work was deferred and/ or resequenced due to workforce issues and Amtrak track outage availability.
Gateway: Sawtooth Bridges Replacement Project	$111.39	$49.62	$(61.78)	The Early Enabling component grant (awarded) was not obligated, causing delays in NTP of CMAR services and property acquisition activities. A Project Change request was submitted to the Change Control Board and was approved.
Airo Facilities: Southampton Street Yard	$102.44	$84.55	$(17.89)	Budget was adjusted following award of Design-Build contractor. Upon contractor's award and commencement of work, actual schedule and work completed deviated from the projected plan.
Sunnyside Yard Crew Base Facility Complex	$101.95	$5.17	$(96.78)	Delay in receiving NEPA/106 and Implementation Statement of Work approval from FRA until FY25 Q1. Procurement was delayed as scope of project was reduced for office and parking, so award of Design-Build contractor was not made until FY25 Q3 (May 2025).

Variance explanations, Top 20 Projects by planned expenditure (millions) (Continued)

Project	Planned Expenditure	FY25 Expenditure	Variance	Variance Explanation
Airo Facilities: Ivy City Yard	$95.15	$77.77	$(17.38)	Final design of Phase 1 was not completed on schedule by Design-Build contractor, delaying start of construction.
TIME-2	$80.00	$71.25	$(8.75)	No notable variance.
Airo Facilities: Sunnyside Yard	$76.56	$14.97	$(61.58)	Delay in receiving NEPA/106 and Implementation Statement of Work approval from FRA until FY25 Q1. Procurement was delayed as scope of project was reduced for office and parking, so award of Design-Build contractor was not made until FY25 Q3 (May 2025).
Delco Lead	$73.80	$71.17	$(2.63)	No notable variance.

A2: Operations

Major Service Incidents

Major service incidents are single events that can generate multiple train delays. Major service incidents on the NEC were identified by analyzing daily train performance data and cross-referencing that data with the contents of NEC operators' rail operations and incident reports. This approach may not capture all significant events in FY25 because it identifies major service incidents based on service impacts, which are dependent on the location and time of day of the incident, not necessarily the severity or significance of the event.

Figure 34. Major Service Incidents by Date, FY25

Date	Incident	Category	Location	Trains affected	Train-delay minutes	Trains Not Completed
Quarter 1 - 10 Major incidents				**761**	**24,683**	**252**
10/8/2024	**Vandalism**	**Third Party**	**Eddystone, PA**	**39**	**1,286**	**0**
At 2:35 PM, CETC reported that they were unable to display southbound signals between Phil and Baldwin Interlockings. Maintenance crews were on scene at affected areas and repaired a conductor cable that was vandalized inside Baldwin Tower.						
11/2/2024	**Trespasser**	**Third Party**	**Providence, RI**	**9**	**1,009**	**0**
At 2:28 PM, an Amtrak train fatally struck a trespasser near Post Interlocking, approximately 7 miles south of Providence Station. The train was terminated at the location with all passengers transferred to another train.						
11/13/2024	**Freight**	**Freight**	**Philadelphia, PA**	**28**	**4,252**	**4**
At 11:15 AM, SEPTA reported a CSX train clipped a catenary pole near Arsenal Interlocking in Philadelphia, PA causing damage to wires across tracks in the area. Amtrak reported a broken hangar on track 3 and insulators fouling the catenary on track 2. A hold was placed on tracks 2 and 3 between Penn and Phil Interlockings. At 3:39 PM, both tracks were repaired and returned to service.						
12/2/2024	**Catenary Failure**	**Infrastructure**	**Newark, NJ**	**213**	**2,963**	**113**
At 8:30 AM, CETC reported power loss due to downed wires between Hudson and Swift Interlockings near Newark, NJ. Repairs were finished later that evening with all tracks returning to service.						
12/5/2024	**Weather**	**Weather**	**Philadelphia, PA**	**121**	**3,803**	**61**
At 12:05 PM, a downed tree was reported on the Harrisburg line near Wayne, PA. Shortly after, all service was suspended between Bryn Mawr and Paoli. Between 3:36 PM and 3:34 AM, tracks were incrementally put back into service and power was restored.						
12/8/2024	**Bridge Strike**	**Infrastructure**	**Baltimore, MD**	**16**	**1,417**	**0**
At 12:13 PM, a vehicle struck a bridge just north of Baltimore and a 20 mph speed restriction was placed on the tracks. At 3:12 PM, after the bridge was inspected by Amtrak and the County of Baltimore, the bridge was cleared for normal speed and operation.						
12/11/2024	**Weather**	**Weather**	**Boston, MA**	**95**	**2,424**	**7**
Several trains were delayed or canceled due to a downed wire on the tracks near Back Bay station as a result of a severe storm. Single-track operations were in effect between Plains and Cove Interlockings.						
12/13/2024	**Switch Failure**	**Infrastructure**	**New York, NY**	**81**	**2,036**	**19**
At 7:08 AM, several LIRR trains entering and exiting the corridor were delayed or canceled due to a on off-corridor switch problem at Jamaica station.						

12/22/2024	**Catenary Failure**	**Infrastructure**	**Philadelphia, PA**	**112**	**3,066**	**45**

At 1:28 AM, wires were reported down at Shore Interlocking in Philadelphia and all tracks were taken out of service. Power and service was restored to all tracks over the next 36 hours. At 2:35 PM the following day (12/23), all tracks returned to normal speed and operation.

12/23/2024	**Switch Failure**	**Infrastructure**	**Norwalk, CT**	**47**	**2,427**	**3**

At 4:30 AM, there was a switch failure at CP243 in Norwalk, CT which led to significant delays. All tracks were back to service for normal speed and operation by noon.

Quarter 2 - 16 Major Incidents				**1,229**	**44,547**	**300**
1/6/2025	**Weather - Snow**	**Weather**	**MD to VA**	**147**	**259**	**128**

MARC and VRE suspended operations due to high predicted snowfall from winter storm Blair and the planned closure of federal office buildings. Both operators ran a reduced schedule the following day.

1/20/2025	**Switch Failure**	**Weather**	**Systemwide**	**183**	**4,916**	**8**

Ice and snow buildup in multiple locations on the NEC and Harrisburg Line caused several switch failures. Several trains were delayed due to these problems as repairs were made. These delays also caused late turnarounds due to late arriving equipment.

1/23/2025	**Trespasser**	**Third Party**	**Martins, MD**	**40**	**1,844**	**7**

At 11:02 AM, an Amtrak train reported striking a deer at Martins Station, MD. The train stopped due to a main reservoir leak which the crew resolved and then continued. At 12:30 PM, a track inspection found a deceased person and concluded the train had struck the trespasser instead of a deer. Tracks 1, 2, and 3 were then taken out of service for an investigation and body removal. Single tracking ensued through the area with restricted speed until investigation was concluded at 5:23 PM.

1/24/2025	**Switch Failure**	**Infrastructure**	**Newark, NJ**	**56**	**1,455**	**1**

A switch failure at Swift Interlocking during the evening rush hour caused significant delays for NJT trains heading in and out of New York Penn Station.

1/27/2025	**Track Failure**	**Infrastructure**	**New York, NY**	**88**	**2,996**	**1**

At 8:30 AM, the track foreman reported a broken rail within Bergen Interlocking. This caused single tracking between A Interlocking and Bergen Interlocking. The issue was resolved at 10:40 AM and all tracks were returned to service with no speed restrictions.

2/2/2025	**Mechanical Failure**	**Mechanical**	**North River Tunnel, NJ**	**37**	**2,397**	**7**

A train stopped east of Metropark with a locked throttle. The crew was not able to rectify the issue and passengers were transferred to another train while a rescue engine was dispatched to deadhead the train east. The train was stopped again in the North Tube of the North River Tunnel due to an alleged stop signal violation. To clear the route another rescue engine was dispatched and the train was shunted into New York. Amtrak and NJT trains were delayed in and out of New York while the track was occupied.

2/5/2025	**Track Failure**	**Infrastructure**	**Secaucus Junction, NJ**	**85**	**1,546**	**3**

In the early morning a track defect was found between Bergan and Allied interlockings. Single tracking was put in place throughout the area while track teams worked to repair the defect. This caused disruption to Amtrak and NJT services into New York Penn Station.

2/14/2025	**Communication System Failure**	**Infrastructure**	**Secaucus Jct, NJ to Holmesburg Jct, PA**	**180**	**4,751**	**47**

At 11:30 AM, intermittent communication issues began affecting multiple interlockings on the NYP line between Portal and Holmes Interlockings. The issues persisted throughout the day delaying multiple Amtrak and NJT trains. At 9:04 PM, the issue escalated resulting in an inability to route trains in and out of NYP. Trains resumed at 10:39 PM and all interlockings were functioning by 12:00 AM.

2/14/2025	**Trespasser**	**Third Party**	**West Baltimore, MD**	**28**	**1,746**	**5**

An Amtrak train struck a trespasser at Bridge Interlocking near West Baltimore station and a body was found underneath the train. All tracks were closed for approximately 35 minutes while an investigation was conducted until Track 3 was released for restricted speed. Several MARC and Amtrak trains were delayed by single tracking between Bridge and Grove Interlockings.

2/19/2025	**Trespasser**	**Third Party**	**BWI Airport, MD**	**32**	**1,771**	**6**

At 3:57 PM, there were reports of multiple vehicles on the tracks near BWI Airport station. A hold was placed on all tracks. A vehicle was later found 200 feet north of BWI along the right of way and was removed. The hold was lifted on all tracks at 5:11 PM with normal operation resuming.

3/5/2025	**Trespasser**	**Third Party**	**Elizabeth, NJ**	**76**	**3,226**	**25**

At 5:33 PM, an NJT train struck a trespasser on track 4 at Elizabeth station and a hold was placed on all tracks. At 6:08 PM, tracks 1 & 2 tracks were released for restricted speed, and then normal speed at 7:00 PM. NJ Transit Police reported all clear at 9:09 PM with all tracks open for normal service. Due to the short timeframe and proximity between this incident and the catenary failure in the North River Tunnel, multiple Amtrak and NJT trains were delayed or cancelled.

3/5/2025	**Catenary Failure**	**Infrastructure**	**North River Tunnel, NJ**	**64**	**2,375**	**10**

At 7:05 PM, an NJT train became disabled in the South Tube of the North River Tunnel with the engineer reporting that the catenary structure was "bouncing" before the failure. Single tracking was put in place and a rescue engine was dispatched to clear the disabled train. ET teams were dispatched to make repairs, and the South Tube was reopened at 4:23 AM. Due to the short timeframe and proximity between this incident and the trespasser strike at Elizabeth, multiple Amtrak and NJT trains were delayed or cancelled.

3/18/2025	**Third Party Power Loss**	**Third Party**	**Philadelphia, PA**	**67**	**2,427**	**7**

At 5:09 AM, a commercial power outage occurred impacting the Amtrak and SEPTA platforms at 30th Street Station, as well as radio operations and signaling systems at Zoo Interlocking. The outage was due to a PECO transformer fire at Ludlow. Station lighting was provided by back-up generators until main power could be restored. By 12:30 PM, commercial power was restored to the station and Zoo Interlocking, however when restored a power loss occurred at Penn Interlocking, restricting the number of routes through the station. Signal power was later restored but delays persisted throughout the day for Amtrak and SEPTA.

3/24/2025	**Catenary Failure**	**Infrastructure**	**Hyde Park, MA**	**47**	**1,484**	**14**

At 3:30 PM, a downed wire was reported near Hyde Park station and a hold was placed on all tracks. ET crews arrived on scene and released tracks 2 and 3 at restricted speed while the sagging wire was repaired. Delays occurred to Amtrak and MBTA services until all tracks were released at normal operating speed.

3/27/2025	**Broken Pantograph**	**Mechanical**	**New Haven, CT**	**39**	**2,954**	**9**

A train stopped just east of Mill River after the pantograph was ripped off and landed within the Mill River Interlocking. The incident punctured a hole in the ceiling of the train and tore down the overhead catenary. Single tracking was put in place between New Haven and Branford on the NEC main line and on the Springfield Line between State Street and Mill River. This caused delays for Amtrak and CTrail services. ET crews repaired the damage and service was restored in the early afternoon.

3/31/2025	**Catenary Failure**	**Infrastructure**	**Bowie, MD**	**60**	**8,400**	**22**

At 1:10 PM, a train reported a loss of head end power and stopped at Bowie reporting a wire down on track 1. ET crews determined a steady span was downed, and a hold was placed on all tracks for electric operation between Washington and Baltimore. At 3:10 PM a catenary car was dispatched from Odenton to make repairs at Bowie Interlocking. At 4:45 PM, tracks were re-opened with speed restrictions with numerous delays and cancellations to MARC and Amtrak trains.

Quarter 3 - 15 Major incidents				1,015	40,044	167
4/2/2025	**Trespasser**	**Third Party**	**Cornwells Heights, PA**	**29**	**1,480**	**7**
At 11:25 AM, an Amtrak train fatally struck a trespasser on track 2 of the New York to Philadelphia main line at Cornwells Heights. No reported injuries were reported to passengers or crew, and a hold was placed on all tracks. Several trains were held in Trenton, Philadelphia, and New York while an investigation took place. At 12:45 PM, the hold was lifted from tracks 3 and 4 with speed restrictions. At 3:18 PM, all tracks were reopened at operational speed.						
4/3/2025	**Trespasser**	**Third Party**	**Bristol, PA**	**40**	**5,081**	**13**
At 6:03 PM, an Amtrak train fatally struck 3 trespassers in the gauge on track 3. There were no reported injuries to passengers or crew, and a hold was placed on all tracks. Several trains were held in Trenton, Newark, Philadelphia, and New York. At 9:51 PM, the hold was lifted from track 1 with a speed restriction, then at 10:50 PM tracks 1 and 2 were released, and on tracks 3 and 4 at 11:48 PM. The extensive disruption caused several Amtrak and SEPTA trains to be delayed or canceled due to crew and equipment shortages.						
4/11/2025	**Signal Failure**	**Infrastructure**	**Portal Bridge, NJ**	**58**	**1,274**	**0**
A rail lock indication issue occurred at 7:29 AM on Portal Bridge. A C&S team was called out and was able to resolve the issue by 7:51 AM. Multiple trains were delayed leading into rush hour due to residual traffic after the issue was resolved.						
4/30/2025	**Catenary Failure**	**Infrastructure**	**Kingston, RI**	**10**	**2,882**	**0**
At 7:09 PM, there was a loss of overhead power near Kingston, RI, causing an Amtrak train in the section to lose power and come to a stop 3.5 miles west of Kingston. At 11:45 PM a CTDOT shuttle set which was dispatched from New Haven began to move the stranded train. Multiple trains were affected and delayed power was restored.						
5/5/2025	**Signal Failure**	**Infrastructure**	**Protal Bridge, NJ**	**102**	**3,179**	**18**
At 5:00 PM, a bobbing rail lock was reported on track 3 at Portal Bridge. A C&S team arrived on scene and placed a hold on track 3 leading to single tracking through the area. The issue caused delays of up to 30 minutes in both directions while repairs were made.						
5/8/2025	**Switch Failure**	**Infrastructure**	**Swift Interlocking, NJ**	**58**	**1,402**	**1**
At 7:23 AM, a switch at Swift Interlocking failed to reverse. A C&S team was able to resolve the issue by 8:08 AM with the cause being attributed to a tight point director. Multiple trains were delayed because of built up congestion during the morning rush hour.						
5/12/2025	**Fire**	**Third Party**	**West Baltimore, MD**	**21**	**4,537**	**8**
At 7:30 PM, a large warehouse fire occurred near West Baltimore station. All traffic for Amtrak and MARC was suspended between Washington DC and Baltimore. Due to fire department equipment proximity to the railroad, all catenary was deenergized between Bridge and Grove interlockings. Some trains were canceled or truncated with others held along the corridor. At 2:10 AM, track 1 was returned to service with remaining live trains moving under single track conditions.						
6/5/2025	**Catenary Failure**	**Infrastructure**	**Southport, CT**	**81**	**1,501**	**15**
At 5:12 PM, wire damage was reported between Norwalk and Bridgeport on the New Haven Line. At 5:19, an Amtrak train operated through the area and ripped the catenary wires down at Southport. A rescue diesel was dispatched from New Haven and the train was operated through to Washington, D.C. This incident caused numerous delays and cancellations for Metro-North and Amtrak.						

6/19/2025	**Weather**	**Weather**	**Washington, D.C. to New York**	**178**	**5,281**	**82**

Storms led to strong winds, lightning, and heavy rain which impacted the NEC from Washington, DC to New York. Traction power was lost on the Harrisburg Line after the severe weather caused a substation to fail, and downed trees damaged catenary. Downed trees (off corridor) on the MARC Brunswick Line impacted operations at Washington Union Station as MARC trains were held while the trees were cleared.

6/21/2025	**Trespasser**	**Third Party**	**New London, CT**	**18**	**1,890**	**2**

At 3:29 PM, an Amtrak train fatally struck a trespasser 7.5 miles west of New London, CT. There were no injuries reported to passengers or the crew. Both tracks were closed for an investigation causing lengthy train delays. The crew requested and was granted trauma relief on the scene. The train was released at 7:22 PM and continued its journey. Both tracks were released for normal speed and service at 7:25 PM.

6/23/2025	**Communication System Failure**	**Infrastructure**	**Readville, MA**	**77**	**2,245**	**1**

At 6:15 PM, there was a loss of communication at Read Interlocking with dispatchers unable to control the signals or switches. C&S personnel responded to the scene and corrected the issue at 8:28 PM, however a short while afterwards the issue recurred resulting in multiple trains delays.

6/23/2025	**Catenary Failure**	**Infrastructure**	**New York, NY**	**156**	**3,864**	**13**

At 2:47 AM, an emergency plate went into effect disabling power for all of New York Penn Station, Gate Interlocking, Harold Interlocking, and the Hell Gate Line. A catenary car was dispatched to inspect the impacted areas. At 4:12 AM, the Hell Gate Line had AC power restored. At 6:09 AM, power was restored at Harold and Gate Interlockings. At 10:20 AM, single tracking began in the South Tube of the North River Tunnel to rectify a signal issue related to the earlier power loss.

6/23/2025	**Mechanical failure**	**Mechanical**	**New Carrollton, MD**	**59**	**3,089**	**5**

At 3:51 PM, a MARC Train was disabled north of New Carrollton with no power, causing single tracking until it was cleared. Later at 8:00 PM, an Amtrak train was disabled in the B&P Tunnel south of Baltimore. Single tracking was in operation while the disabled train was pulled back into Baltimore station. The quick succession and proximity of both incidents caused widespread disruption for Amtrak and MARC services.

6/24/2025	**Weather - Switch failure**	**Weather**	**Boston South Station, MA**	**70**	**1,222**	**2**

Severe heat caused switch issues at Tower 1 on the approach to Boston South Station making multiple tracks into the station inaccessible for MBTA trains.

6/24/2025	**Switch failure**	**Infrastructure**	**Wayne, PA**	**58**	**1,117**	**0**

A switch failure occurred during the early afternoon near Wayne station on the Harrisburg line. This impacted multiple SEPTA services directly and through residual delay.

Quarter 4 - 10 Major incidents				**715**	**22,540**	**84**
7/1/2025	**Catenary Failure**	**Infrastructure**	**South Norwalk, CT**	**67**	**1,689**	**1**

At 11:50 AM, a Metro-North train reported catenary system debris and damage to the pantograph when operating near South Norwalk, CT, causing track 3 to be removed from service. The ET team reported that an insulator had broken off the catenary mast, the registration arm had detached, and 7 hangers had broken off. At 3:10 PM, all repairs were completed and track 3 was returned to service

7/3/2025	**Catenary Failure**	**Infrastructure**	**Metropark, NJ**	**107**	**1,787**	**23**

At 10:05 AM, an NJT train became disabled and reported a broken pantograph, damaged catenary insulators, and detached hangers on track 1 east of Lincoln Interlocking near Metropark, NJ. ET responded to the scene and took tracks 1 & 2 out of service from Lincoln to Iselin Interlockings to make repairs. At 2:16 PM, the disabled train was cleared and moved into Hudson Yards. At 3:30 PM, track 2 was returned to service followed by track 1 at 3:46 PM.

7/14/2025	**Weather**	**Weather**	**Pennsylvania to Connecticut**	**89**	**2,641**	**27**
The corridor experienced severe weather with high winds causing downed trees on the Hartford Line, and flooding suspending service for several hours on the Harrisburg Line. These events impacted Amtrak, SEPTA, and CTrail services. Minor weather impacts affected LIRR and NJT.						
7/16/2025	**Trespasser**	**Third Party**	**Newark, NJ**	**89**	**4,276**	**4**
At 8:11 AM, an NJT train fatally struck a trespasser on the track 2 at Hunter Interlocking, 1.4 miles west of Newark Penn Station. At 8:24 AM, a hold was placed tracks 1, 2, & 3, with tracks 1 & 4 released at restricted speed at 8:44 AM. At 10:11AM, all holds were released and normal operations resumed.						
7/29/2025	**Catenary Failure**	**Infrastructure**	**Providence, RI**	**32**	**1,371**	**1**
An Amtrak train was halted at Providence Station due to debris in the catenary at Orms Interlocking on track 2 which caused a track occupied light. Trains were held on track 2 between Orms and Lawn Interlockings due to catenary wire being down. A tree branch which may have been partially responsible for the incident was found in the ET feeder wires and removed. At 2:51 PM, the overhead power was restored on track 1, and at 3:37 PM on track 2.						
7/30/2025	**Catenary Failure/ Signal Failure**	**Infrastructure**	**South Norwalk, CT**	**46**	**2,193**	**3**
At 6:58 PM, an Amtrak train came to a stop at Westport due to signal and overhead catenary loss on tracks 1, 2, and 4 between Stamford and South Norwalk. Metro-North and Amtrak trains were held east and west of the affected area. Trains maintained head end power during this time, incurring approximately 45 minutes of delay while single tracking through the area.						
8/1/2025	**Catenary Failure**	**Infrastructure**	**Readville, MA**	**102**	**2,828**	**11**
At 10:33 AM, ET traction power was lost between Read and Transfer Interlockings, and a section of the overhead catenary wire was reported down on track 3. At 11:34 AM, a fire was reported in the Central Instrument House (CIH) and a hold placed on all tracks while the fire was extinguished. At 11:57 AM, service resumed on track 2, and then at 3:56 PM on track 3. Due to the earlier ET failure and fire, signals were inoperable on tracks 1 & 2 at Read Interlocking. There were multiple delays from single tracking and congestion throughout the rest of the day, with delays continuing until August 4th as repairs were made.						
8/27/2025	**Signal Failure**	**Infrastructure**	**North River Tunnel, NY**	**51**	**1,723**	**0**
At 3:27 AM, it was reported that the track condition in the South Tube of the North River Tunnel was extremely hot. The track team responded, and all traffic was single tracked through the North Tube. At 4:38 AM, a signal issue caused a track occupancy light to display in the North Tube causing additional delays as a C&S team had to swap traffic within the North Tube manually. At 6:45 AM, signal power was restored and both tracks returned to service with no restrictions.						
9/2/2025	**Mechanical failure**	**Mechanical**	**North River Tunnel, NY**	**66**	**1,347**	**3**
An NJT train experienced a mechanical failure and became disabled in the North River Tunnel. The tunnel was single tracked while the disabled train was recovered. This incident occurred during the evening rush hour causing a number of NJT and Amtrak trains to be delayed.						
9/11/2025	**Catenary Failure**	**Infrastructure**	**Canton Junction, MA**	**66**	**2,685**	**11**
A catenary wire was reported down east of Canton Junction at approximately 5:05 AM. All train traffic was held at Boston South Station to minimize stacked trains. An emergency plate was put in effect on track 2 from Mansfield to Transfer Interlockings. At 9:49 AM, track 2 was returned to service for diesel trains only, with normal operations commencing shortly after. During this time multiple MBTA and Amtrak trains were delayed in the area, with residual delays due to congestion						
FY25 Total - 50 Major incidents				**3,692**	**127,568**	**799**

Operations: Amtrak

Amtrak operates intercity service on along the NEC main line between Boston, MA and Washington, DC and on the three NEC branch lines to Springfield, MA, Spuyten Duyvil, NY, and Harrisburg, PA. Amtrak's Northeast Regional, Acela, Hartford Line, and Keystone Service routes operate on the NEC main and branch lines. Several state-supported and long distance routes also operate on sections of the NEC.

NEC Service and Ridership

Average Daily Weekday Trips on the NEC, FY25

47.5K

+8.1% from FY24

Average Daily Weekend Trips on the NEC, FY25

44.3K

+3.8% from FY24

Average Weekday Trains on the NEC, FY25

151

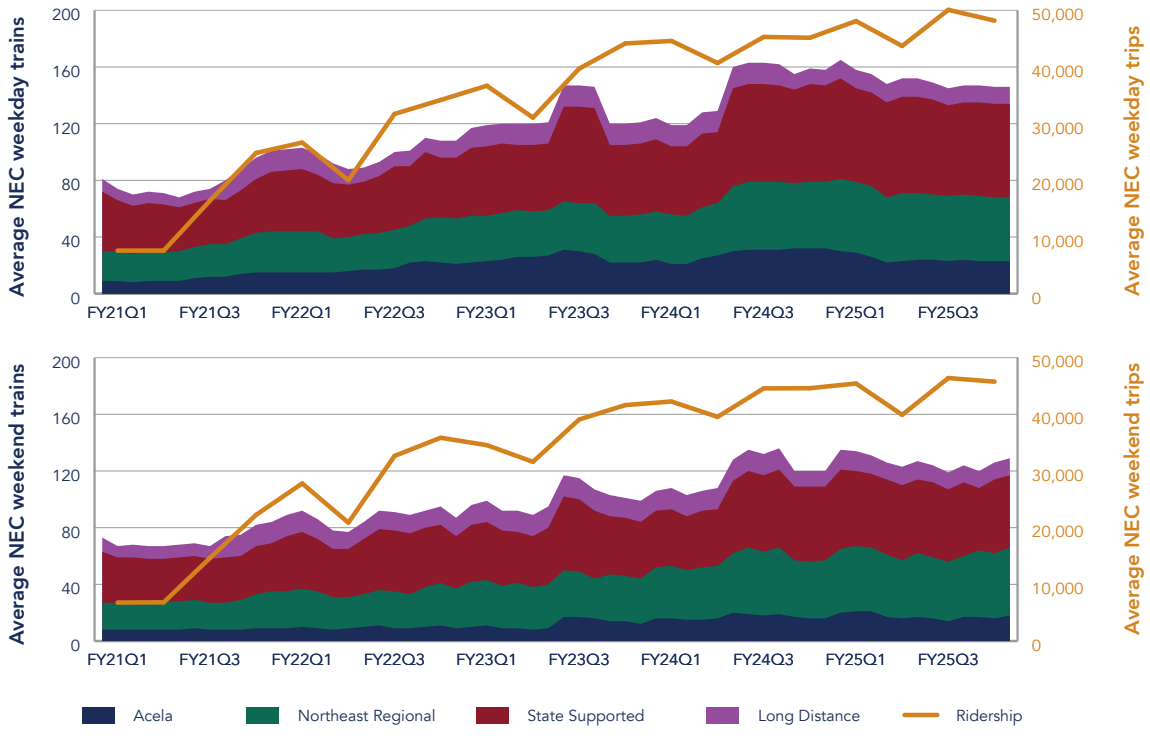
+16 from FY24

Average Weekend Trains on the NEC, FY25

127

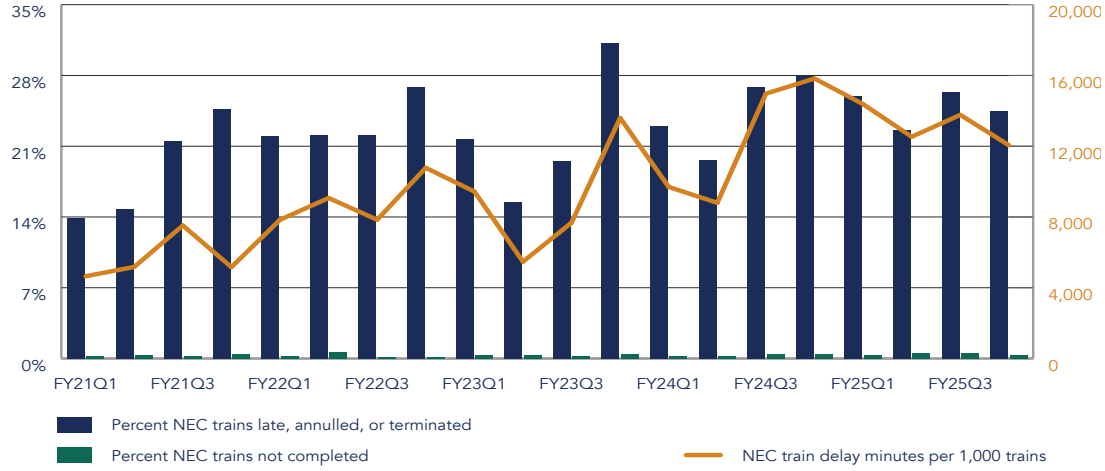
+8 from FY24

Amtrak average NEC daily trains and trips by month



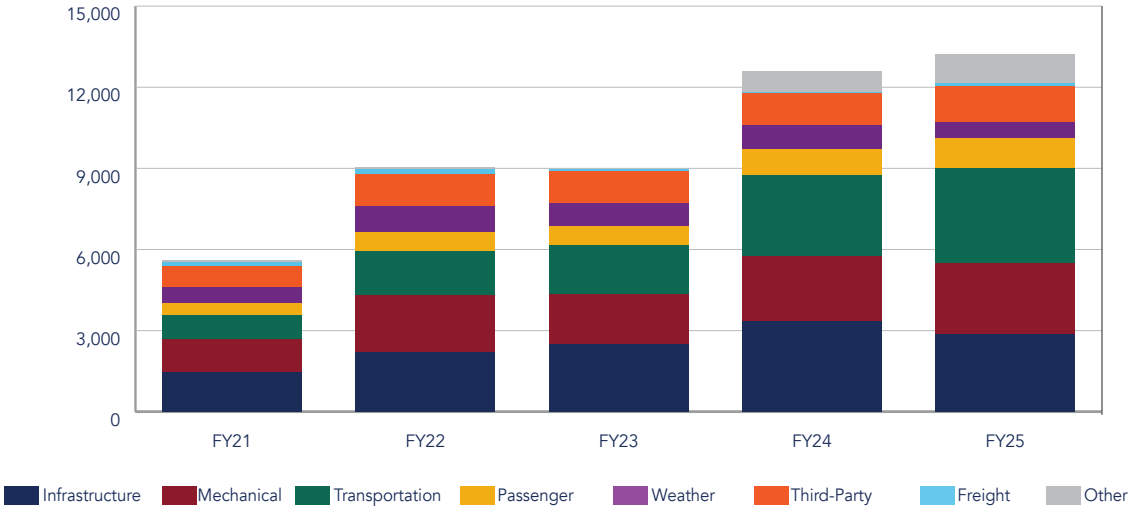
NEC Percent Trains Late

Amtrak percent trains late, annulled, or terminated by operator



NEC Train Delay

Amtrak Train Delay Minutes per 1,000 Trains by Cause



Operations: MBTA

MBTA's train service is comprised of 12 service lines, eight of which access the corridor. The Franklin/Foxboro, Needham, and Providence/Stoughton lines all operate on the NEC spine for a significant portion of their route. The Fairmount, Greenbush, Kingston, Middleborough/Lakeville (Fall River/New Bedford Line as of March 2025), and Framingham/Worcester lines all tie into the corridor near Boston's South Station. MBTA service in Rhode Island is operated on behalf of Rhode Island DOT.

NEC Service and Ridership

Average Daily Weekday Trips on the NEC, FY25

62.7K

+2.5% from FY24

Average Daily Weekend Trips on the NEC, FY25

30.5K

+3.5% from FY24

Average Weekday Trains on the NEC, FY25

329

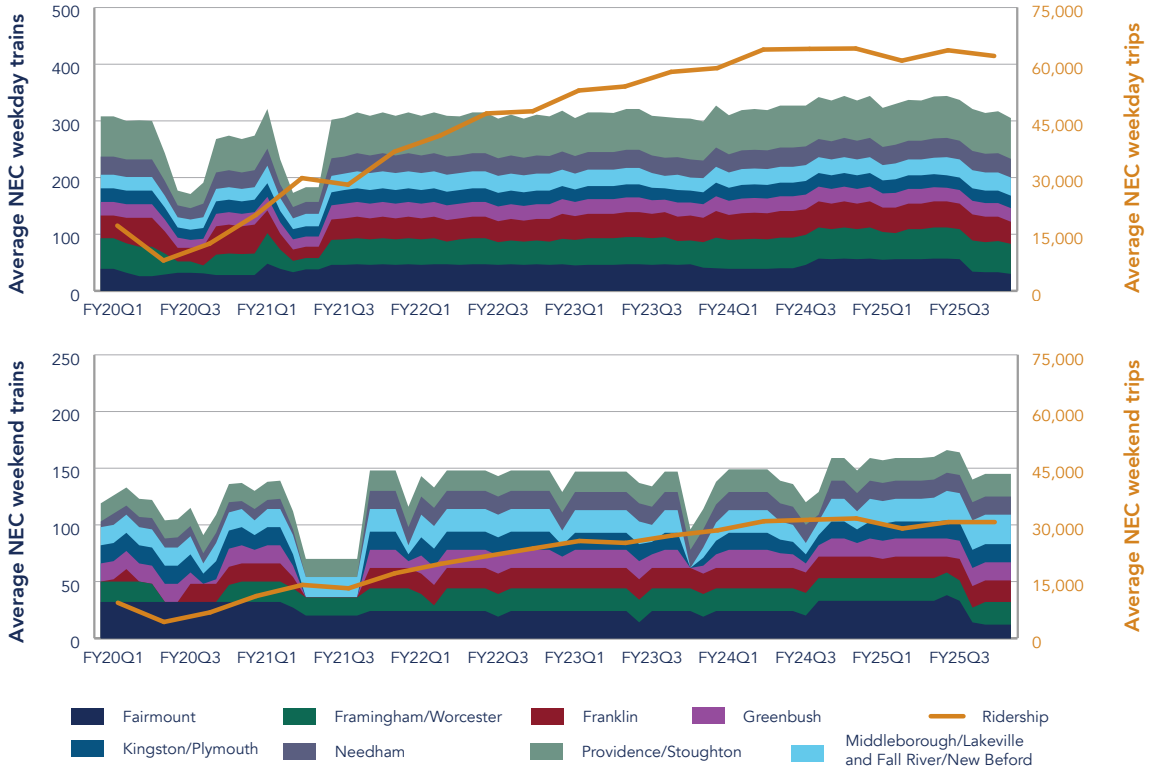
+1 from FY24

Average Weekend Trains on the NEC, FY25

156

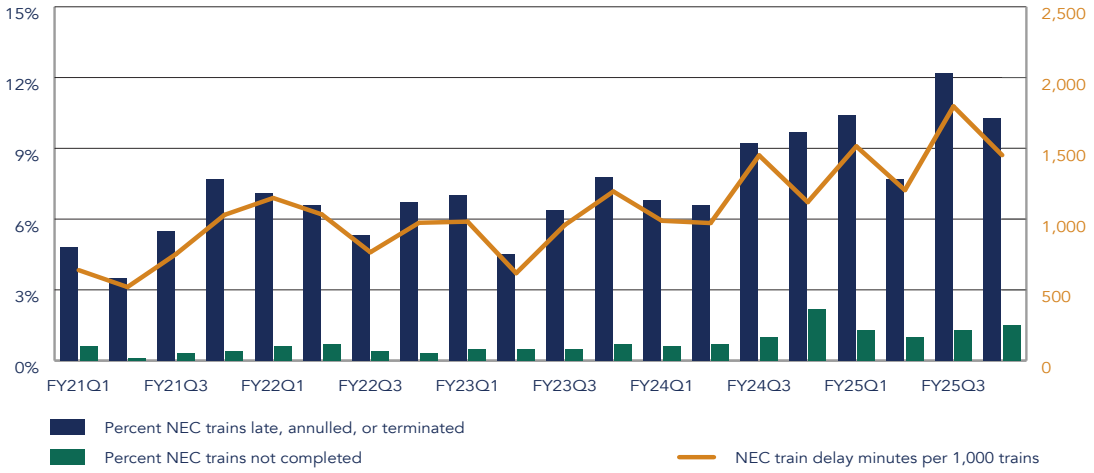
+12 from FY24

MBTA average NEC daily trains and trips by month



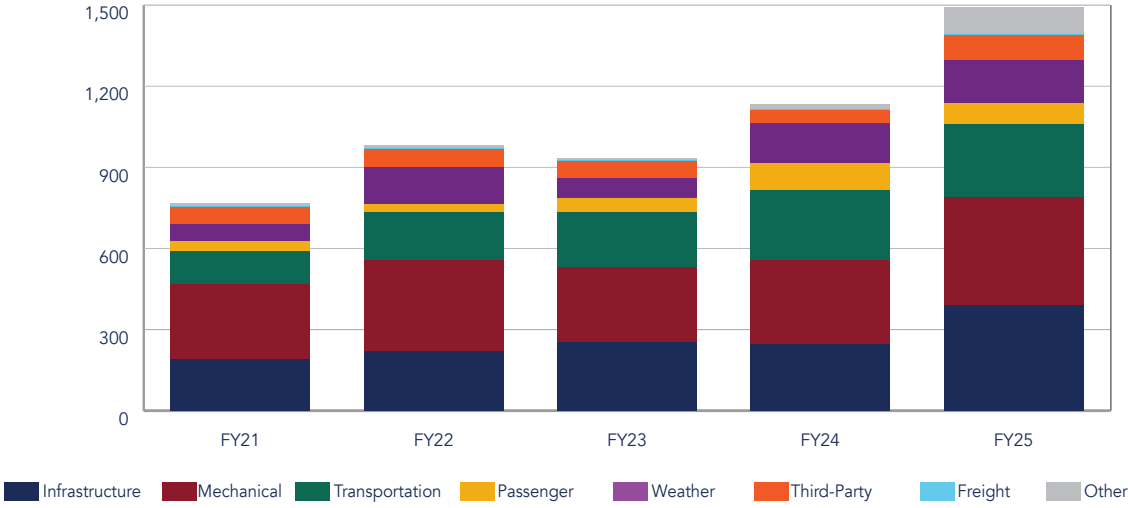
NEC Percent Trains Late

MBTA percent trains late, annulled, or terminated by operator



NEC Train Delay

MBTA Train Delay Minutes per 1,000 Trains by Cause



Operations: CTrail

CT*rail*'s train service operates on two lines, both of which use the NEC. Shore Line East trains operate along the NEC main line between New London and New Haven, CT. Hartford Line trains operate along the Hartford Line between New Haven, CT and Springfield, MA.

NEC Service and Ridership

Average Daily Weekday Trips on the NEC, FY25

1.5K

+25.5% from FY24

Average Daily Weekend Trips on the NEC, FY25

1.2K

+19.0% from FY24

Average Weekday Trains on the NEC, FY25

41

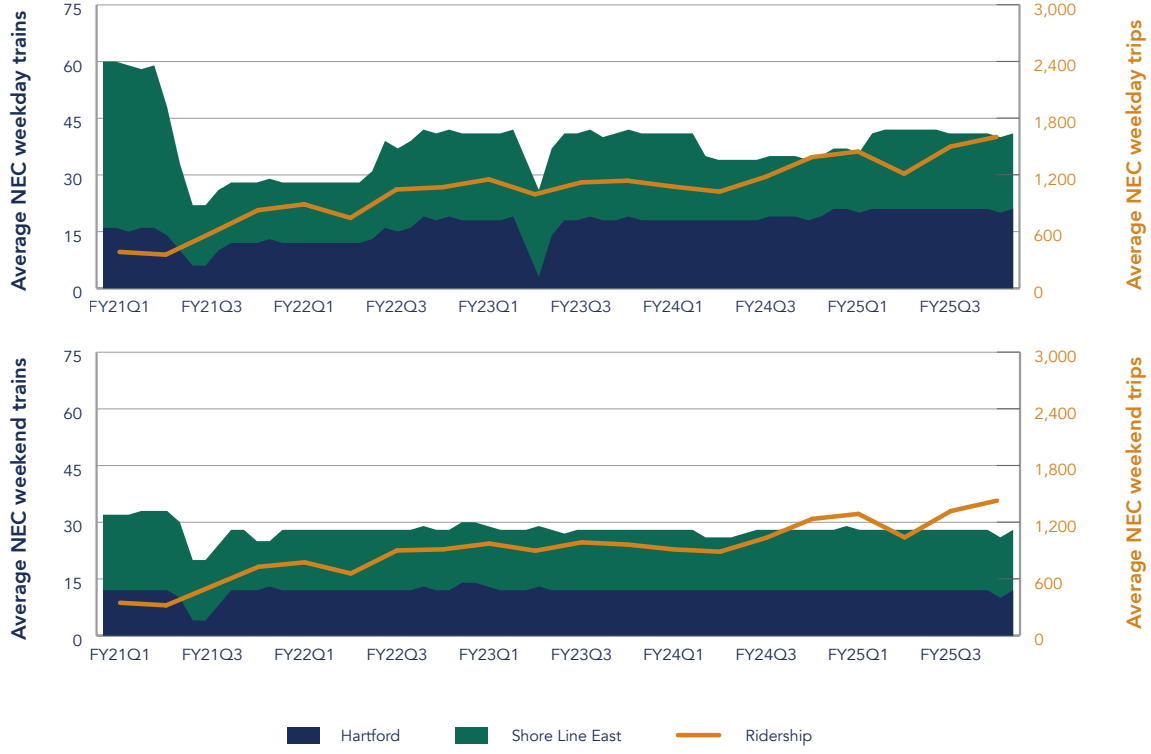
+6 from FY24

Average Weekend Trains on the NEC, FY25

28

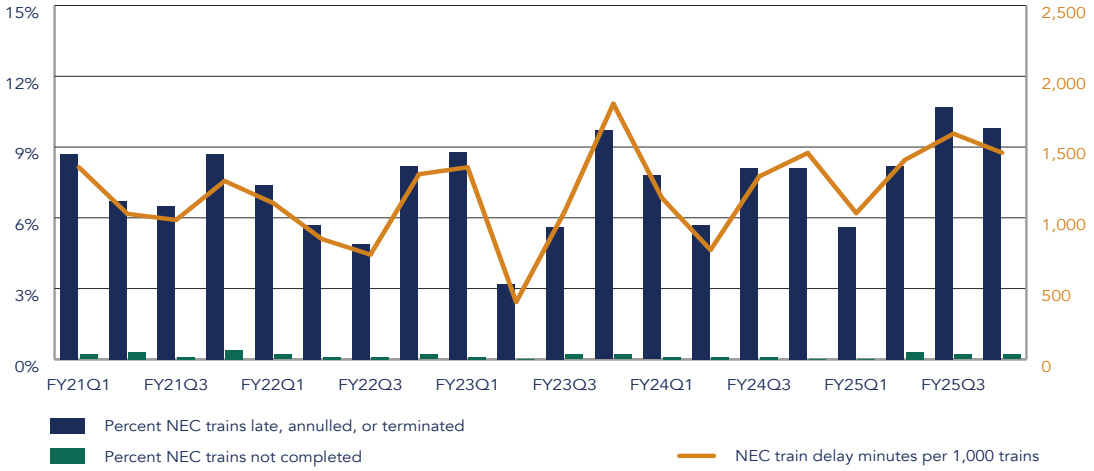
= from FY24

CTrail average NEC daily trains and trips by month



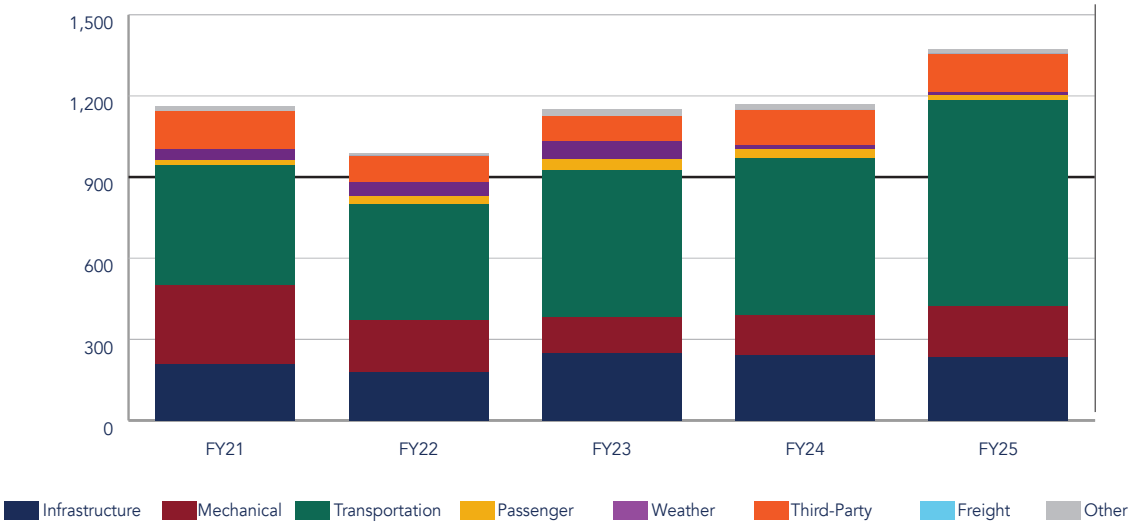
NEC Percent Trains Late

CTrail percent trains late, annulled, or terminated by operator



NEC Train Delay

CTrail Train Delay Minutes per 1,000 Trains by Cause



Operations: Metro-North

MTA Metro-North Railroad (Metro-North) operates on the NEC Main Line from New Haven, CT to New Rochelle, NY. At New Rochelle, trains leave the corridor and proceed to Grand Central Terminal. Branch lines from New Canaan, Danbury, and Waterbury connect with the New Haven Line at Stamford, South Norwalk, and Devon, respectively. Metro-North service outside of the state of New York is operated on behalf of Connecticut DOT.

NEC Service and Ridership

Average Daily Weekday Trips on the NEC, FY25

97.5K

+0.8% from FY24

Average Daily Weekend Trips on the NEC, FY25

65.5K

+1.9% from FY24

Average Weekday Trains on the NEC, FY25

295

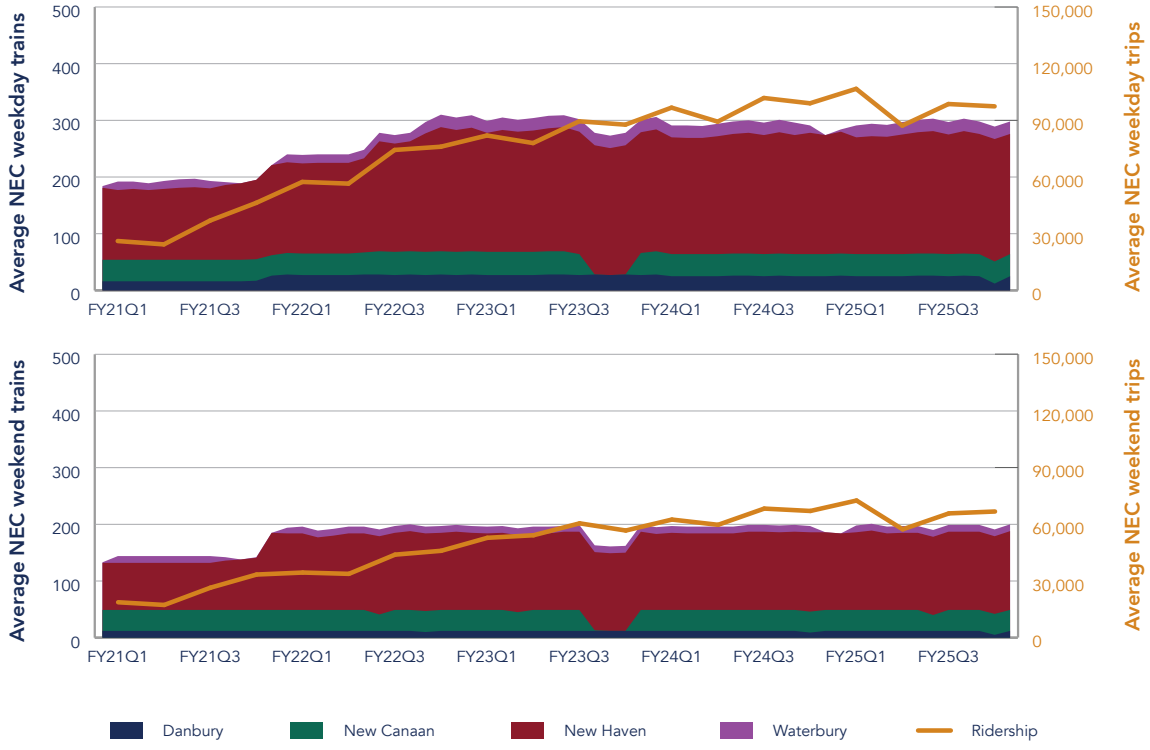
+1 from FY24

Average Weekend Trains on the NEC, FY25

196

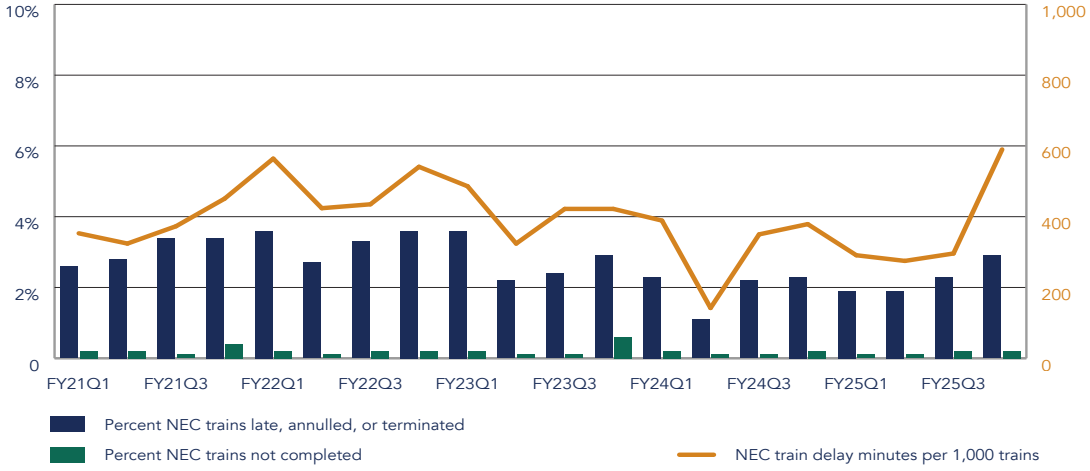
= from FY24

Metro-North average NEC daily trains and trips by month



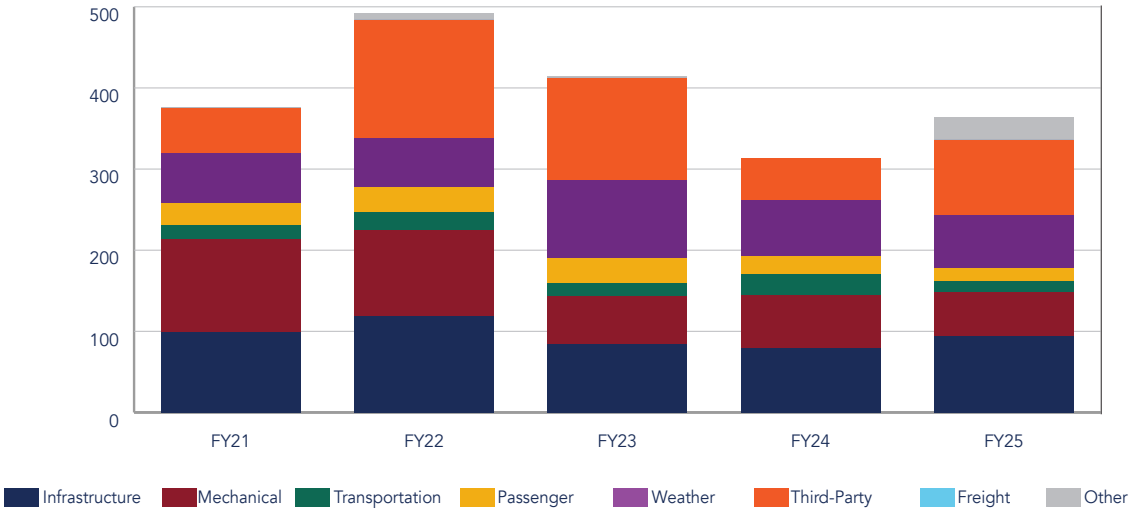
NEC Percent Trains Late

Metro-North percent trains late, annulled, or terminated by operator



NEC Train Delay

Metro-North Train Delay Minutes per 1,000 Trains by Cause



Operations: LIRR

MTA Long Island Rail Road (LIRR) operates eleven branch lines, ten of which connect to the NEC at Harold Interlocking in Queens to serve either New York Penn Station or Grand Central Madison. Passengers on the Oyster Bay branch heading to Penn Station must transfer at Jamaica Station. Passengers on the Far Rockaway, Hempstead, and West Hempstead branches must frequently make this transfer as well.

NEC Service and Ridership

Average Daily Weekday Trips on the NEC, FY25

261.7K

+8.5% from FY24

Average Daily Weekend Trips on the NEC, FY25

125.9K

+17.8% from FY24

Average Weekday Trains on the NEC, FY25

467

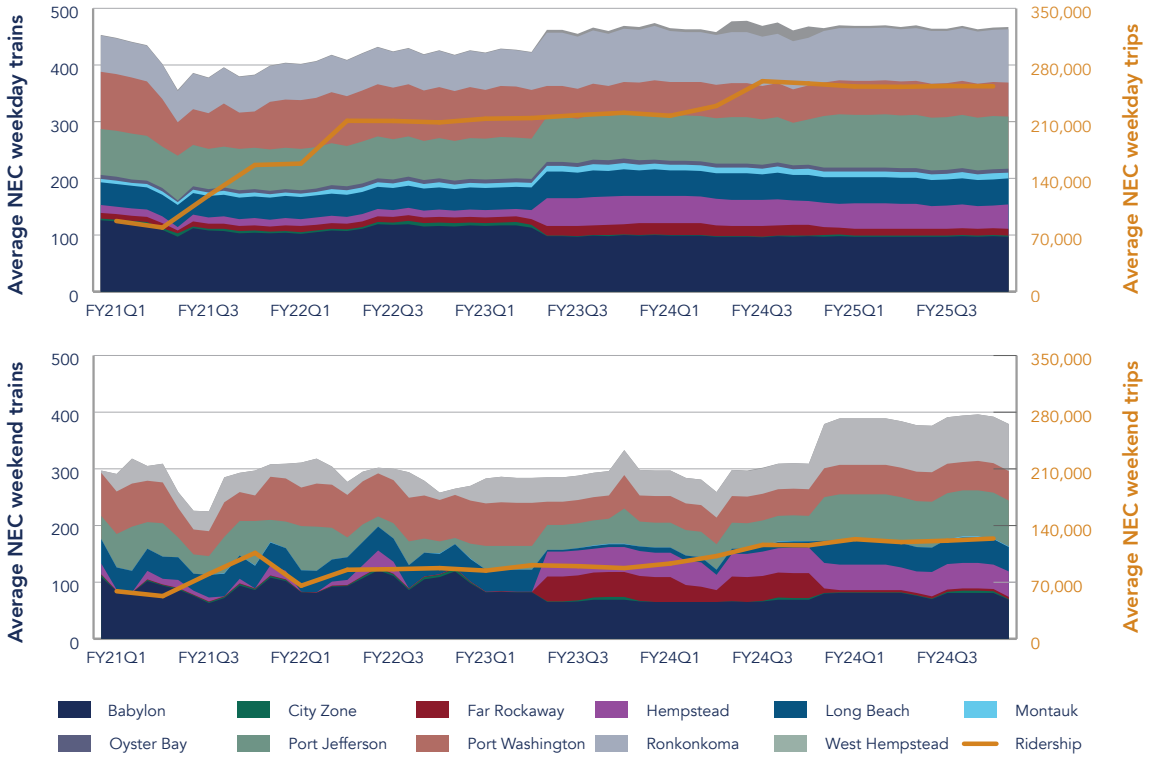
+1 from FY24

Average Weekend Trains on the NEC, FY25

387

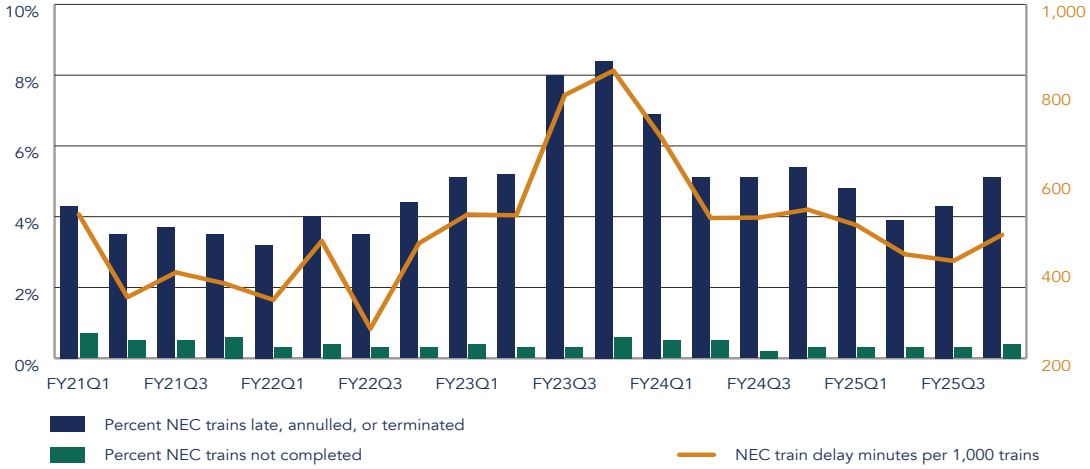
+85 from FY24

LIRR average NEC daily trains and trips by month



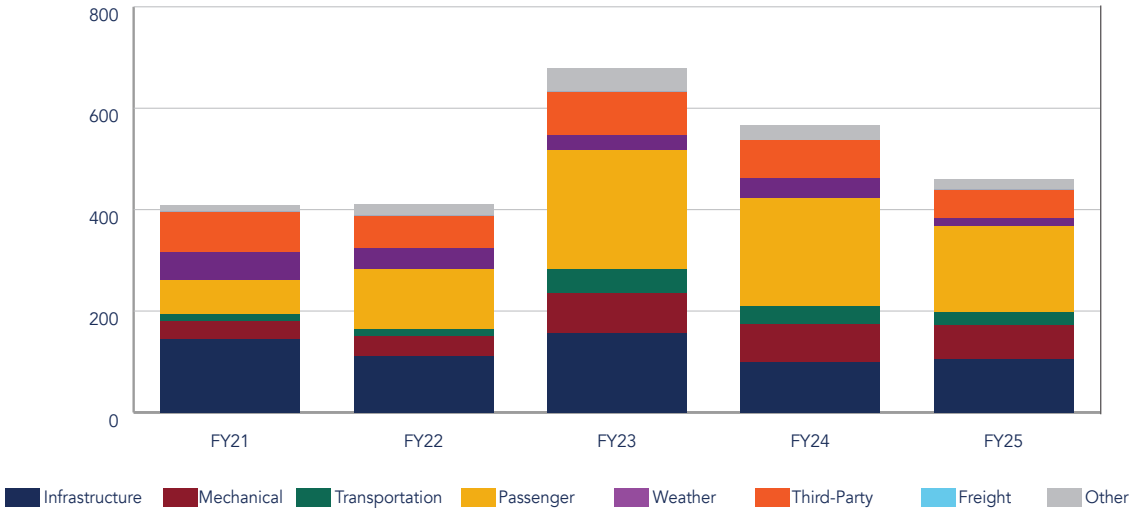
NEC Percent Trains Late

LIRR percent trains late, annulled, or terminated by operator



NEC Train Delay

LIRR Train Delay Minutes per 1,000 Trains by Cause



Operations: NJ TRANSIT

New Jersey Transit (NJ TRANSIT/NJT) operates its Northeast Corridor Line service on the NEC main line between New York Penn Station and Trenton, NJ. The North Jersey Coast, Midtown Direct, and Raritan Valley Lines to/from New York Penn Station also operate partially on the NEC. The Atlantic City Line operates between Philadelphia 30th Street Station and Atlantic City, NJ, partially on the NEC.

NEC Service and Ridership

Average Daily Weekday Trips on the NEC, FY25

164.4K

+1.2% from FY24

Average Daily Weekend Trips on the NEC, FY25

103.9K

+24.9% from FY24

Average Weekday Trains on the NEC, FY25

403

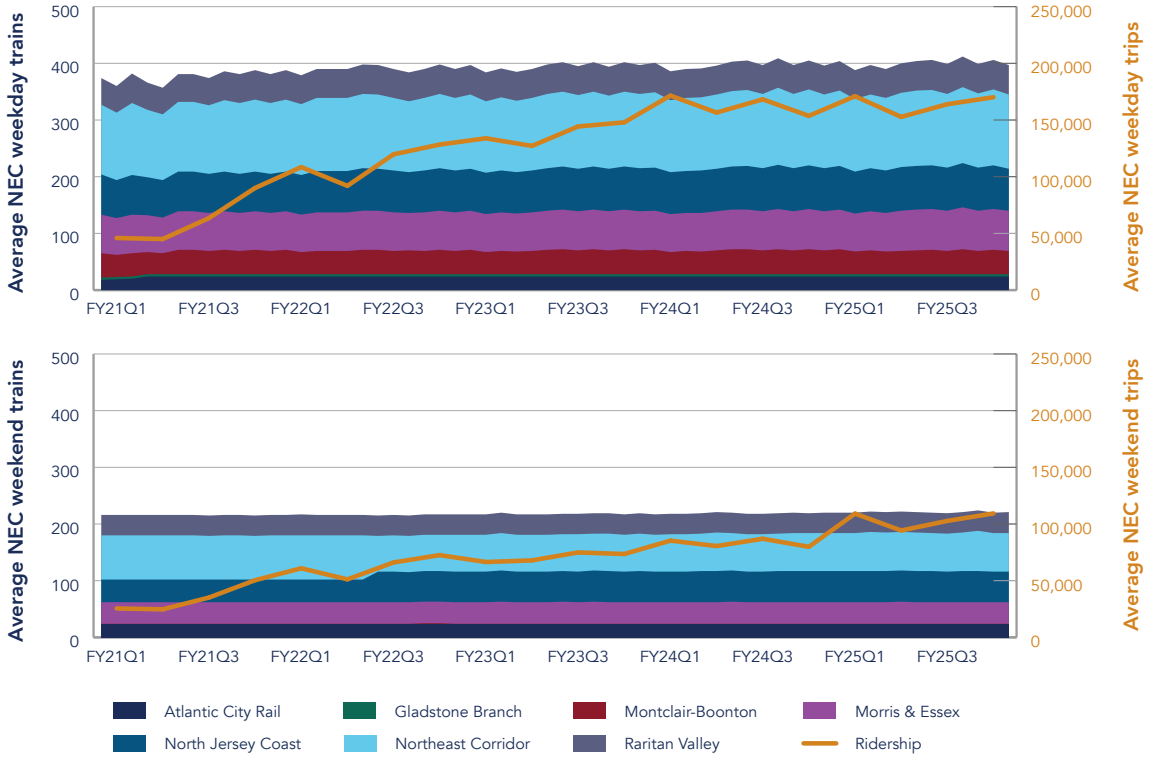
+4 from FY24

Average Weekend Trains on the NEC, FY25

225

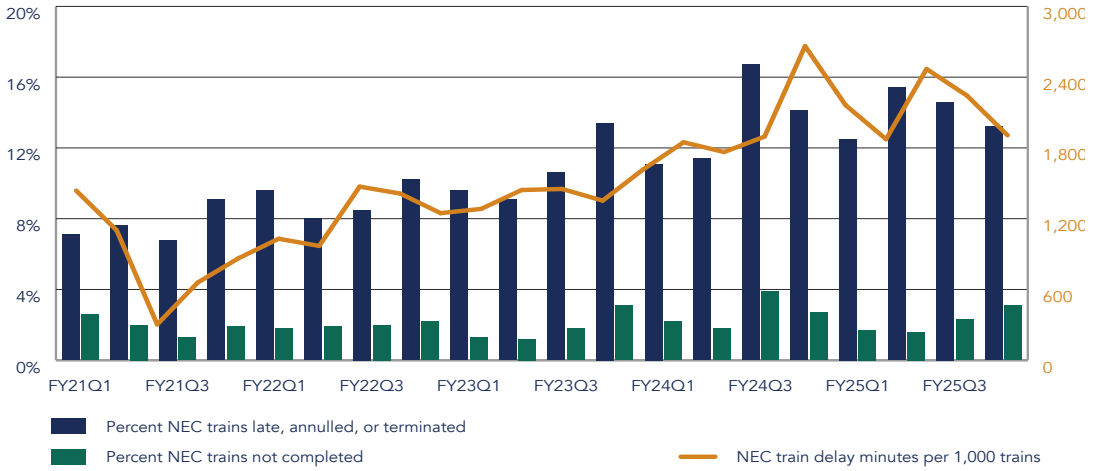
+3 from FY24

NJT average NEC daily trains and trips by month



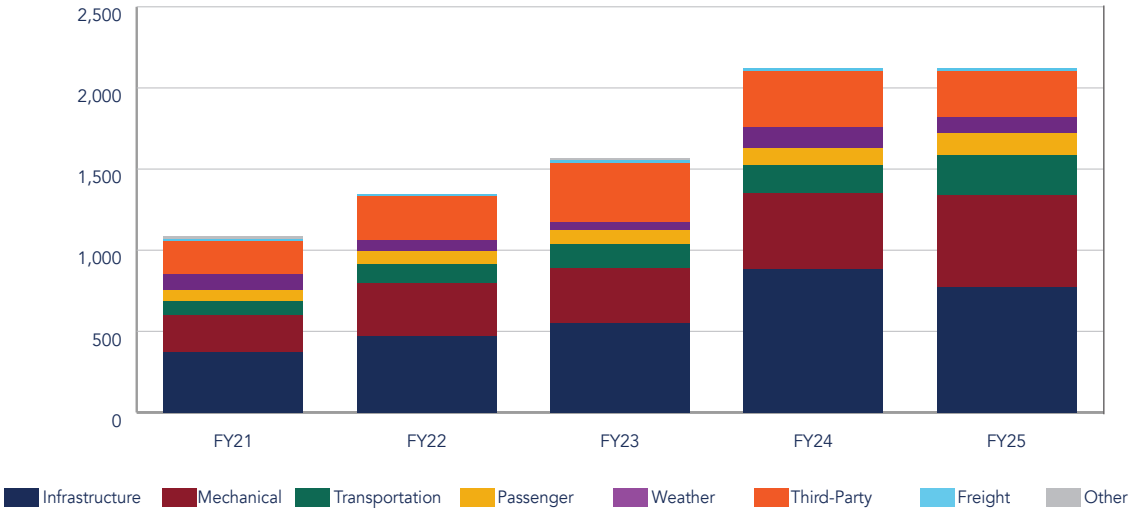
NEC Percent Trains Late

NJT percent trains late, annulled, or terminated by operator



NEC Train Delay

NJT Train Delay Minutes per 1,000 Trains by Cause



Operations: SEPTA

SEPTA operates on the NEC main line between Trenton, NJ and Newark, DE and along the Harrisburg Line between Philadelphia 30th Street Station and Thorndale, PA. Three additional SEPTA lines operate partially on the NEC. SEPTA service in Delaware is operated on behalf of Delaware DOT.

NEC Service and Ridership

Average Daily Weekday Trips on the NEC, FY25

46.2K

+9.0% from FY24

Average Daily Weekend Trips on the NEC, FY25

15.2K

+10.0% from FY24

Average Weekday Trains on the NEC, FY25

284

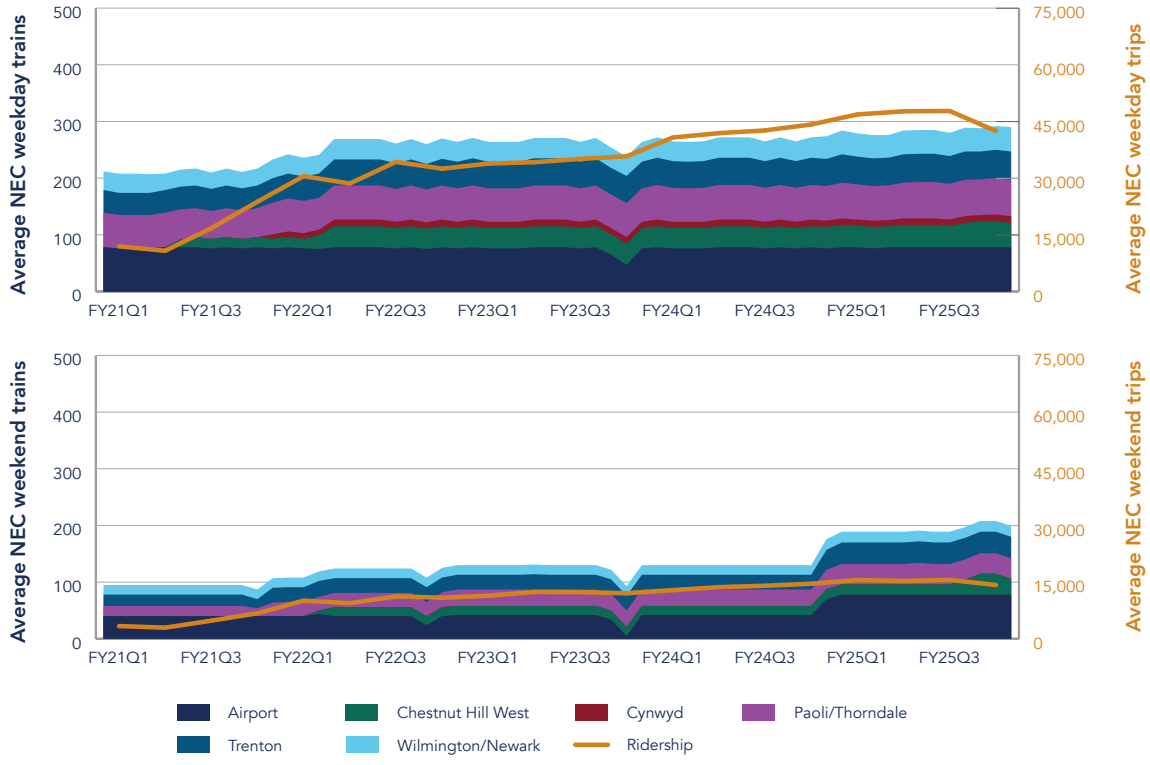
+14 from FY24

Average Weekend Trains on the NEC, FY25

194

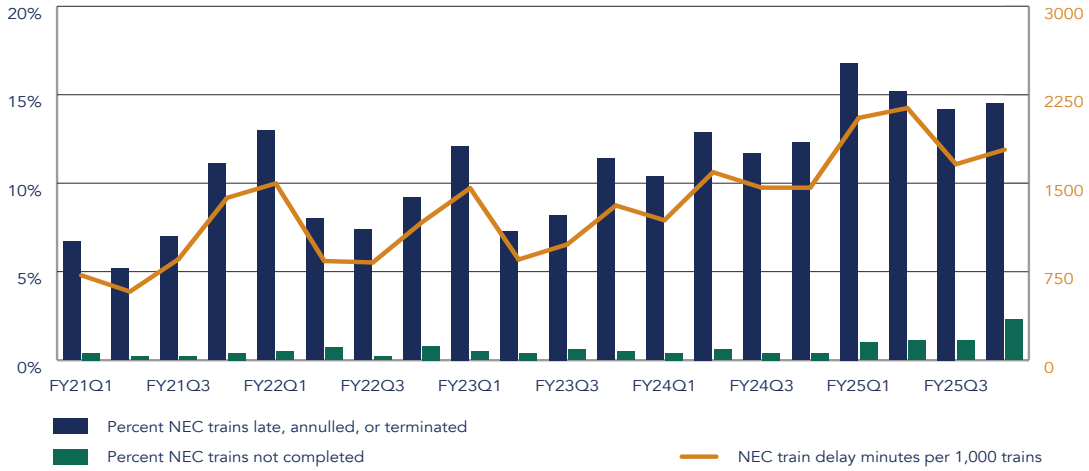
+60 from FY24

SEPTA average NEC daily trains and trips by month



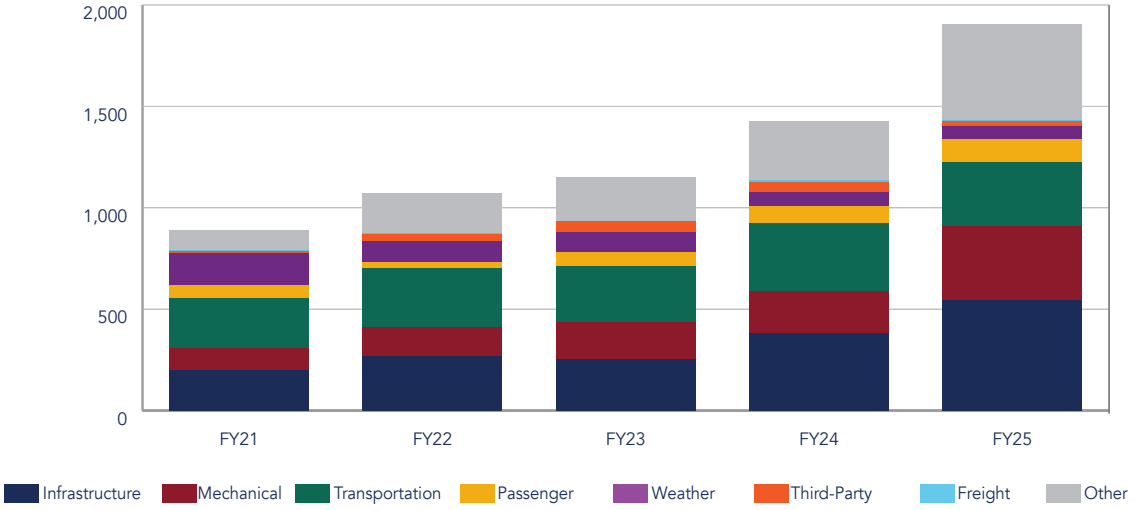
NEC Percent Trains Late

SEPTA percent trains late, annulled, or terminated by operator



NEC Train Delay

SEPTA Train Delay Minutes per 1,000 Trains by Cause



Operations: MARC

MARC's Penn Line service operates entirely on the NEC main line between Perryville, MD and Washington Union Station. The Camden and Brunswick Line services operate on CSX lines that connect to the NEC at "C" Interlocking, just north of Washington Union Station.

NEC Service and Ridership

Average Daily Weekday Trips on the NEC, FY25

14.0K

+21.1% from FY24

Average Daily Weekend Trips on the NEC, FY25

11.2K

+63.6% from FY24

Average Weekday Trains on the NEC, FY25

94

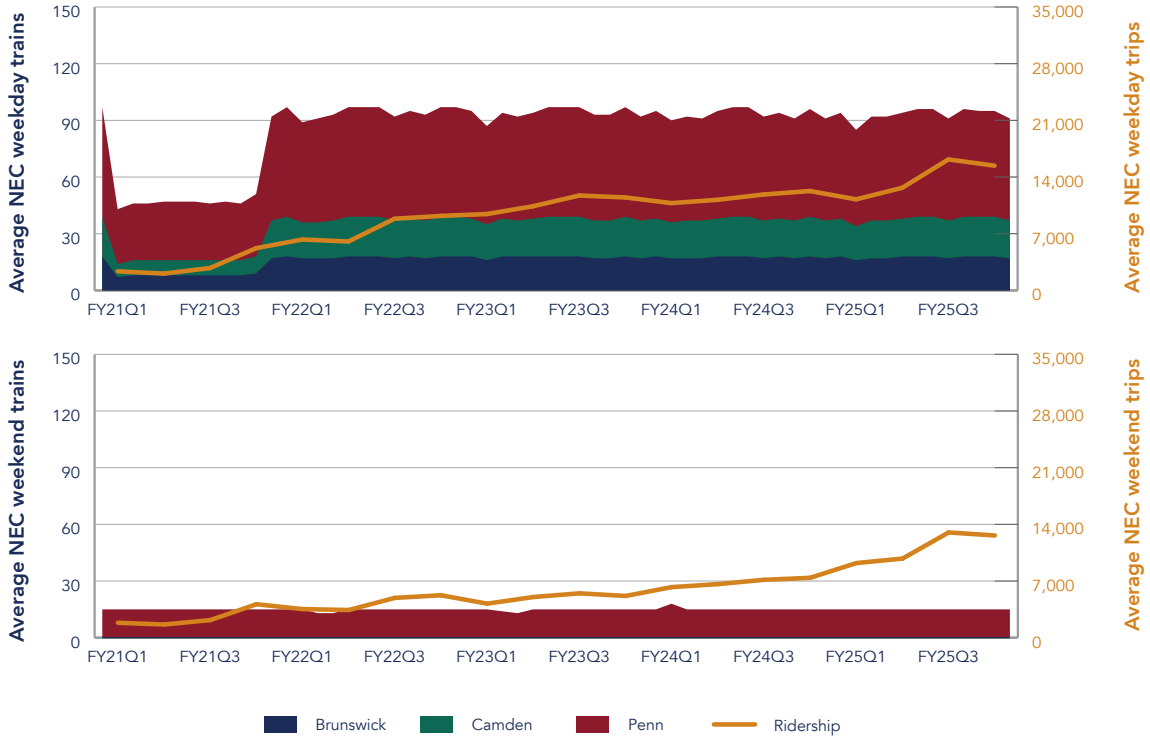
= from FY24

Average Weekend Trains on the NEC, FY25

15

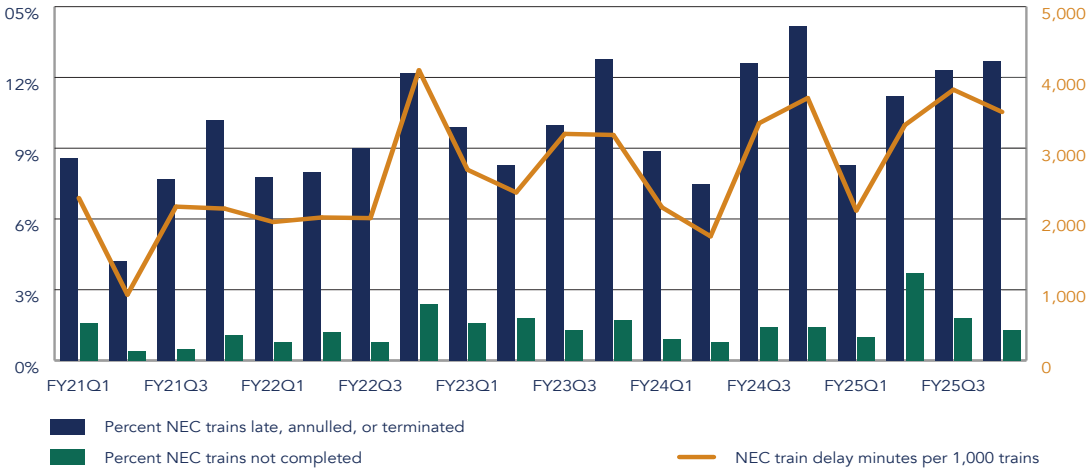
= from FY24

MARC average NEC daily trains and trips by month



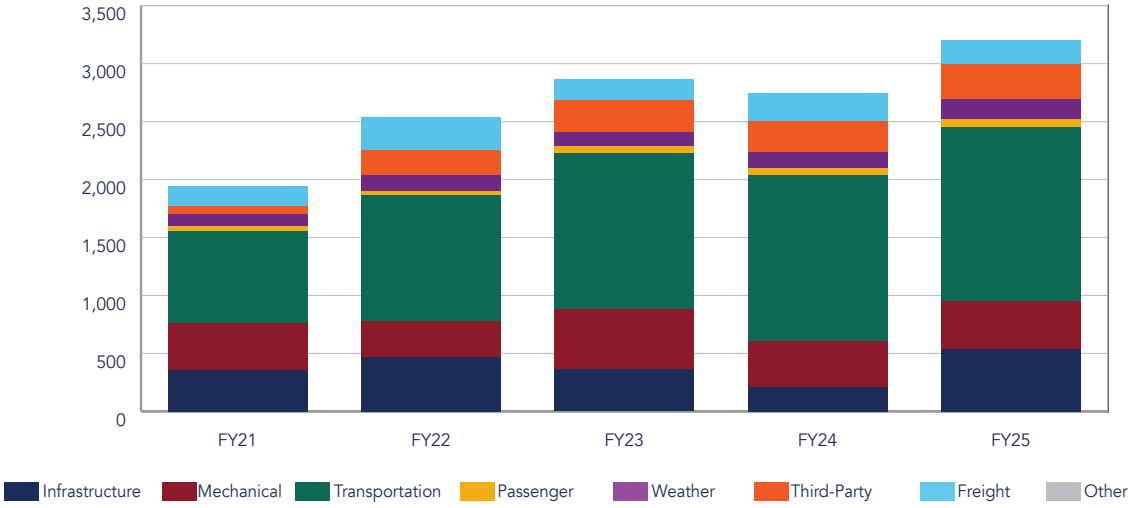
NEC Percent Trains Late

MARC percent trains late, annulled, or terminated by operator



NEC Train Delay

MARC Train Delay Minutes per 1,000 Trains by Cause



Operations: VRE

VRE operates two commuter lines out of Washington Union Station: the Manassas Line and the Fredericksburg Line. Both lines operate on a segment of the NEC main line just south of Washington Union Station. VRE operates only on weekdays.

NEC Service and Ridership

Average Daily Weekday Trips on the NEC, FY25

2.1K

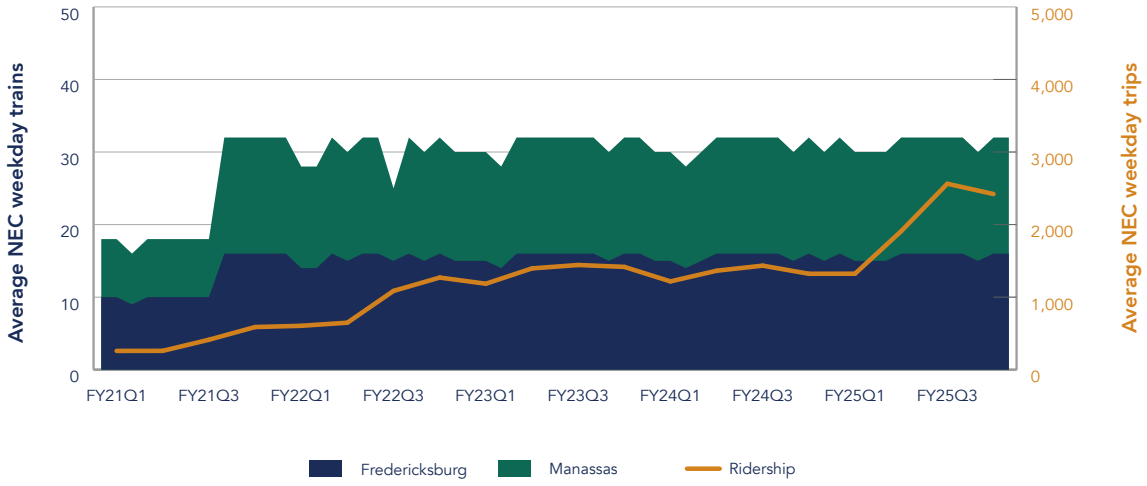
+53.9% from FY24

Average Weekday Trains on the NEC, FY25

31

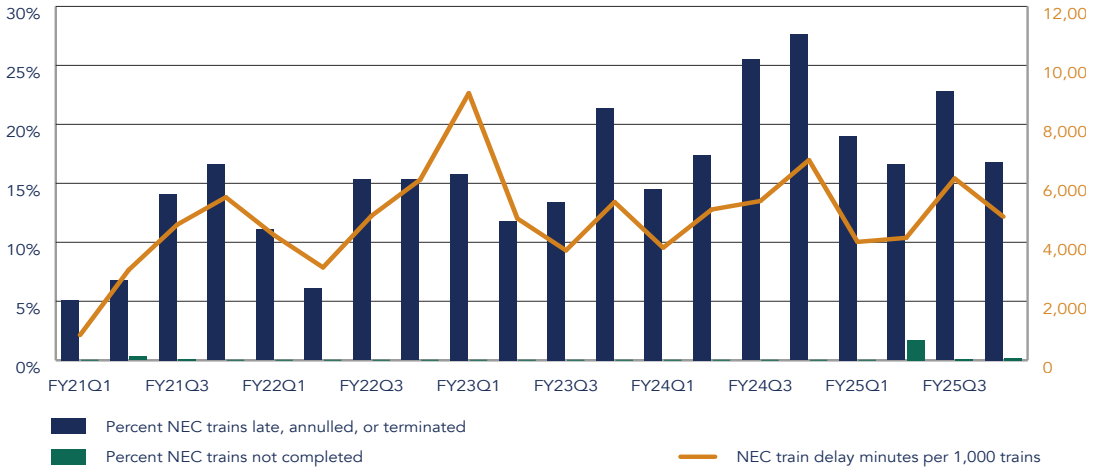
= from FY24

VRE average NEC daily trains and trips by month



NEC Percent Trains Late

VRE percent trains late, annulled, or terminated by operator



NEC Train Delay

VRE Train Delay Minutes per 1,000 Trains by Cause

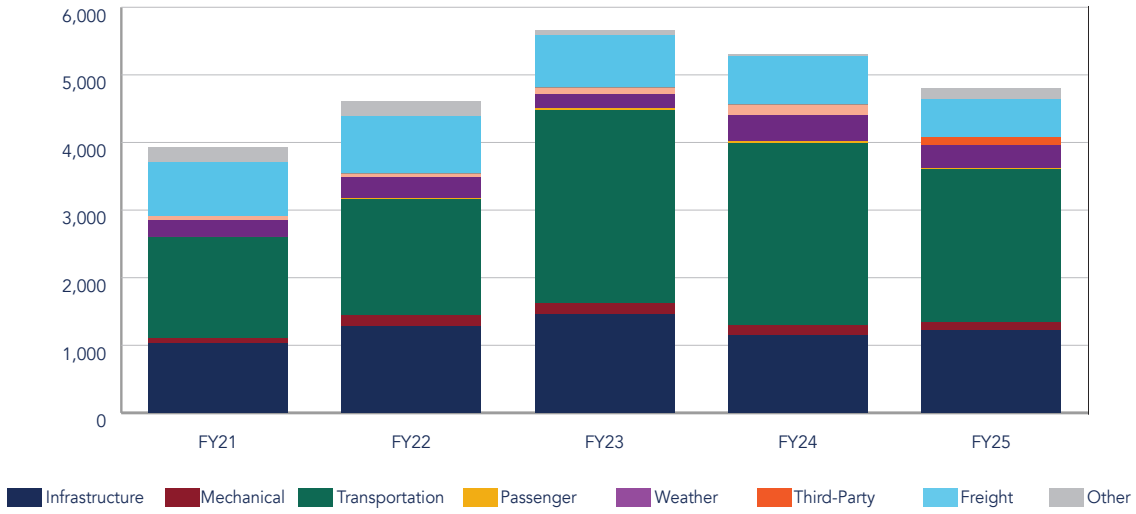


Photo Credits for the FY25 NECC Annual Report

Cover: Workers constructing the Portal North Bridge over the Hackensack River. Courtesy of Amtrak, 2025.

Page A4: Connecticut River Bridge Project in construction. Courtesy of Amtrak, 2025.

Page A6: NextGen Acela at Washington Union Station. Courtesy of Amtrak, 2025.

Page 3: Amtrak executives joined federal, state, and local parters to celebrate the start of construction for Amtrak's new Connecticut River Bridge. Courtesy of Amtrak, 2024.

Page 4: Commissioners of the Northeast Corridor Commission meet in Washington, D.C. Courtesy of the Northeast Corridor Commission, 2025.

Page 5: Amtrak's Northeast Regional and CTrail's Hartford Line commuter train meet at New Haven Station. Courtesy of Bill Lipfert, 2022.

Page 6: Construction on the Gateway: Hudson Tunnel Project. Courtesy of Amtrak, 2025.

Page 10: Hudson Yards Concrete Casing more than halfway complete as part of the Gateway: Hudson Tunnel Project. Courtesy of the Gateway Development Commission, 2025.

Page 10: Hudson Yards Concrete Casing more than halfway complete as part of the Gateway: Hudson Tunnel Project. Courtesy of Amtrak, 2025.

Page 10: Rendering of Amtrak's William H. Gray III 30th Street Station in Philadelphia. Courtesy of Amtrak, 2024.

Page 10: Windsor Locks Train Station, in Windsor Locks Connecticut. Courtesy of Connecticut DOT, 2026.

Page 12: Rendering of the forthcoming Metro-North Parkchester station in the Bronx. Courtesy of New York MTA, 2022.

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