



Amtrak Fact Sheet, Fiscal Year 2015

State of New Hampshire

Amtrak Service & Ridership

Amtrak operates two State Supported services within New Hampshire:

- The *Downeaster* (5 daily round trips Portland-Dover-Boston; 2 of which to/from Brunswick)
- The *Vermont* (Washington, D.C.-New York-St. Albans, Vt., via Claremont)

During FY15 Amtrak served the following New Hampshire locations:

<u>City</u>	<u>Boardings + Alightings</u>
Claremont	2,117
Dover	46,834
Durham-UNH	52,898
Exeter	65,216
Total New Hampshire Station Usage:	167,065

(down 14.8% from FY14)

New Hampshire riders also use other New England stations. Boston, served by over 50 trains a day, is approximately 50 miles from the New Hampshire border, and tens of thousands of New Hampshire residents a year travel on Amtrak from Boston-area stations. In addition, many New Hampshire residents ride the *Vermont*, which serves four stations that are within five miles of the New Hampshire border.

Procurement/Contracts

Amtrak spent \$11,864,622 on goods and services in New Hampshire in FY15, most of it in Portsmouth, \$11,700,845.

Employment

At the end of FY15, Amtrak employed 35 New Hampshire residents. Total wages of Amtrak employees living in New Hampshire were \$3,171,886 during FY15.

Station Improvements

Durham-UNH: The station at was rededicated on September 30, 2008, after a year-long, \$940,000 refurbishment. Originally built in Lynn, Massachusetts, in 1896, it was moved by the Boston and Maine Railroad to Durham in 1911. A new, indoor waiting area replaces the former shelter, and the Quik-Trak

ticket machine has been relocated from a student center across the street. There also is space for intercity buses. The popular Dairy Bar also was renovated. Funding came from federal and university sources.

Claremont: Located on the west side of the state, Claremont is the only city in New Hampshire directly served by the *Vermont*. In 2015, upgrades to the station were completed by the city, which organized an Amtrak Station task force that was led by the City Council. Upgrades included improvements in lighting of the platform and parking areas and a construction of a new waiting shelter (built and donated by local businesses and volunteers in the City); and way-finding and “Amtrak Served Community” signage was placed throughout the city. The local bus service operated by Community Alliance Transportation was rescheduled in order to meet the arrival of the southbound *Vermont*.

About the *Downeaster*

Passenger train service between Boston and Portland was restored in 2001, after an absence of more than 35 years. The *Downeaster* service features five daily round trips between Portland and Boston North Station, with eight intermediate stops—Woburn, Haverhill, Exeter, Durham-UNH, Dover, Wells, Saco, and in season, Old Orchard Beach.

On November 1, 2012, two daily *Downeaster* trains were extended to Freeport and Brunswick, Maine. This extension was funded both by state funding and by a \$35-million federal stimulus grant in 2010. The project included rehabilitation of 26.4 miles of track owned by Pan Am Railways, upgrades to numerous wayside signals, and improvements to 36 highway grade crossings.

Ridership on the *Downeaster* service in Fiscal 2015 was nearly 421,000 passengers. Most trains make the Boston-Portland trip in 2 hours, 30 minutes. Track work and speed increases in 2004 and 2007 have allowed a 15-20 minute schedule reduction in recent years.

About the *Vermont*

The *Vermont* operates between St. Albans, Vermont and Washington, D.C., via Claremont, New Hampshire. The *Vermont* is operated in partnership with the Vermont Agency of Transportation which provides operating support for this service.

In October 2012, the State of Vermont completed a \$70-million track rehabilitation project along the route of the *Vermont* on track owned by the New England Central Railroad. This project was funded through the ARRA Stimulus program which provided \$50 million in grant funds and \$20 million in state funding. The project included replacement of jointed rail with continuously welded rail, new cross ties, and grade-crossing safety improvements along a 190-mile section of track from St. Albans to Vernon (just north of the Massachusetts border). These upgrades allow trains to travel up to 59 mph (79 mph in some sections). These improved speeds have resulted in reducing over 25 minutes of the scheduled running times.

In January 2010, Massachusetts was awarded \$70 million in federal stimulus funds for final design and construction of the “Knowledge Corridor” along the Connecticut River in western Massachusetts. Track restoration began in 2013 and was completed in 2014. Starting December 29, 2014, Amtrak’s *Vermont* service was rerouted to this line, which was served by Amtrak until 1987. This provides a faster service by

its shorter distance and by eliminating a reversal in train direction at Palmer. At the same time, the *Vermont* began serving the former Amtrak station in Northampton and a new stimulus-funded intermodal transit center in Greenfield. A station in Holyoke was constructed by the City of Holyoke, where work continued after the change in route. Service to Holyoke began in summer 2015.

Proposed Service between Boston North Station and Concord

In 2013, the New Hampshire Department of Transportation began a study for train service between Boston North Station and Concord. Possible stations include Lowell and Manchester. Both commuter and intercity passenger service are being reviewed as possible scenarios. The study is estimated to be completed in 2016.

AMTRAK ROUTES IN NEW HAMPSHIRE

TRACK OWNERSHIP	
— Amtrak	— NS
— UP	— CP
— BNSF	— CN
— CSX	— Other

