



# Amtrak Fact Sheet, Fiscal Year 2016

## State of New Hampshire

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### 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 FY16 Amtrak served the following New Hampshire locations:

<u>City</u>	<u>Boardings + Alightings</u>
<a href="#">Claremont</a>	2,474
<a href="#">Dover</a>	52,457
<a href="#">Durham-UNH</a>	63,046
<a href="#">Exeter</a>	80,115
<b>Total New Hampshire Station Usage:</b>	<b>198,092</b>

(up 18.6% from FY15)

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 \$8,284,838 on goods and services in FY16, most of it in Portsmouth, \$7,644,065.

### Employment

At the end of FY16, Amtrak employed 40 New Hampshire residents. Total wages of Amtrak employees living in New Hampshire were \$3,676,636 during FY16.

### Station Improvements

**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.

### **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.

On November 21, 2016 the Northern New England Passenger Rail Authority opened its new train layover facility in Brunswick and added a third round trip between Brunswick and Boston. The \$13-million, 60,000-square-foot facility, which is longer than two football fields, will allow the rail authority to begin the overnight servicing of *Downeaster* passenger trains.

Ridership on the *Downeaster* service in Fiscal 2016 was over 500,000 passengers.

### **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.

# AMTRAK ROUTES IN NEW HAMPSHIRE

TRACK OWNERSHIP	
<span style="color: purple;">—</span> Amtrak	<span style="color: green;">—</span> NS
<span style="color: orange;">—</span> UP	<span style="color: lightgreen;">—</span> CP
<span style="color: blue;">—</span> BNSF	<span style="color: purple;">—</span> CN
<span style="color: red;">—</span> CSX	<span style="color: black;">—</span> Other

