



Amtrak Fact Sheet Fiscal Year 2021 State of Rhode Island

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated over 34 trains per day in Rhode Island, as part of the following routes:

- **Northeast Corridor**
Acela (daily Washington-Baltimore-Wilmington-Philadelphia-Newark-New York-New Haven-Providence-Boston)
Northeast Regional (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)

Stations Served

During FY 2021, Amtrak served the following locations in Rhode Island.

City (Code)	Ridership
Kingston (KIN)	79,506
Providence (PVD)	303,528
Westerly (WLY)	26,722
Total Rhode Island Station Usage:	409,756

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Rhode Island with each service’s host railroads and customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Acela</i>	Amtrak, Metro-North	82.8%
<i>Northeast Regional</i> (spine)	Amtrak, Metro-North	87.6%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus,

if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers’ experience.

Amtrak Guest Rewards

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 66,655 members listing an address in Rhode Island. This is a 5.4% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In Rhode Island, Amtrak spent \$1,257,480, broken down in the following locations:

City	Amount (\$)
Pawtucket	154,145
Providence	136,313
Smithfield	243,177
Woonsocket	357,531

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 302 Rhode Island residents. Total FY 2021 wages were \$1.54 billion, of which Rhode Island residents earned \$28,469,682.

Section 212 Service

Congress authorized the Northeast Corridor (NEC) Commission in the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) and charged it with developing a formula to allocate NEC capital and operating costs based on usage, making recommendations to Congress, and facilitating collaborative planning. The Commission is made up of 18 members, including representatives from each of the eight NEC states, the District of Columbia, Amtrak, and the U.S. Department of Transportation. The Commission was chartered in 2010 to focus on near-term strategies to stabilize the NEC and establish a foundation for future growth through unified regional action. Given the importance of Amtrak’s NEC to the many communities it serves, and the fact that it crosses so many state and local borders in the region, the NEC Commission seeks to simplify coordination among these stakeholders to ensure the development and implementation of an effective modernization program.

Additional Information

Bipartisan Infrastructure Law

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or “Bipartisan Infrastructure Law,” provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

Amtrak Connects US

In 2021, Amtrak released the Amtrak Connects US vision for growing America's passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

Stations

Kingston Station Capacity Expansion: In 2017 Amtrak and the Rhode Island Department of Transportation (RIDOT) completed work on a \$41 million improvement project at Kingston to improve train operations and passenger experience along this stretch of the Northeast Corridor, while also paving the way for long-term transit planning in the state.

The project included construction of two new high-level platforms, creating a safer, more efficient, and more accessible boarding process for all passengers. The project also features construction of a third track through Kingston to enable higher-speed *Acela* trains to operate around *Northeast Regional* trains stopped at Kingston. These improvements also could accommodate expanded commuter rail service in the future. The track improvements also will reduce congestion and minimize delays at a critical choke point in western Rhode Island, improving reliability and efficiency of the busy Northeast Corridor.

The project was funded jointly by a \$26.5 million High-Speed Intercity Passenger Rail Program (HSIPR) grant through RIDOT; the remainder was provided by Amtrak, which managed design and construction.

Providence Station Improvements: In summer 2019, U.S. Senator Jack Reed of Rhode Island, joined by officials from RIDOT and Amtrak, announced a \$25 million funding package to begin a major renovation of the Providence station. It includes a \$12.5 million grant to RIDOT from the Federal Railroad Administration (FRA) under its State of Good Repair Program designed to help repair and rehabilitate railroad infrastructure around the country. The federal investment was matched by \$7.25 million from Amtrak and \$5.25 million from RIDOT. This new round of investment builds upon federal funding Senator Reed had previously secured: \$5.2 million for enhancements and \$3 million for planning, design, and environmental reviews. This work will build on RIDOT's 2015 upgrade to the station's south entrance which improved circulation of vehicles buses and taxis.

Westerly Station ADA & SOGR Improvements: Amtrak, in conjunction with RIDOT, announced in July 2022 the completion of American Disabilities Act (ADA) improvements at Westerly Station. This includes two new elevators, featuring new elevator enclosures at platform level constructed in the style of the historic station, an accessible pathway to and from the public right-of-way, two accessible parking spaces,

and a new sloped walkway for accessing the platform, modified handrails and guardrails, and new ADA-compliant signs throughout the station environment.

Commuter Rail Service

The Rhode Island Department of Transportation (RIDOT) has had a long partnership with the Massachusetts Bay Transportation Authority (MBTA) for commuter rail service connecting Providence with Boston, expanding service to Warwick and Wickford Junction.

AMTRAK ROUTES IN RHODE ISLAND

