



Amtrak Fact Sheet Fiscal Year 2018 *State of Vermont*

Amtrak Service & Ridership

Amtrak operates two State Supported trains in Vermont:

- The **Vermont**er (Washington-New York-New Haven-Springfield-Brattleboro-White River Junction-Essex Junction-St. Albans)
- The **Ethan Allen Express** (New York-Albany-Rutland)

During FY18 Amtrak served the following Vermont locations:

<u>City</u>	<u>Boardings & Alightings</u>
Bellows Falls	4,488
Brattleboro	16,933
Castleton	4,221
Essex Junction	20,649
Montpelier	7,978
Randolph	1,842
Rutland	14,097
St. Albans	3,726
Waterbury	5,179
White River Junction	13,864
Windsor-Mount Ascutney	1,272
Total Vermont Station Usage:	94,249

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. 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 Vermont with each service’s host railroads and on-time performance (OTP) in FY18:

Service	Host Railroads	FY18 OTP
<i>Ethan Allen Express</i>	Canadian Pacific, Metro North, and Vermont Rail System	86.6%
<i>Vermonter</i>	Massachusetts Department of Transportation, Metro North, and New England Central	61.3%

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY18, there were **19,177** members of the Amtrak Guest Rewards program in Vermont. This is a 12.2% increase from FY17.

PRIIA Section 209 and State Supported Services

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including Vermont, by the deadline, and the services continued to run without interruption.

Stations

In 2013, the State purchased the station at White River Junction, which previously had been privately owned. This will enable the State to plan rehabilitation and economic development efforts at the station and surrounding property.

New platforms were installed in 2013 at St. Albans and Waterbury as part of the Accessible Stations Development Program, providing improved train boarding, platform access, and lighting.

Under the same program, improvements were made at Montpelier, including construction of accessible parking, a new sidewalk linking the parking lot to the station, new stairs, and an ADA-compliant ramp, along with modifications to the existing entrance doors, restrooms, and other improvements to the waiting room. Exterior and interior signage will be provided, as well.

Construction at Castleton took place in 2018 that included a new platform, accessible parking and sidewalk. ADA improvements were also made to the waiting room and bathroom in the Station. Planning and design for ADA projects at Windsor, Essex Junction and Brattleboro were underway in 2018.

***Vermonter* Improvements**

In October 2012, the State of Vermont completed a \$70-million track rehabilitation project along the route of the ***Vermonter***, on track owned by the New England Central Railroad. Of that

amount, \$50 million was from the ARRA Stimulus program and \$20 million from the State. The project consisted of replacing jointed rail with continuously welded rail, new cross ties, grade-crossing safety improvements, and other track 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). Maximum speeds were raised from 55 to 59 mph from St. Albans to White River Junction; and from 59 to 79 mph White River Junction to the Massachusetts state line. This allowed a schedule reduction of 28 minutes in March 2013.

In 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 late 2014. At that time, Amtrak's **Vermont** service was rerouted onto this shorter and faster line. Stations on the new route are Holyoke, Northampton, and Greenfield.

Bicycles: In May 2016, Amtrak and the State of Vermont began a pilot program for carry-on bicycles along the entire length of the route from Washington. Luggage racks within the coaches were removed and replaced with newly retrofitted racks that fold down to convert to bicycle racks. The carry-on bicycle program on the **Vermont** has proved to be very popular, carrying 629 bikes in FY2018.

Western Corridor improvements

In September 2013, the State of Vermont was awarded an \$8.9 million federal TIGER grant to rehabilitate a portion of the western corridor between Rutland and Burlington. This grant funded Phase 1 of the project, including installation of seven miles of welded rail and surfacing upgrades to the rail bed between Rutland and Leicester, completed late in 2015.

In October 2015, Vermont was awarded another TIGER grant for \$10 million for Phase 2 of the project, which will allow restoration of passenger rail service along the corridor. Improvements are underway along the state-owned rail line which include installing new, heavier-gauge (weight) rail, ballast, and ties between Leicester and Burlington; also new crossing gates, a new passing siding in Pittsford, and new crossover in Leicester to allow for increased operational flexibility. There will be new platforms at Vergennes and Middlebury. Vermont hopes to extend the **Ethan Allen Service** north to Burlington by 2020.

Vermont Shires Connector Bus Service

In September 2017, the Vermont Agency of Transportation, in partnership with Amtrak launched the Vermont Shires Connector bus service to/from Manchester and Bennington. This became part of the Amtrak Thruway Connection system offering connecting busses and through-ticketing to Amtrak trains at Albany-Rensselaer to and from New York Penn Station. The service operates twice daily in both directions. The Vermont Shires Connector bus service also includes stops at the Albany Greyhound Terminal and the Albany International Airport.

AMTRAK ROUTES IN VERMONT

