



# Amtrak Fact Sheet Fiscal Year 2019 *State of Vermont*

## Amtrak Service & Ridership

Amtrak operates two State Supported trains in Vermont:

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

During FY19 Amtrak served the following Vermont locations:

<u>City</u>	<u>Boardings &amp; Alightings</u>
<a href="#">Bellows Falls</a>	4,776
<a href="#">Brattleboro</a>	16,765
<a href="#">Castleton</a>	3,995
<a href="#">Essex Junction</a>	21,029
<a href="#">Montpelier</a>	7,909
<a href="#">Randolph</a>	2,053
<a href="#">Rutland</a>	12,566
<a href="#">St. Albans</a>	3,733
<a href="#">Waterbury</a>	5,377
<a href="#">White River Junction</a>	13,513
<a href="#">Windsor-Mount Ascutney</a>	1,198
<b>Total Vermont Station Usage:</b>	<b>92,914</b>

## 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 FY19:

Service	Host Railroads	FY19 OTP
<b><i>Ethan Allen Express</i></b>	Canadian Pacific, Metro-North, and Vermont Rail System	<b>89.7%</b>
<b><i>Vermont</i></b>	Massachusetts Department of Transportation, Metro-North, and New England Central	<b>81.4%</b>

“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 FY19, there were **21,035** members of the Amtrak Guest Rewards program in Vermont. This is a 10% increase from FY18.

### **Procurement**

Amtrak spent \$2,248,718 on goods and services in Vermont in FY19.

### **Employment**

At the end of FY19, Amtrak employed 2 Vermont residents. Total wages during FY19 of Amtrak employees living in Vermont were \$103,676.

### **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**

**Castleton:** Construction was completed in 2019 including a new platform, accessible parking, and sidewalk. ADA improvements were also made to the waiting room and bathroom in the Station.

**Brattleboro and Essex Junction:** Planning and design for ADA projects were underway in 2019.

**Windsor:** Station ADA improvements in 2019. This project will include a new ADA compliant platform, parking and accessible pathways. The town is also installing a new shelter to coincide with the ADA improvements. Completion of the project is expected in spring 2020.

### **Vermonter Improvements**

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. 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 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 late 2014. At that time, Amtrak's **Vermont** service was rerouted onto this shorter and faster line. This also eliminated a cumbersome reversal move at Palmer, Massachusetts. 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.

**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 602 bikes in FY2019.

### **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 is planning to extend the **Ethan Allen Service** north to Burlington by the summer of 2021.

### **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

