



Amtrak in Vermont

Fiscal Year 2025



Amtrak is America's Railroad,[®] created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2025, the company's 21,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 34.5 million passengers. Amtrak's network includes 526 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Amtrak Connections offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2025, Amtrak operated an average of **4 intercity trains per day** on 2 permanent routes serving Vermont, with **131,265 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

- **State-Supported Trains**

- **Ethan Allen Express** — Burlington - Middlebury - Rutland - Saratoga Springs - Albany - New York (1 round trip daily)
- **Vermont** — St. Albans - Essex Junction (Burlington) - Montpelier - White River Junction - Brattleboro - Springfield - Hartford - New Haven - New York - Philadelphia - Baltimore - Washington, DC (1 round trip daily)

As **State-Supported routes**, the *Ethan Allen Express* and *Vermont* are operated in partnership with the **Vermont Agency of Transportation** (VTrans; both), the New York State Department of Transportation (NYSDOT; *Ethan Allen Express*), the Massachusetts Department of Transportation (MassDOT; *Vermont*), and the Connecticut Department of Transportation (CTDOT; *Vermont*). Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service.

In FY 2025, sponsoring partners funded a total of \$8.2 million in operating payments for State-Supported routes serving Vermont, helping support a combined total ridership on those routes³ of 198,108.

Stations

During FY 2025, Amtrak intercity trains made scheduled stops at 14 locations in Vermont:

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.

³ Unlike state- / station-specific ridership, total route ridership equals sum of all boardings and alightings divided by two.



Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁴
Bellows Falls (BLF)	5,388	None	N/A	—
Brattleboro (BRA)	16,682	Partial	FY 26	\$9,786,182
Burlington (BTN)	26,477	None	N/A	—
Castleton (CNV)	3,042	Partial	Complete	\$1,543,124
Essex Junction (ESX)	17,453	Sole	FY 26	\$4,323,148
Ferrisburgh-Vergennes (VRN)	3,745	None	N/A	—
Middlebury (MBY)	8,630	None	N/A	—
Montpelier (MPR)	8,035	Sole	Complete	\$4,294,976
Randolph (RPH)	2,933	Sole	Complete	\$477,065
Rutland (RUD)	10,537	None	N/A	—
St. Albans (SAB)	3,954	Sole	Complete	\$3,832,496
Waterbury (WAB)	6,273	Sole	Complete	\$1,950,736
White River Junction (WRJ)	16,450	None	N/A	—
Windsor (WNM)	1,666	Partial	Complete	\$1,553,795
Total:	131,265	8/14	In Progress	\$27,761,522

Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 382 communities nationwide, including a **\$27.8 million investment in Vermont**. All Amtrak-responsible work is targeted for completion by the end of CY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

Additional Footprint

Amtrak trains are supported by **turnaround maintenance locations** in Burlington and St. Albans (both contractor-staffed). Additionally, Amtrak maintains a **crew base for train and engine (T&E) crew** in Brattleboro.

Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are required to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at

⁴ “Amtrak ADA Investment” describes Amtrak’s projected total investment in compliance work over the lifetime of ADASP.

their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in Vermont, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁵ in FY 2025:

Route	In-State Host(s)	C-OTP
<i>Ethan Allen Express</i>	Vermont Railway	67.0%
<i>Vermont</i>	New England Central Railroad	71.6%

Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 50,148 members listing an address in Vermont. For more information about AGR, please see:

<https://www.amtrak.com/guestrewards/home>.

Procurement

Amtrak’s procurements are subject to “Buy America”-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$5.7 billion for goods and services in FY 2025; 99% of that amount was spent domestically, and **\$27.9 million** went to vendors in Vermont:

Community	Amount Spent
Burlington	\$25,991,627
Milton	\$904,806
Manchester Center	\$401,503
Rutland	\$192,809
South Burlington	\$119,742
Bellows Falls	\$67,487
Montpelier	\$65,700
Castleton	\$47,634
St. Albans	\$32,850
Essex Junction	\$32,850
White River Junction	\$29,480
Barre	\$28,467
Williston	\$16,891
All Others <\$10k	\$12,605
Total Payments	\$27,944,450

The single largest in-state payment category was **hotels and lodging and meeting facilities**.

⁵ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Employment & Compensation

At the end of FY 2025, **3 Amtrak employees** lived in Vermont, and the company had paid out a total of **\$339,768 in base wages and salary** in-state. Nationwide, Amtrak employed more than 21,000 active workers; total base wages and salaries for the year were approximately \$2.2 billion.

Current Amtrak Routes in Vermont

