



Amtrak Fact Sheet, Fiscal Year 2016

State of Massachusetts

Amtrak-Massachusetts partnership

- Massachusetts contributes to the cost of *Shuttle* and *Northeast Regional* services serving Springfield
- It also contributes to the cost of the *Vermont* service and is leading an effort to improve tracks and shorten trip times within the state
- Over 275,000 Massachusetts residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

Amtrak operates approximately 56 trains daily in Massachusetts, including *Acela Express* and *Northeast Regional* trains on the Northeast Corridor and State Supported service on the New Haven-Springfield line.

Amtrak operates the following State Supported trains through Massachusetts:

- The *Downeaster* (5 daily round trips Boston North Station-Portland; 2 of which to/from Brunswick)
- The *Vermont* (daily Washington, D.C.-Springfield-St. Albans, Vt.)

Amtrak also operates the National Network *Lake Shore Limited* (daily Boston-Springfield-Albany-Cleveland-Chicago).

During FY16 Amtrak served the following Massachusetts locations:

<u>City</u>	<u>Boardings + Alightings</u>
Boston-Back Bay	611,527
Boston-North Station	424,600
Boston-South Station*	1,574,450
Framingham	1,892
Greenfield	5,920
Haverhill	44,510
Holyoke	1,203

Northampton	17,332
Pittsfield	7,827
Route 128 (Boston)	450,301
Springfield	93,650
Woburn	21,485
Worcester	6,152
Total Massachusetts Station Usage:	3,260,849
	(up 3.8% from FY15)

* Boston South Station is the 6th busiest station in the national Amtrak System.

Procurement/Contracts

Amtrak spent \$101,484,205 on goods and services in Massachusetts in FY16. Much of this was in the following locations:

<u>City</u>	<u>Amount</u>
Boston	\$ 5,195,594
Burlington	\$ 1,610,852
Canton	\$ 2,359,238
Chelsea	\$ 1,797,630
Hopedale	\$ 1,410,000
Littleton	\$ 65,235,284
North Billerica	\$ 1,204,143
Norwell	\$ 3,754,015
Westfield	\$ 2,968,830

Employment

At the end of FY16, Amtrak employed 725 Massachusetts residents. Total wages of Amtrak employees living in Massachusetts were \$59,227,180 during FY16.

PRIIA Section 209

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 Massachusetts, by the deadline, and the services continued to run without interruption.

Other State Features

Amtrak operates and maintains the 37.9-mile Attleboro Line, between Boston and the Rhode Island state line, for Amtrak Northeast Corridor and commuter service. It is owned by the Massachusetts Bay Transportation Authority (MBTA).

Major Facilities

About 300 weekday trains operate at Boston South Station, which is shared by Amtrak and MBTA. Amtrak maintains equipment at Southampton Yard in Boston, which is also the location of one of three of Amtrak's high-speed rail maintenance facilities dedicated to Amtrak's *Acela Express* high-speed train sets. The *Downeaster* service, which operates from Boston to New Hampshire and Maine, uses North Station.

Knowledge Corridor Improvements

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 on August 27, 2015.

New Haven-Springfield High-Speed Corridor Improvements

The New Haven-Hartford-Springfield (NHHS) rail program, led by Connecticut in partnership with the State of Massachusetts, includes design and construction of additional rail capacity on Amtrak-owned infrastructure between those cities. This includes restoring 16 miles of second track that was removed in the early 1990s and construction of station facilities. It is funded by \$191 million in federal grants through the High Speed Intercity Passenger Rail (HSIPR) program and \$272 million in state bonds.

Over the last two work seasons, Amtrak has been managing the installation of underground signal and communications cables over the entire 60-mile line. This upgrade will support increased rail traffic and subsequent addition of second track. Current funding and work will allow an increase in service from 6 daily round-trips to 17 by 2017. The states are seeking additional funds for improvements to allow 25 round-trips.

Stations

Boston South Station: In October 2010, Massachusetts received a federal High-Speed Intercity Passenger Rail Grant (HSIPR) of \$32.5 million to fund the environmental permitting and design phase of the South Station expansion project and new midday layover facility. This work includes planning for the relocation of the U.S. Postal Service's General Mail Facility to make room for expanded tracks, platforms, and passenger facilities. The current terminal operations are limited by capacity constraints. The station has 13 tracks today but had 28 when it was completed in 1899. More tracks and platforms are needed for future increases in high-speed, intercity, and commuter rail services. The project will include new and expanded passenger amenities and improved intermodal connections, including integration of the intercity bus terminal at South Station.

Boston South Station: In October 2010, Massachusetts received a federal High-Speed Intercity Passenger Rail Grant (HSIPR) of \$32.5 million to fund the environmental permitting and design phase of the South Station expansion project and new midday layover facility. This work includes planning for the relocation of the U.S. Postal Service's General Mail Facility to make room for expanded tracks, platforms, and passenger facilities. The current terminal operations are limited by capacity constraints. The station has 13 tracks today but had 28 when it was completed in 1899. More tracks and platforms are needed for future increases in high-speed, intercity, and commuter rail services. The project will include new and expanded passenger amenities and improved intermodal connections, including integration of the intercity bus terminal at South Station.

Mass DOT submitted a [Final Environmental Impact Report \(FEIR\)](#) for the South Station Expansion Project to the Massachusetts Secretary of Energy and Environmental Affairs on June 30, 2016. The FEIR includes a preferred South Station Expansion alternative, summarizes the changes to the project since the Draft Environmental Impact Report (DEIR) filing, and incorporates the additional environmental analyses outlined in the Certificate on the DEIR.

In addition, Mass DOT is preparing an Environmental Assessment (EA) under the federal National Environmental Policy Act (NEPA). The EA will be released in 2017.

Springfield Union Station: In November 2012, the Springfield Redevelopment Authority received a federal grant of \$48.7 million to fund phase 1 of the rehabilitation project of the 1927 historic Union Station. Since 2000, the City has obtained more than \$46 million from the Federal Transit Administration's bus grant programs. In October 2014, Governor Deval Patrick announced a MassWorks grant of \$4.2 million to advance the Union Station Regional Intermodal Transportation Center project. This \$84.5-million project will integrate multiple transit modes into one convenient, functional, and attractive terminal complex that also will include space for third-party tenants. Preliminary construction has begun and completion is scheduled for late 2016. Service to the new facility is expected to begin in early 2017.

Future features include complete renovation of the terminal building and central concourse to support rail and intercity and local bus services; renovation and reopening of the passenger tunnel that connects the terminal building to train platforms and adjacent downtown area; demolition of an old baggage building and construction of a 26-bay bus terminal and 377-space parking garage; 64,000 square feet of leasable commercial space on the upper floors of the terminal building.

AMTRAK ROUTES IN MASSACHUSETTS

