



Amtrak Fact Sheet, Fiscal Year 2017 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
- Nearly 308,000 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:

- *Downeaster* (5 daily round trips Boston North Station-Portland; 2 of which to/from Brunswick)
- *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 FY17 Amtrak served the following Massachusetts locations:

<u>City</u>	<u>Boardings + Alightings</u>
Boston-Back Bay	626,003
Boston-North Station	448,483
Boston-South Station*	1,567,627
Framingham	1,954
Greenfield	6,290
Haverhill	44,827
Holyoke	1,487
Northampton	19,974

Pittsfield	8,464
Route 128 (Boston)	448,784
Springfield	89,629
Woburn	18,953
Worcester	6,665
Total Massachusetts Station Usage:	3,289,140
	(up 0.9% from FY16)

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

Procurement

Amtrak spent \$108,125,281 on goods and services in Massachusetts in FY17. Much of this was in the following locations:

<u>City</u>	<u>Amount</u>
Boston	\$ 11,176,218
Burlington	\$ 1,447,763
Chelmsford	\$ 1,270,989
Chelsea	\$ 2,033,631
Framingham	\$ 1,509,727
Littleton	\$ 62,669,951
Marlborough	\$ 7,540,000
Norwell	\$ 8,907,663
Springfield	\$ 1,085,657
Waltham	\$ 1,124,151
Westfield	\$ 2,987,260

Employment

At the end of FY17, Amtrak employed 708 Massachusetts residents. Total wages of Amtrak employees living in Massachusetts were \$54,472,210 during FY17.

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 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. 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.

New Haven-Springfield High-Speed Corridor Improvements

The New Haven-Hartford-Springfield (NHHS) rail program, led by Connecticut, includes design and construction of additional rail capacity on Amtrak-owned infrastructure between those cities. This includes track and signal improvements, as well as construction of new station facilities.

Over the last three work seasons, Amtrak has been managing the installation of new underground signal and communications cables over the line and installing a second set of tracks along the entire length of the 62-mile corridor (which is currently single-tracked). This double-tracking will support the increased number and frequency of daily commuter trains that ConnDOT plans to begin running in 2018 (called CTrail). Amtrak's existing service will not be altered by this new service. CTrail trains will operate together with Amtrak trains on the rail line to provide seamless service.

When the Hartford Line service launches in 2018, a total of 17 roundtrip trains between New Haven and Hartford will operate each weekday, with 12 of those roundtrip trains continuing to Springfield. On weekends, a total of 13 roundtrip trains will operate between New Haven and Hartford, with 9 of those trains continuing onto Springfield. Train schedules and additional service information will be announced in late 2017.

Stations

Boston South Station: This station currently is the subject of a proposed expansion project led by the Massachusetts Department of Transportation (MassDOT) in coordination with Amtrak, the Massachusetts Bay Transportation Authority (MBTA), Federal Railroad Administration (FRA) and several other local, state and federal stakeholders. Funded with a High-Speed Intercity Passenger Rail (HSIPR) grant from the FRA in 2010, the South Station Expansion Project (SSX) is intended to expand terminal and layover capacity in order to meet current and anticipated future high-speed, intercity, and commuter rail service needs. The expansion of South Station will enable growth in passenger rail transportation along the NEC

and throughout the greater New England region. The project will also improve passenger experience, promote development in a progressive area of Boston, and allow for Dorchester Avenue along the Fort Point Channel to be reopened for public use for the first time in decades.

Amtrak is working with MassDOT to complete the first phase of the project, which includes planning, state and federal environmental review, preliminary engineering, up to 30% design, and a layover facility alternatives analysis. Amtrak also is coordinating with MassDOT and the MBTA on the proposed South Station Air Rights (SSAR) Project, within the immediate station terminal footprint. SSAR is a mixed-use transit-oriented development led by Hines Development and Gemdale Properties.

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.

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.

The terminal building, central concourse, bus bays and terminal, and the commercial leasable space were all completed and the building opened on June 25, 2017. Completion of the platforms and reopening of the tunnels to initiate train service to the new station is expected in 2018.

AMTRAK ROUTES IN MASSACHUSETTS

