



# Amtrak Fact Sheet Fiscal Year 2018 *Commonwealth of Massachusetts*

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## Amtrak Service & Ridership

Amtrak operates approximately 68 trains daily in Massachusetts including Northeast Corridor, State Supported, and National Network services:

Amtrak operates the following Northeast Corridor trains through Massachusetts:

- The high speed **Acela Express** (daily Washington-Baltimore-Wilmington-Philadelphia-Newark-New York-New Haven-Providence-Boston)
- The **Northeast Regional** (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)

Amtrak operates the following National Network train through Massachusetts

- The **Lake Shore Limited** (daily Chicago-Cleveland-Buffalo-Boston/New York)

Amtrak also operates the following State Supported trains through Massachusetts:

- The **Springfield Shuttle** (daily Washington-New York-New Haven-Wallingford-Meriden-Berlin-Hartford-Windsor Locks-Springfield)
- The **Vermont** (daily Washington-Philadelphia-New York-New Haven-Berlin-Springfield-Essex Junction-St. Albans)
- The **Downeaster** (5 daily round trips Boston North Station-Portland; 2 of which to/from Brunswick)

During FY18 Amtrak served the following Massachusetts locations:

<b>City</b>	<b>Boardings &amp; Alightings</b>
<a href="#">Boston-Back Bay</a>	683,016
<a href="#">Boston-North Station</a>	464,988
<a href="#">Boston-South Station</a>	1,553,953
<a href="#">Framingham</a>	1,961
<a href="#">Greenfield</a>	6,575
<a href="#">Haverhill</a>	42,637
<a href="#">Holyoke</a>	1,582
<a href="#">Northampton</a>	21,939

<a href="#">Pittsfield</a>	8,270
<a href="#">Route 128 (Boston)</a>	446,221
<a href="#">Springfield</a>	101,394
<a href="#">Woburn</a>	16,846
<a href="#">Worcester</a>	6,157
<b>Total Massachusetts Station Usage:</b>	<b>3,355,539</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 Massachusetts with each service’s host railroads and on-time performance (OTP) in FY18:

<b>Service</b>	<b>Host Railroads</b>	<b>FY18 OTP</b>
<b><i>Acela</i></b>	Amtrak and Metro-North Railroad	<b>77.6%</b>
<b><i>Northeast Regional</i></b>	BNSF and Union Pacific	<b>79.6%</b>
<b><i>Springfield Shuttle</i></b>	Amtrak and Metro North	<b>69.5%</b>
<b><i>Vermont</i></b>	Amtrak, Massachusetts Department of Transportation, Metro-North Railroad, and New England Central Railroad	<b>61.3%</b>
<b><i>Downeaster</i></b>	MBTA and PanAm Railways	<b>82.7%</b>
<b><i>Lake Shore Limited</i></b>	CSX, Norfolk Southern, and Metro-North Railroad	<b>40.0%</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 FY18, there were **340,094** members of the Amtrak Guest Rewards Program in Massachusetts. This is a 10% increase from 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.

Massachusetts contributes to the cost of **Shuttle** and **Northeast Regional** services serving Springfield. In addition, it contributes to the cost of the **Vermont** service and is leading an effort to improve tracks and shorten trip times within the state.

### 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 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.

### 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.

In 2018, Amtrak completed the installation of new underground signal and communications cables over the line and installed a second set of tracks along the entire length of the 62-mile corridor (which was single-tracked).

The **CTrail** Hartford Line passenger rail service launched on June 16, 2018 and operates at speeds up to 110 mph, cutting travel time between Springfield and New Haven to as little as 81 minutes. Also, there is direct or connecting service to New York City and multiple frequencies to Boston or Vermont (via Springfield). New train stations are also planned at North Haven, Newington, West Hartford and Enfield.

The NHHS Rail Program is a key and necessary component of a broader New England passenger rail vision developed by the Governors in the Northeast.

The vision calls for a significant expansion of intercity passenger rail service across New England and the Northeast linking into the high-speed Northeast Corridor spine. New passenger rail service would serve key Northeast markets:

- Washington-New Haven-Springfield-White River Junction-Essex Junction, with future service to Montreal
- Boston-Springfield-Vermont-Montreal
- Boston-Springfield-New Haven along the Inland Route
- New Haven-Hartford-Springfield service expansion
- Boston-Portland-Brunswick, on the ***Downeaster*** corridor
- New service connecting Boston and Concord, NH

Many of these new services operate over the NHHS corridor. As a result, upgrade of the NHHS corridor to accommodate the planned increases in service is a pre-condition to this regional service expansion. Connecticut is working closely with Massachusetts and Vermont to coordinate the planning and funding for the Program and implementation of the vision for New England.

## **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, which is a mixed-use, transit-oriented development.

**Springfield Union Station:** In 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 obtained more than \$46 million from the Federal Transit Administration's bus grant programs. In 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 would integrate multiple transit modes into one convenient, functional, and attractive terminal complex that also will include space for third-party tenants.

The project called for 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 building opened on June 25, 2017. Actual construction work on the platform began in August 2018 and is presently underway. The work includes realigning tracks 4 and 6 to accommodate the wider platform and a new wayside power system for powering trains while they layover in the station. The new power cabinets and supporting infrastructure were installed between May and July 2018.

The new platform will be long enough to allow boarding and disembarking from five passenger cars on tracks 4 and 6 (in a five car boarding/disembarking situation this would include one door in the first and fifth cars and both doors of the middle three cars). It will retain some historic elements of the old low level platform it is replacing including the existing overhead canopy structure. The canopy will be rebuilt four feet higher over the new high-level platform using the structural steel components of the old canopy with new roofing and drainage materials to retain a historic look. Along with the historic elements, the platform will be equipped with information displays for both tracks, an elevator and stairwell to the passenger tunnel below, and emergency egress ramps on both ends of the platform.

The **CTrail** Hartford Line commuter rail service began operating out of the renovated terminal in June 2018. The **CTrail** service utilizes the renovated concourse for ticketing (via ticket vending machines,) waiting, and boarding announcements (via electronic LCD board and PA) while Amtrak continues to currently use the old trackside station. Amtrak expects to relocate station operations into the new Station in early 2019.

# AMTRAK ROUTES IN MASSACHUSETTS

