East-West Passenger Rail

Rail Users Network Annual Meeting
October 13, 2018
Agenda

- Background and Context
- Study purpose
- Study scope
- Outreach process
- Opportunities and challenges
Statewide Passenger Rail System

Passenger service includes:

- 5 intercity Amtrak routes (Downeaster, Vermonter, NEC, Lake Shore Limited, New Haven Springfield Shuttle)
- 4 seasonal/tourist routes (MBTA and private)
- 14 commuter rail MBTA routes
Statewide Freight Rail System

- Numerous operators
- Many shared freight / passenger rail corridors
- Limited service by Class I railroads
Massachusetts State Rail Plan

**Purpose:** To guide the future of the passenger and freight rail system and services through establishing policies, priorities, and improvement strategies. It includes a near-term, fiscally constrained 5-year plan and long-term investment strategy.

**Recommendations:**

- **Near-term Passenger and Freight Service:**
  - Investing in State of Good Repair (SGR)
  - South Coast Rail Phase I
  - 286K weight limits on key freight routes
  - Service between New Haven and Springfield

- **Long-term Passenger Service:**
  - **Priority investments:** Western, MA North-South service, South Station Expansion, South Coast Rail
  - **Warrants further study:** East-West Passenger Rail Study
Boston – Worcester – Springfield – Pittsfield Corridor covers roughly 150 miles of rail, owned by the MBTA and CSX.
## East-West Corridor: Existing Conditions

<table>
<thead>
<tr>
<th>Segment</th>
<th>Track mileage</th>
<th>Train Access</th>
<th>I-90 mileage</th>
<th>Travel Time</th>
</tr>
</thead>
</table>
| Boston – Worcester | 44.4          | **MBTA:** x20/weekday, 1:06 – 1:20  
**Amtrak:** x1/day, 1:13 | 45           | **Off-Peak:** 0:50 – 1:10  
**Peak:** 1:15 - 2:10 hours |
| Worcester – Springfield | 54.0        | **Amtrak:** x1/day, 1:15 | 53           | **Drive time:** 0:50 - 1:15 |
| Boston – Springfield | 99.4          | Amtrak x1/day, 2:28  | 98           | **Drive time:** 2:05 – 3:25 |
| Springfield – Pittsfield | 52.0        | **Amtrak:** x1/day, 1:16 | 54           | **Drive time:** 1:00 - 1:20 |
To examine the costs, benefits, and investments necessary to implement passenger rail service – up to and including high speed rail – from Boston to Springfield and Pittsfield, with the speed, frequency, and reliability necessary to be a competitive option for travel along this corridor.

- Up to six alternatives
  - Service from Boston to Pittsfield
  - At least one with 90 minute or less travel time between Springfield and Boston
  - Potential infill stations (Palmer, others)
Pittsfield economic development needs

Existing Amtrak Lake Shore Limited has end to end On-time performance of Under 50%

I-90 Interchange Study Looking at possible new Interchange between Westfield and Lee

Connecting service to Vermonter and Knowledge Corridor Services

Springfield Union Station project

Infrastructure and Environmental constraints Along CSX mainline from Worcester to Springfield

Worcester growing population, Downtown/Station area TOD opportunities

I-90-90 Interchange Study

Potential station in Palmer

New Haven/Hartford Rail Service

Worcester Union Station project to add capacity

New CSX Intermodal Facility

Complex at-grade crossings

Constrained capacity on Worcester Line

Terminal capacity constraints
**Purpose:** Examine the benefits, opportunities, and impacts of adding more frequent and higher speed intercity passenger rail service on two rail corridors, the Inland Route (Boston-Springfield-New Haven) and the Boston-to-Montreal Route.

**Approach:** Advanced three alternatives for further analysis of cost, ridership, infrastructure improvements, and environmental impacts. Alternatives with speeds greater than 90mph were not advanced due to right of way constraints.
The three alternatives required different levels of infrastructure improvements that affected travel time savings for service.

<table>
<thead>
<tr>
<th>City</th>
<th>Alternative 1 (Max 60 mph)</th>
<th>Alternative 2 (Max 79 mph)</th>
<th>Alternative 3 (Max 90 mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston (South Station)</td>
<td>0:00</td>
<td>0:00</td>
<td>0:00</td>
</tr>
<tr>
<td>Boston (Back Bay)</td>
<td>0:06</td>
<td>0:06</td>
<td>0:06</td>
</tr>
<tr>
<td>Framingham</td>
<td>0:31</td>
<td>0:29</td>
<td>0:29</td>
</tr>
<tr>
<td>Worcester</td>
<td>1:00</td>
<td>0:53</td>
<td>0:53</td>
</tr>
<tr>
<td>Palmer</td>
<td>1:39</td>
<td>1:37</td>
<td>1:36</td>
</tr>
<tr>
<td>Springfield</td>
<td>2:05</td>
<td>1:50</td>
<td>1:49</td>
</tr>
</tbody>
</table>

The total cost for improvements is in the range of $273 to $309 million (in 2014 dollars).
Project Scope

- Task 1: Review of all previous studies and efforts
- Task 2: Analysis of the travel market
- Task 3: Documenting current physical and regulatory conditions
- Task 4: Identification of potential service plans and alternatives
- Task 5: Drill down on three alternatives
- Task 6: Development of framework for next steps
- Task 7: Stakeholder and public involvement
Outreach

- **Study Advisory Committee**: Provide pre-decisional input and an avenue for consultation through the process
- **Public Meetings**: Inform interested parties of study progress and provide a venue for in-person feedback
- **Briefings**: Ad hoc meeting with legislative officials and others at key points in the process
- **Website/Social Media/Listserv Updates**: To keep all interested parties informed, provide a venue for online feedback

- 3 Public meetings
- 4 Study Advisory Committee meetings
- Social media
- Website
- Briefings
- Listserv updates
Next Steps

1. Finalize contracting with consultant team
2. Kickoff project; setup project website and listserv
3. Begin work on tasks 1-3
4. Establish and hold first meeting of the Stakeholder Advisory Committee
5. Hold first public meeting