



Amtrak Fact Sheet, Fiscal Year 2016 Commonwealth of Pennsylvania

Pennsylvania FY16 at a Glance

- Over 120 Amtrak trains a day
- Over 6 million riders at Pennsylvania stations
- Over \$228 million in Amtrak procurement
- 2,791 residents employed by Amtrak
- Total resident employee wages, over \$226 million
- Over 350,000 Pennsylvania residents are members of the Amtrak Guest Rewards frequent user program
- Amtrak-State partnership: *Keystone Service* and *Pennsylvanian*

Amtrak Service & Ridership

Amtrak operates approximately 120 daily trains through Pennsylvania, including *Acela Express*, *Northeast Regional*, and *Keystone Service* (State Supported west of Philadelphia). Amtrak also operates the following National Network trains:

- *The Capitol Limited* (daily Washington-Pittsburgh-Chicago)
- The *Cardinal* (tri-weekly New York-Washington-Cincinnati-Chicago)
- The *Crescent* (daily New York-Atlanta-New Orleans)
- The *Lake Shore Limited* (daily New York/Boston-Erie-Chicago)
- The *Palmetto* (daily New York-Philadelphia-Savannah)
- The *Silver Meteor* (daily New York-Philadelphia-Miami)
- The *Silver Star* (daily New York-Philadelphia-Tampa-Miami)

Amtrak also operates the following trains through Pennsylvania, which are operated as Northeast Corridor trains but are State Supported trains away from the NEC:

- The *Pennsylvanian* (daily New York- Philadelphia-Harrisburg-Pittsburgh)
- The *Carolinian* (daily New York-Richmond-Charlotte)
- The *Vermont* (daily Washington, DC-St.Albans, Vt.)

During FY16 Amtrak served the following Pennsylvania locations:

<u>City</u>	<u>Boardings + Alightings</u>
Altoona	22,164
Ardmore	68,274
Coatesville	15,527
Connellsville	5,002
Cornwells Heights	2,966
Downingtown	77,574
Elizabethtown	106,151
Erie	16,273
Exton	135,476
Greensburg	13,552
Harrisburg	508,624
Huntingdon	6,039
Johnstown	22,184
Lancaster	560,257
Latrobe	4,538
Lewistown	9,514
Middletown	68,005
Mount Joy	50,751
Paoli	201,572
Parkesburg	46,950
Philadelphia 30th Street*	4,328,718
Philadelphia-North	1,221
Pittsburgh	145,910
Tyrone	3,068
Total Pennsylvania Station Usage:	6,420,310
	(up 4.3% from FY15)

**Philadelphia 30th Street Station is the 3rd busiest station in the national Amtrak System.*

Procurement/Contracts

Amtrak spent \$228,731,517 on goods and services in Pennsylvania in FY16. Much of this was in the following locations:

<u>City</u>	<u>Amount</u>
Bensalem	\$ 5,789,226
Berwyn	\$ 3,211,962
Burnham	\$ 8,853,344
Conshohocken	\$ 4,226,216
Erie	\$ 30,714,326
Harrisburg	\$ 5,012,293
King of Prussia	\$ 4,279,505
Lehigh Valley	\$ 4,841,669

Munhall	\$	4,036,971
Philadelphia	\$	70,962,495
Pittsburgh	\$	25,108,151
West Chester	\$	4,243,480
Yeadon	\$	11,256,683
York	\$	6,115,495

Employment

At the end of FY16, Amtrak employed 2,791 Pennsylvania residents. Total wages of Amtrak employees living in Pennsylvania were \$226,778,351 during FY16.

PRIIA Section 209 and Amtrak-State Partnership

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

Under the funding agreement with the Pennsylvania Department of Transportation (PennDOT), Amtrak operates the *Keystone Service* and the *Pennsylvanian*. *Keystone Service* trains operate between New York, Philadelphia, Lancaster and Harrisburg. The *Pennsylvanian* operates the same route and beyond to Pittsburgh. Including the *Pennsylvanian*, there are 14 weekday round trips and 8 weekend round trips along the route. PennDOT provides financial support for both the operation of trains on the Philadelphia-Harrisburg-Pittsburgh segment, as well as infrastructure improvements.

Commuter Services

In addition to Amtrak's intercity services, SEPTA and NJT operate commuter services over the Amtrak-owned and operated Northeast Corridor and, in the case of SEPTA, over a portion of Amtrak's Harrisburg Line from Philadelphia to Harrisburg. Amtrak provides electric traction power for SEPTA's operations over the Northeast Corridor, Harrisburg line, and other lines owned by SEPTA.

Capitol Limited Carry-on Bicycle Service

Amtrak instituted carry-on bicycle service on the *Capitol Limited* route, Washington-Cumberland-Pittsburgh-Chicago, on September 15, 2015. The line roughly parallels a 335-mile bicycle and hiking trail that extend from Washington to Pittsburgh. The Washington-Cumberland segment is part of the C&O Canal Towpath and the connecting Cumberland-Pittsburgh segment is part of the Great Allegheny Passage rail-trail. During Fiscal 2016, the *Capitol Limited* carried 2,669 bicycles.

Major Facilities

Amtrak owns the 104-mile *Keystone Corridor* between Philadelphia and Harrisburg.

Amtrak owns and operates the Penn Coach Yard and Race Street Engine House equipment repair and maintenance facility at 30th Street. Additionally, both SEPTA and NJT operate into 30th Street Station.

Also located in Philadelphia is one of Amtrak's two reservation call centers. More than 450 people work at the facility, answering calls to 1-800-USA-RAIL and to the *Auto Train* information line. This facility also exclusively handles responses to Amtrak web site e-mails, has a customer service desk serving the entire country, and processes special requests nationwide for issues ranging from accommodations for passengers with disabilities to special food requests.

Keystone Corridor Improvements

Amtrak, Pennsylvania Department of Transportation (PennDOT), and SEPTA are partners in the *Keystone Corridor Improvement Project*, which, starting October 30, 2006, brought the corridor to an improved condition that allowed for all-electric train service, top speeds of 110 mph, express service for some trips, and an increase from 11 to 14 weekday trains each way.

Also, PennDOT was granted \$66.8 million under the American Recovery and Reinvestment Act (ARRA) to make high speed rail improvements on the *Keystone Corridor*. The improvements on the Philadelphia-Harrisburg segment include: 1) closure of one public grade crossing (Irishtown Road, Ronks, June 2013), with two more to follow (Eby Chiques and Newcomer Road, late 2014); 2) preliminary engineering of interlocking/signal system reconfigurations (late 2014); and 3) rebuilding of "State" interlocking (Harrisburg) by the end of 2016. These projects are intended to advance the goal of 125-mph operations, reduction in overall trip time and improved service reliability. The ARRA grant on the Harrisburg-Pittsburgh segment of the Corridor funds a planning study to examine the feasibility of higher speed or more frequent conventional intercity rail service in that segment.

Station Improvements

Connellsville: A new ADA-compliant shelter building and 550-foot ADA-compliant platform was completed early in 2011. The facility replaces a much smaller shelter built around the time of the 1981 restoration of *Capitol Limited* service and short platform that was in poor condition.

Elizabethtown: PennDOT received \$9.38 million in ARRA stimulus funds in 2009 that was spent on improvements at Elizabethtown station. The project included building renovation, new high-level platforms, and expanded parking. The building had been vacant for nearly 30 years. Dedication of the newly renovated station, building and platforms was May 4, 2011.

Harrisburg: PennDOT in January 2016 announced it would invest \$15 million in state and federal funds to make "state of good repair" improvements to the Transportation Center, including doors, windows, ventilation systems, and other structural work. Work would begin by the end of 2017.

Huntingdon: A new ADA-compliant shelter and platform is being planned for the Huntingdon station, which is served daily by the *Pennsylvanian*. The parking area and surrounding sidewalks will also be brought into compliance. The project is expected to begin in early 2017.

Johnstown: ADA improvements by Amtrak are planned for the historic station in Johnstown, including a new platform, new restrooms, new elevators, and minor modifications to the entrances and ramps to meet ADA regulations. In November 2014, the owner of the station, the Johnstown Area Historical Association, was awarded an \$848,000 grant from the PennDOT Multimodal Transportation Fund. The Historical Association is planning to rehabilitate the station roof, make parking lot improvements, and upgrade the waiting room.

Lancaster: An infrastructure renovation of the station began in June 2009 and was completed in 2012. The \$14-million project was funded from federal, state, and local sources. The station, built in 1929, was rehabilitated with improved landscaping, increased parking, new taxi area, new intercity bus area, new heating and air-conditioning systems, and new retail and meeting space. An additional \$3.5 million in improvements to the main waiting area and passenger concourse were completed in June 2014.

Middletown: Penn DOT is overseeing a \$32-million project to build a new station at this location. The new station will include a sheltered platform to be built between the two sets of tracks that run east-west through the borough of Middletown. It will replace the existing station on Mill Street, which PennDOT decided would be too costly to bring into compliance with the American with Disabilities Act. The new station will also accommodate shuttle transportation to and from Harrisburg International Airport. Preliminary work has begun in preparation for the construction phase of the project which is expected to begin in 2017.

Mount Joy: In September 2011, officials from PennDOT and the Borough launched a \$27.5-million project to improve the station and surrounding areas. Included are improvements to the streetscape and walkways from the station to the central business district, platforms with canopies, elevators to connect the platforms to the street level above, and expanded and improved parking. A groundbreaking ceremony was held in October 2016 and work is anticipated to be finished in 2017.

Paoli: Amtrak commenced construction of the Paoli Station Accessibility Improvements in 2016. This project will include a series of improvements aimed at making the station fully accessible for all passengers. The project includes a new center high-level platform, new elevators and ramps, a pedestrian overpass, parking lot improvements, ADA improvements to the existing station building, and changes to infrastructure that allow for construction of the center high level platform. Once complete, this project will set the stage for additional components needed to construct the Paoli Intermodal Transportation Center, a new expansive transportation center envisioned to serve the growing needs of the traveling public, and support the Paoli business district and future growth of the area.

Philadelphia: The west plaza of 30th Street Station was reconstructed by Amtrak and re-opened on November 22, 2013, and features additional bike racks, expanded parking and new outdoor seating options, among other improvements.

The installation of nine new bicycle racks plaza will expand bike parking capacity to nearly 100 spaces on the west side of the station. Six more bike racks, provided by the City of Philadelphia, are being installed on the 29th Street (east) side of the station.

The new West Plaza improves pedestrian connections to the University City neighborhood and features energy-efficient LED lighting that will improve visibility and security through safer walking and driving conditions. Drivers will also find expanded vehicle lanes and additional kiosk-based metered parking, including 14 new spaces along “Little Market Street” in areas that had previously been restricted, along with six new spaces south of the portico.

In addition to the limestone-cast and granite materials used in the construction, architectural refinements can be seen throughout the new plaza including 20-inch bronze inlaid lettering spelling out the word “Philadelphia” arched over a five-foot diameter medallion featuring the Amtrak logo. This ornamental gateway serves as a welcome point for visitors accessing the station from Drexel University, the University of Pennsylvania and the rest of University City.

From that point near the curb at 30th Street to the station entrance, an at-grade pedestrian crosswalk has been installed, an improvement directly benefiting passengers with disabilities who had trouble navigating some of the raised features of the old plaza. New planters with landscaping, some of which feature built-in seating, will enhance the visitor experience for passengers and members of the community who choose to utilize the public areas of the plaza for recreation or other purposes.

Congress passed a bill, signed into law on August 8, 2014 (P.L.113-158), officially designating the terminal as the “William H. Gray III 30th Street Station”, in honor of the late federal Representative from Philadelphia. A local effort is underway to provide a commemorative plaque to be installed in the station.

In an effort to enhance the passenger experience, Amtrak, in collaboration with PennDOT and SEPTA, completed a project in the summer of 2015 to install new signage at 30th Street Station. The project transformed wayfinding at 30th Street Station, to meet the growing demand of modern passengers for clear directional signs when traveling in and around the station. The 30th Street Station Signage Project was fully funded by PennDOT (from its inception through design and construction) and included development of the 30th Street Station Signage Master Plan, through the services of Calori and Vanden-Eynden design consultants, Bunting Graphics (fabricator), Booz-Allen Hamilton (project support) and Amtrak professional and labor forces bright visible signage was installed that directs passengers through 30th Street Station to their destinations. In total, more than 80 new signs were installed to the interior and exterior of the station.

Other stations: PennDOT is also in the planning phase for station improvements at Parkesburg, Downingtown, and Coatesville.

Philadelphia 30th Street Station District Plan

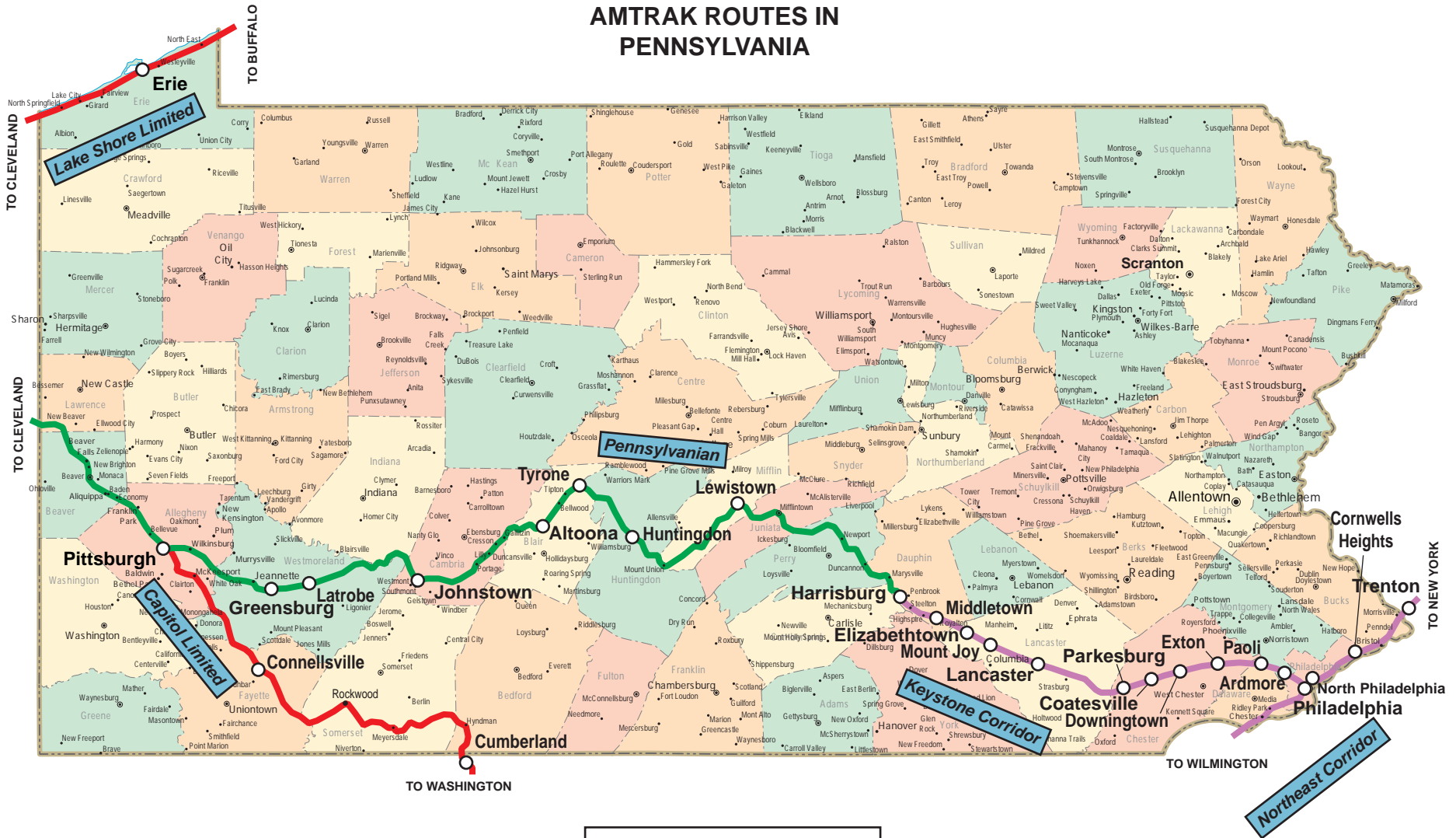
The Philadelphia 30th Street Station will become Philadelphia's next great neighborhood: a place to live, work, learn and play near one of the nation's busiest and most important transportation hubs and accessible to one-of-a-kind urban and natural amenities.

The plan lays out the vision for the next 35 years and beyond to support 40 acres of new open space and 18 million square feet of new development, including an entirely new mixed-use neighborhood anchoring the District atop 88 acres of rail yards on the western bank of the Schuylkill River. The plan is a roadmap

towards an exciting new neighborhood, an incredible gateway for Philadelphia, and a center for new economic growth and opportunity.

Completed in June 2016, the Philadelphia 30th Street Station District Plan is a long-range joint master planning effort led by Amtrak, Brandywine Realty Trust, Drexel University, PennDOT and SEPTA to develop a comprehensive vision for the future of the 30th Street Station District in the year 2050 and beyond. A Coordinating Committee of institutional partners has also guided the planning effort. In addition to the lead partners, its members include the City of Philadelphia, CSX Corporation, the Delaware Valley Regional Planning Commission, New Jersey Transit, Philadelphia Industrial Development Corporation, Schuylkill River Development Corporation, University City District and the University of Pennsylvania. The vision harmonizes ideas from this group together with a diverse and highly-engaged set of stakeholders, including elected officials, community organizations, business, trade and advocacy groups, anchor institutions and major employers, transportation passengers, citizens of the District and the general public.

AMTRAK ROUTES IN PENNSYLVANIA



TRACK OWNERSHIP	
—	Amtrak
—	UP
—	BNSF
—	CSX
—	NS
—	CP
—	CN
—	Other