



Amtrak Fact Sheet, Fiscal Year 2017 Commonwealth of Pennsylvania

Pennsylvania FY17 at a Glance

- Over 120 Amtrak trains a day
- Over 6.5 million riders at Pennsylvania stations
- Over \$228 million in Amtrak procurement
- 2,764 residents employed by Amtrak
- Total resident employee wages, nearly \$220 million
- Over 395,000 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 Vermonter* (daily Washington, DC-St.Albans, Vt.)

During FY17 Amtrak served the following Pennsylvania locations:

<u>City</u>	<u>Boardings + Alightings</u>
Altoona	21,705
Ardmore	66,497
Coatesville	17,770
Connellsville	4,762
Cornwells Heights	3,073
Downingtown	87,443
Elizabethtown	101,246
Erie	16,766
Exton	151,346
Greensburg	13,634
Harrisburg	504,192
Huntingdon	5,673
Johnstown	21,916
Lancaster	556,836
Latrobe	4,246
Lewistown	9,147
Middletown	68,132
Mount Joy	46,101
Paoli	218,311
Parkesburg	44,568
Philadelphia William H. Gray III 30th Street*	4,411,662
Philadelphia-North	1,037
Pittsburgh	145,362
Tyrone	3,050
Total Pennsylvania Station Usage:	6,524,475
	(up 1.6% from FY16)

**This is the 3rd busiest station in the national Amtrak System.*

Procurement

Amtrak spent \$220,088,341 on goods and services in Pennsylvania in FY17. Much of this was in the following locations:

<u>City</u>	<u>Amount</u>
Aston	\$ 6,831,105
Berwyn	\$ 11,749,091
Burnham	\$ 6,371,702
Conshohocken	\$ 3,425,000
Erie	\$ 33,683,052
Harrisburg	\$ 5,223,924
King of Prussia	\$ 3,539,495
Lehigh Valley	\$ 4,700,482

Morrisville	\$	3,433,825
Philadelphia	\$	71,496,216
Pittsburgh	\$	19,632,032
West Chester	\$	4,361,459
Yeadon	\$	3,951,397

Employment

At the end of FY17, Amtrak employed 2,764 Pennsylvania residents. Total wages of Amtrak employees living in Pennsylvania were \$219,889,593 during FY17.

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 2017, the *Capitol Limited* carried 3,077 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 Gray 30th Street. Additionally, both SEPTA and NJT operate into Gray 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.

Station Improvements

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 began at 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 2018.

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. Initial ADA improvements at the entrances and ramps along with the start of the owner's planned improvements began in 2017.

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 2018.

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 2018.

Paoli: In February 2017, federal, state, and local officials joined SEPTA, Amtrak, and guests to officially break ground on the Paoli Station Accessibility Improvements Project, a \$36-million initiative to improve accessibility, safety, and operational flexibility there. 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 a center high-level platform. 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 Gray 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.

A project begun in 2016 to restore the station exterior continues. Scaffolding will be removed by the end of December 2017 and related work will continue into fall 2018. Also during 2018, Amtrak will advance design work to reintroduce an underground connection between the station and SEPTA's 30th Street transit station.

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.

Amtrak, in collaboration with PennDOT and SEPTA, completed a project in the summer of 2015 to install new signage at Gray 30th Street Station. The project transformed wayfinding at Gray 30th Street Station, to meet growing, modern demand for clear, directional signs when traveling in and around the station. This plan included the installation of more than 80 new, bright, visible signs inside and outside of the station that direct passengers through the station to their destinations.

Philadelphia 30th Street Station District Plan

As the third busiest station in Amtrak's national system, Gray 30th Street Station serves Amtrak's high speed Acela Express, Northeast Regional, Keystone and long-distance train services, serving over 4 million Amtrak rail passengers and over 12 million SEPTA and NJ TRANSIT rail commuters annually. The station complex is also a critical hub of city transportation services with dozens of subway, trolley, and bus routes serving the station. On an average weekday, well over 100,000 people pass through.

As a vital transportation gateway and treasured community asset, Amtrak is committed to the continuous improvement of Gray 30th Street Station. In 2016, Amtrak, together with several partner organizations, completed the Philadelphia 30th Street Station District Plan, a two-year planning effort to create a vision for the Station District in the year 2050 and beyond as a connected and inviting neighborhood, an incredible gateway for Philadelphia, and a center for new economic growth and opportunity.

Completed in June 2016, the 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 station district. 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 plans to move forward with a solicitation for a Master Developer partnership to redevelop and expand the station facility, along with Amtrak's adjacent parcels. The goal of this Master Development partnership is to attract a visionary team for Amtrak to partner with in order to maximize the opportunities at the station and to more effectively accommodate expected increases in ridership, along with tapping into unmet commercial potential. A Master Developer will be selected for all aspects of project delivery that will include planning, design, construction, financing, and operations/maintenance.

With significant work completed as part of the Station District Plan, Amtrak is moving forward with a two-step solicitation, including a Request for Qualifications (RFQ) followed by a Request for Proposals (RFP) that will be issued to a short-list of qualified Master Developer teams.

The Master Developer partnership opportunity is part of Amtrak's Revenue Growth Initiative, a corporate program initiated in 2013 to leverage Amtrak's substantial asset portfolio.

AMTRAK ROUTES IN PENNSYLVANIA



TRACK OWNERSHIP	
	Amtrak
	UP
	BNSF
	CSX
	NS
	CP
	CN
	Other