



# Amtrak Fact Sheet, Fiscal Year 2015 Commonwealth of Pennsylvania

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## Pennsylvania FY15 at a Glance

- Over 120 Amtrak trains a day
- Over 6 million riders at Pennsylvania stations
- Over \$257 million in Amtrak procurement
- 2,712 residents employed by Amtrak
- Total resident employee wages, over \$222 million
- Over 305,000 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 FY15 Amtrak served the following Pennsylvania locations:

<u>City</u>	<u>Boardings + Alightings</u>
<a href="#">Altoona</a>	25,175
<a href="#">Ardmore</a>	61,587
<a href="#">Coatesville</a>	14,532
<a href="#">Connellsville</a>	4,871
<a href="#">Cornwells Heights</a>	2,271
<a href="#">Downingtown</a>	61,442
<a href="#">Elizabethtown</a>	109,834
<a href="#">Erie</a>	16,633
<a href="#">Exton</a>	113,974
<a href="#">Greensburg</a>	14,773
<a href="#">Harrisburg</a>	508,685
<a href="#">Huntingdon</a>	6,616
<a href="#">Johnstown</a>	24,310
<a href="#">Lancaster</a>	541,252
<a href="#">Latrobe</a>	4,850
<a href="#">Lewistown</a>	9,125
<a href="#">Middletown</a>	68,484
<a href="#">Mount Joy</a>	50,664
<a href="#">Paoli</a>	176,474
<a href="#">Parkesburg</a>	48,563
<a href="#">Philadelphia 30th Street*</a>	4,138,777
<a href="#">Philadelphia-North</a>	832
<a href="#">Pittsburgh</a>	149,587
<a href="#">Tyrone</a>	3,324
<b>Total Pennsylvania Station Usage:</b>	<b>6,156,635</b>
	(up 1.6% from FY14)

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

## **Procurement/Contracts**

Amtrak spent \$257,244,711 on goods and services in Pennsylvania in FY15. Much of this was in the following locations:

<u>City</u>	<u>Amount</u>
Bensalem	\$ 11,753,335
Berwyn	\$ 17,134,800
Burnham	\$ 8,344,186
Conshohocken	\$ 7,825,573
Erie	\$ 30,298,221
King of Prussia	\$ 2,405,924
Lancaster	\$ 2,146,565
Lehigh Valley	\$ 4,219,698

Mercersburg	\$	2,051,638
Philadelphia	\$	68,151,495
Pittsburgh	\$	28,116,361
West Chester	\$	2,461,357
West Conshohocken	\$	6,168,637
Yeadon	\$	12,680,834
York	\$	18,327,639

## **Employment**

At the end of FY15, Amtrak employed 2,712 Pennsylvania residents. Total wages of Amtrak employees living in Pennsylvania were \$222,383,672 during FY15.

## **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. The service carried more than 150 bicycles in its first full month.

## 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.

Additionally, the Pennsylvania Department of Transportation 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 Newcomers 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

**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.

**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.

**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.

**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. Work involving streetscape, high-level platforms, and elevators, is anticipated to be finished in 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 mid-2016.

**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.

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

**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.

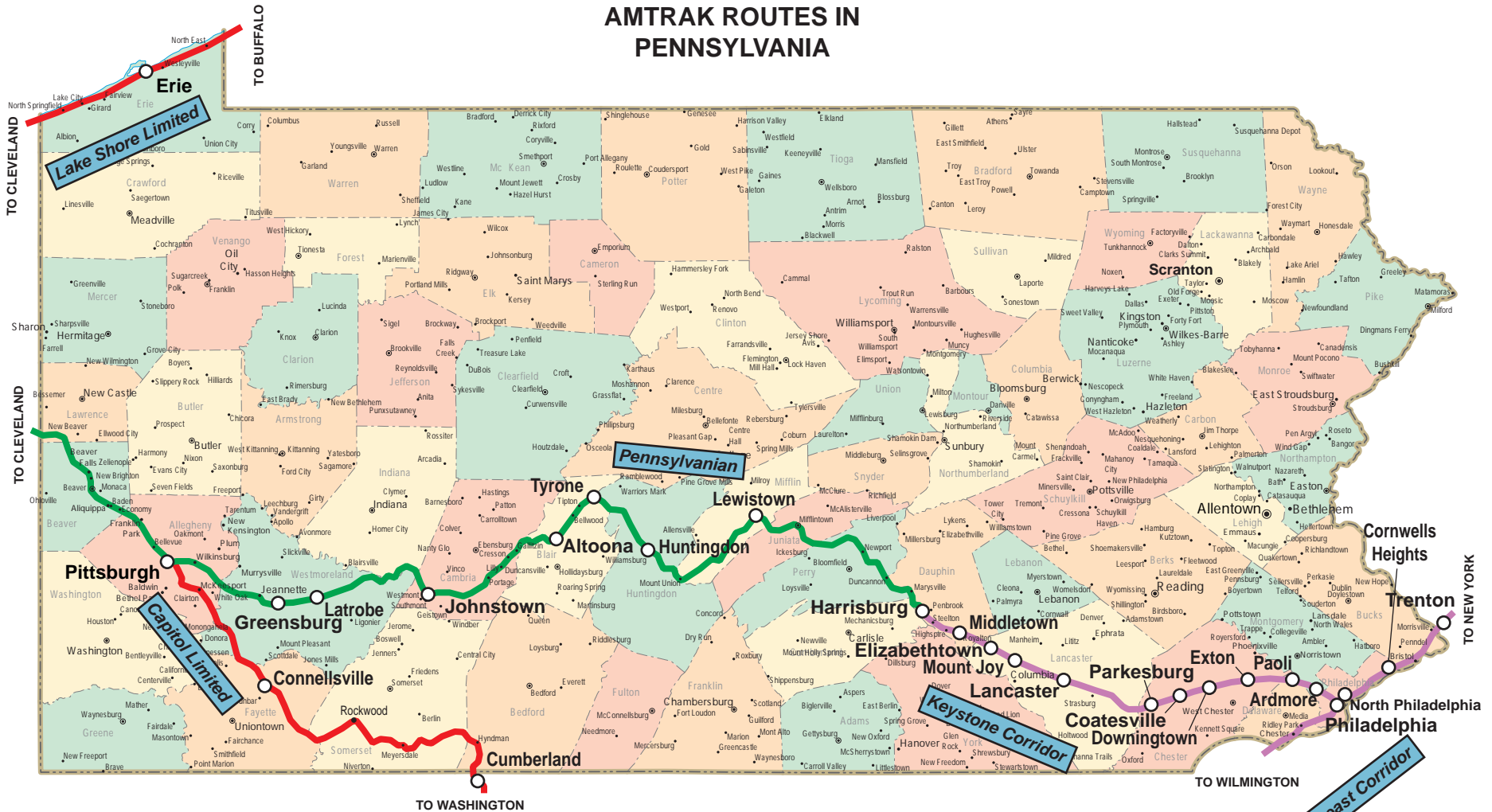
In an effort to enhance the passenger experience, Amtrak, in collaboration with PennDOT and SEPTA, completed a project in the summer of 2015 to install new signage at 30th Street Station. The project transformed wayfinding at 30th Street Station, to meet the growing demand of modern passengers for clear 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.

### **Philadelphia 30th Street Station District Plan**

Amtrak, in partnership with Brandywine Realty Trust, Drexel University, PennDOT, SEPTA, and other area stakeholders, is working to develop a conceptual Master Plan for the area surrounding 30th Street Station. This represents a unique opportunity to create a single, integrated, planning vision for the district. The Joint Master Plan will address current conditions in the existing station, identify commercial development opportunities (including air-rights development in the rail yards), and create capacity for anticipated growth in services and demand. The Joint Master Plan will improve connections between the station and neighboring community, including connections to the local, arterial, and interstate road network, pedestrian and bicycle connections, and intercity and local bus services, resulting in a true intermodal hub.

A Coordinating Committee has been established to provide input and guide the master planning process being conducted by the above-named parties. Area stakeholders on the committee include the City of Philadelphia, the University of Pennsylvania, CSX Transportation, New Jersey Transit, the Philadelphia Industrial Development Corporation, the Schuylkill River Development Corporation, and the University City District.

# AMTRAK ROUTES IN PENNSYLVANIA



TRACK OWNERSHIP	
<span style="color: purple;">—</span>	Amtrak
<span style="color: green;">—</span>	NS
<span style="color: yellow;">—</span>	UP
<span style="color: blue;">—</span>	BNSF
<span style="color: red;">—</span>	CSX
<span style="color: lightgreen;">—</span>	CP
<span style="color: purple;">—</span>	CN
<span style="color: black;">—</span>	Other