



## Amtrak Fact Sheet Fiscal Year 2018

# Commonwealth of Pennsylvania

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### Amtrak Service & Ridership

Amtrak operates approximately 110-120 daily trains through Pennsylvania. This includes Northeast Corridor service:

- 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)
- The **Keystone Corridor** (daily New York-Trenton-Philadelphia-Paoli-Lancaster-Elizabethtown-Harrisburg)

Amtrak also operates the following National Network trains:

- The **Capitol Limited** (daily Washington-Pittsburgh-Cleveland-Chicago)
- The **Cardinal** (tri-weekly New York-Philadelphia-Washington-Charlottesville-Charleston-Cincinnati-Indianapolis-Chicago)
- The **Crescent** (daily New York-Philadelphia-New York-Charlottesville-Charlotte-Atlanta-Birmingham-New Orleans)
- The **Lake Shore Limited** (daily New York/Boston-Albany-Erie-Cleveland-Chicago)
- The **Palmetto** (daily New York-Philadelphia-Washington-Richmond-Charleston-Savannah)
- The **Silver Meteor** (daily New York-Philadelphia-Washington-Richmond-Charleston-Jacksonville-Miami)
- The **Silver Star** (daily New York-Philadelphia-Washington-Richmond-Columbia-Jacksonville-Tampa-Miami)

Amtrak also operates the following trains through Pennsylvania:

- The **Pennsylvanian** (daily New York-Philadelphia-Lancaster-Harrisburg-Altoona-Pittsburgh)
- The **Carolinian** (daily New York-Philadelphia-Washington-Richmond-Raleigh-Charlotte)
- The **Vermont** (daily Washington-Philadelphia-New York-New Haven-Springfield-Essex Junction-St. Albans)

During FY18 Amtrak served the following Pennsylvania locations:

<b><u>City</u></b>	<b><u>Boardings &amp; Alightings</u></b>
<a href="#"><u>Altoona</u></a>	19,574
<a href="#"><u>Ardmore</u></a>	63,923
<a href="#"><u>Coatesville</u></a>	16,577
<a href="#"><u>Connellsville</u></a>	4,407
<a href="#"><u>Cornwells Heights</u></a>	3,673
<a href="#"><u>Downingtown</u></a>	81,518
<a href="#"><u>Elizabethtown</u></a>	100,019
<a href="#"><u>Erie</u></a>	14,974
<a href="#"><u>Exton</u></a>	143,852
<a href="#"><u>Greensburg</u></a>	12,643
<a href="#"><u>Harrisburg</u></a>	512,642
<a href="#"><u>Huntingdon</u></a>	5,766
<a href="#"><u>Johnstown</u></a>	19,621
<a href="#"><u>Lancaster</u></a>	567,919
<a href="#"><u>Latrobe</u></a>	4,068
<a href="#"><u>Lewistown</u></a>	8,676
<a href="#"><u>Middletown</u></a>	68,022
<a href="#"><u>Mount Joy</u></a>	45,813
<a href="#"><u>Paoli</u></a>	233,816
<a href="#"><u>Parkesburg</u></a>	44,445
<a href="#"><u>Philadelphia William H. Gray III 30th Street</u></a>	4,471,992
<a href="#"><u>Philadelphia-North</u></a>	2,006
<a href="#"><u>Pittsburgh</u></a>	138,686
<a href="#"><u>Tyrone</u></a>	2,826
<b>Total Pennsylvania Station Usage:</b>	<b>6,587,458</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 Pennsylvania with each service's host railroads and on-time performance (OTP) in FY18:

<b>Service</b>	<b>Host Railroads</b>	<b>FY18 OTP<sup>+</sup></b>
<b><i>Acela Express</i></b>	Amtrak and Metro-North Railroad	<b>77.6%</b>
<b><i>Northeast Regional</i></b>	Amtrak, CSX, Metro North, and Norfolk Southern	<b>79.6%</b>
<b><i>Keystone</i></b>	Amtrak	<b>91.6%</b>
<b><i>Cardinal</i></b>	CSX, Norfolk Southern, and Buckingham Branch Railroad	<b>53.5%</b>
<b><i>Capitol Limited</i></b>	CSX and Norfolk Southern	<b>40.1%</b>
<b><i>Crescent</i></b>	Norfolk Southern	<b>31.3%</b>
<b><i>Palmetto</i></b>	CSX	<b>57.9%</b>
<b><i>Silver Meteor</i></b>	CSX, Florida Department of Transportation, and Florida Central Rail Corridor	<b>43.6%</b>
<b><i>Silver Star</i></b>	CSX, Norfolk Southern, Florida Department of Transportation, and Florida Central Rail Corridor	<b>37.6%</b>
<b><i>Carolinian</i></b>	CSX and Norfolk Southern	<b>52.8%</b>
<b><i>Pennsylvanian</i></b>	Norfolk Southern	<b>73.2%</b>
<b><i>Vermonteer</i></b>	Massachusetts Department of Transportation, Metro North, and New England Central	<b>61.3%</b>

### **Amtrak Guest Rewards**

At the end of FY18, there were **438,144** members of the Amtrak Guest Rewards program in Pennsylvania. This is a 10.7% increase from 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

Besides Amtrak's intercity services, SEPTA and NJT operate commuter services over the Amtrak-owned and operated Northeast Corridor and (for 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.

## 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 Amtrak's reservation call center. 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 website 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.

Other improvements include the closure of three public highway-rail grade crossings, preliminary engineering of interlocking/signal system reconfigurations, and rebuilding of State interlocking in Harrisburg. These projects are intended to advance the goal of 125-mph operations, reduce overall trip times, and improve service reliability.

This project builds upon the improvements made since 2006 as part of the Keystone Corridor Improvement Project, which has resulted in electrification along the length of the route, top speeds of 110 mph, express service for some trips, and an increase in frequency from 11 to 14 weekday trains in each direction. In addition, the improvements made to the Keystone Corridor have contributed to a significant increase in ridership. The Keystone Corridor Improvement project included the participation of Amtrak, PennDOT, and Southeastern Pennsylvania Transportation Authority (SEPTA).

In addition to infrastructure improvements, Amtrak, SEPTA and PennDOT are also making significant investments to improve the stations along the Keystone Corridor.

The Keystone Corridor is one of Amtrak's State Supported services, in which financial support for rail service and infrastructure improvements is provided by PennDOT. In addition to Amtrak service, SEPTA provides commuter rail service along portions of the Keystone Corridor.

## **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 and will continue through 2019.

Huntingdon: A new ADA-compliant shelter and platform were constructed at the Huntingdon station, which is served daily by the *Pennsylvanian*. The parking area and surrounding sidewalks were also brought into compliance in 2018.

Johnstown: ADA improvements by Amtrak were completed in 2018 at the historic station in Johnstown, including upgrades to the restrooms, accessible pathways to the station, accessible parking, and minor modifications to the entrances and ramps to meet ADA regulations.

Middletown: Penn DOT is overseeing a \$32-million project to build a new station. It 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. Work has begun on the project and is expected to continue into 2019.

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 continue into 2019.

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: 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	
<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