



Amtrak Fact Sheet Fiscal Year 2019

Commonwealth of Pennsylvania

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 FY19 Amtrak served the following Pennsylvania locations:

City	Boardings & Alightings
Altoona	18,689
Ardmore	68,617
Coatesville	14,312

Connellsville	4,864
Cornwells Heights	3,103
Downingtown	81,326
Elizabethtown	100,505
Erie	15,573
Exton	146,447
Greensburg	12,645
Harrisburg	520,988
Huntingdon	5,722
Johnstown	18,848
Lancaster	577,305
Latrobe	4,523
Lewistown	8,249
Middletown	67,722
Mount Joy	47,960
Paoli	258,214
Parkesburg	46,652
Philadelphia William H. Gray III 30th Street	4,503,055
Philadelphia-North	1,968
Pittsburgh	129,946
Tyrone	2,588
Total Pennsylvania Station Usage:	6,659,821

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 FY19:

Service	Host Railroads	FY19 OTP
<i>Acela Express</i>	Amtrak and Metro-North Railroad	86.6%
<i>Northeast Regional</i>	Amtrak, CSX, Metro-North, and Norfolk Southern	85.9%
<i>Keystone</i>	Amtrak	93.3%
<i>Cardinal</i>	CSX, Norfolk Southern, and Buckingham Branch Railroad	50.0%
<i>Capitol Limited</i>	CSX and Norfolk Southern	36.5%

Service	Host Railroads	FY19 OTP
<i>Crescent</i>	Norfolk Southern	28.7%
<i>Palmetto</i>	CSX	62.8%
<i>Silver Meteor</i>	CSX, Florida Department of Transportation, and Florida Central Rail Corridor	49.4%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Department of Transportation, and Florida Central Rail Corridor	35.8%
<i>Carolinian</i>	CSX and Norfolk Southern	56.3%
<i>Pennsylvanian</i>	Norfolk Southern	67.4%
<i>Vermonteer</i>	Massachusetts Department of Transportation, Metro-North, and New England Central	81.4%

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY19, there were **475,705** members of the Amtrak Guest Rewards program in Pennsylvania. This is a 9% increase from FY18.

Procurement

Amtrak spent \$252,296,687 on goods and services in Pennsylvania in FY19, including at:

<u>City</u>	<u>Amount</u>
Aston	\$ 4,262,200
Burnham	\$ 8,651,333
Erie	\$ 33,268,765
Feasterville	\$ 9,668,102
Lehigh Valley	\$ 4,363,163
Philadelphia	\$ 85,434,034
Pipersville	\$ 4,107,497
Pittsburgh	\$ 35,738,568

Employment

At the end of FY19, Amtrak employed 2,710 Pennsylvania residents. Total wages during FY19 of Amtrak employees living in Pennsylvania were \$251,938,096.

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. 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.

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: Harrisburg Transportation Center is being modernized to improve ADA accessibility, accommodate increased ridership, provide passenger amenities, and bring the 1887 station building into a state of good repair. The \$2-million initiative includes building maintenance and necessary upgrades, such as:

- Replacing the aging, leaking, and poorly draining station roofs and associated skylights that have reached the end of their serviceable life; and
- Improving the meeting space for visitors and occupants of the Observation Room.

Improvements are being led by PennDOT in partnership with Harrisburg Redevelopment Authority. The Federal Transit Administration and PennDOT are providing federal and state funding. In a separate but related effort to improve ADA accommodation, Amtrak in 2016 installed a ramp from the lobby to the passenger bridge waiting area and installed an elevator from the passenger bridge to platform level.

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.

Tyrone and Latrobe: ADA projects are currently being planned for Tyrone and Latrobe Stations which will include platform and accessibility improvements. The projects are expected to begin in the summer of 2020.

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. v

Philadelphia Gray 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.

