The Importance of Collaboration

Prepared for:
Virginia-North Carolina Interstate High Speed Rail Compact
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Amtrak
Introduction: The Amtrak Network
– 21,100 mile system in 46 States
– 300+ daily intercity trains using 528 stations
– More than 20,000 employees
– Nearly half of the trains operated at 100 mph or better
– 31.6 million annual riders – 10/11 Recording breaking years
– 88% Recovery Ratio of Operating Costs
Amtrak and Virginia

**Amtrak Virginia**

Over 20 trains daily in Virginia
- Regional (State Partner) Service
- Long Distance Service

**Statewide**

- 20 Stations served
  - Richmond Staples Mill largest volume
    372,592 in FY’13
- Total trips Statewide -1,607,271
- Amtrak spent $107,759,453 in 2013 on
goods and services in Virginia
- Amtrak employs 838 Virginia residents
- 2013 Payroll - $73,209,481

Nearly 223,000 Virginia residents are members of the Amtrak Guest Rewards frequent user program.
Amtrak and North Carolina

Carolinian and Piedmont

Record Ridership in 2013

– Carolinian – 317,550, up 3.6% over FY12
– Piedmont - 170,266, up 4.7% over FY12

Statewide

– 16 Stations served
  - Charlotte largest volume 201,481
– Total trips Statewide -975,645
– Amtrak spent $76,891,156 in 2013 on goods and services in North Carolina
– 172 Amtrak employees live in the State
– 2013 Payroll - $12,076,218

North Carolina’s volunteer Train Host Program nationally recognized for excellence
The Northeast Corridor
• 899 Route-miles
• 546 Miles Amtrak-owned
• 66% electrified
• 8 commuter operators
• 6 freight operators on Amtrak NEC
• 2,200 daily trains
  • 2,000 Commuter
  • 140 Intercity
  • 60 Freight
• 250 million annual passenger trips
A Driver of Our Nation’s Economy

- **Powerhouse Region**
  - 2% land area (within 25 mi of NEC)
  - 17% population
  - 20% GDP
  - 4 of 10 largest metropolitan areas

- 158 (37%) of Fortune 500 headquarters in Northeast states

- Over 700 universities and colleges in the Northeast

- New York is a global center of finance, media, health care, culture, fashion
• Peaks of population density and job concentrations, linked by the NEC.

• Over 750,000 daily intercity and commuter trips.

• *Fastest growing region south of Washington, DC*
NEC - Complex Operations

• 153 of Amtrak’s 305 daily trains
  • *Acela* operates up to 150 mph
  • *Regional* operates up to 125 mph

• More than 2,000 daily commuter trains
  • Nearly 30 different equipment designs
  • 5 different types of propulsion systems

• Approximately 60 freight trains per day
  • Includes 18,000 ton coal trains and unit oil trains

• Amtrak maintains 363 of the 457 Mainline route-miles
  • 17 tunnels (six underwater tunnels to access Manhattan)
  • 1,186 bridges (14 of them moveable)
NEC Complex Operations

Includes train movements operating only on NEC "Spine" Right-of-Way

Penn Station
New York
Capacity Constraints & Capital Needs

• Train Miles have DOUBLED since Amtrak assumed NEC dispatching and maintenance

• Long term Ridership Growth Continues (15 year avg.)
  • 2.45% commuter
  • 2.90% intercity

• In 2010, Amtrak and States issued a first of several reports that identifies Investment needs through 2030-2040:
  • Train miles: +37%
  • Intercity & commuter riders: +60%
  • 400 – 500 million annual trips

Source: NEC Master Plan.
Moving Forward:
Improvement and Expansion
These plans are now inputs into the FRA-led “NEC FUTURE” PEIS and Amtrak’s comprehensive planning process.
Implement NEC Upgrade Program

Advance projects under existing 1978 record of decision that improve all services:

- Create additional capacity with a focus on Trans-Hudson capacity and major terminals.
- Raise top speeds (to 160 mph) and reduce trip times in shared-track corridor.
- Achieve a State of Good Repair and advance joint improvement projects.
- Expedite “Common Elements” projects

Pursue Next Generation High-Speed Rail for the NEC

Develop future HSR (220 mph) alignment between Washington and Boston - Route to be determined by FRA NEC FUTURE PEIS

- Mostly dedicated two-track alignment for high-capacity, high-speed services (including high speed commuter trains).
- Integrated network with interface points between both systems.
- Major new station developments.
• Requires the Northeast Corridor Commission (Commission) to develop a standardized methodology for allocating costs between Amtrak, commuter rail, and freight users of the NEC
  • Methodology shall not allow for cross subsidization between intercity, commuter rail, and freight
  • Users pay full cost of sole benefit activities and a proportionate share of costs for joint benefit activities
  • Fully allocated costing approach effectively nullifies avoidable cost approach established by Ex Parte 417 in 1983

• Geographic Territory Covered
  • NEC between Boston and Washington, including portions owned by New York MTA, Connecticut DOT, and MBTA and connecting corridors

 Virginia and North Carolina are represented and have regularly participated in the process
• PRIIA and FRA Grant condition requires Amtrak and the NEC Commission develop a “Comprehensive Five –Year Plan of capital improvements and services”.
  • Necessary to inform Section 212 allocations
  • Essential to shape NEC future investments
  • Basis of future Amtrak and State grant applications

• 5 Year planning framework – updated annually
  • Infrastructure and facilities
    • State of readiness
    • Funding allocations
  • Service Plans
    • Detailed listing of all train movements
    • 15 – 27 month planning cycles for schedule implementation
  • Implement October 1, 2014
Coordination and Future Collaboration
Amtrak and California High Speed Rail Authority (CHPRA) partner to issue RFP for HSR train sets.

Partnership is intended to reduce per unit costs and create demand for domestic HSR equipment manufacturing.

Partnership will bring high quality jobs to the USA.

The partnership advances the respective HSR programs of each agency.

Jeff Morales, Joseph Szabo, and Joe Boardman at January 17, 2013 press conference announcing partnership.
Coordination is Key

• Coordinating SEHSR plans with NEC service planning is key

• Only HSR link to southeast

• Connects NEC to growing southeastern states

• Provides shorter rail travel between major cities

• Provides greater economic and employment opportunities

SEHSR is a vital link to the greater NEC network.
Major Infrastructure Projects
Gateway Program

- Gateway Program: 2025-2030
- Existing NEC

Map highlights:
- Expanded Secaucus
- Frank R. Lautenberg Station (NJ Transit Only)
- Two New Portal Bridges
- Connection to Existing NEC (Swift Interlocking)
- New Parallel Alignment in New Jersey
- New Trans-Hudson River Tunnels
- Potential Future Extension East
- Expanded Moynihan / Penn Station

Amtrak Northeast Corridor Infrastructure & Investment Development
• Expansion of the current West End Concourse and the 33rd street connector below street level and the building of platforms for new ventilation fans.

• New entrances at the corners of 8th Avenue and 31st and 33rd Streets.

• Funded by a $83 million TIGER grant, along with additional state and local funding totaling $375 million.

• Phase 1 began September 15, 2012; target completion is December 2016.
• $450 million FRA HSIPR Grant for improvements to a 24-mile stretch between Trenton and New Brunswick, NJ that becomes the model of a modernized NEC.

• Includes upgrades to track, electrical power, signal systems and overhead catenary wires.

• SPEED: Replaces 1930’s catenary system with constant tension catenary, supporting increased train speeds from 135 mph to 160 mph.

• CAPACITY: New signal system on tracks #1 and #4 is specifically designed to NJ Transit new service plan. New high speed crossovers will be added for Trenton express service. Additional Traction Power Substations and a new Frequency Converter.

• RELIABILITY: Improves reliability and capacity for Amtrak and commuter services. Rebuild of Midway Interlocking.
STATION FACTS
3rd busiest station in Amtrak network (4.5M passengers)

PLANNING STATUS
• Preliminary planning stages; RFP for Master Plan issued in Fall 2013
• Master Plan vision for the air rights development above Amtrak’s Penn Coach Yard (and possibly SEPTA’s Coach Yards) & surrounding precinct

KEY PARTNERS
Amtrak, Drexel University, Brandywine Realty Trust and property owners, government, and non-profit organizations located in close vicinity
STATION FACTS

8th busiest Amtrak station with over 1 million passengers in FY13

PLANNING STATUS

- Operations, Facilities & State of Good Repair Plans underway Fall 2013
- Harbor Point Holdings evaluating commercial development potential of adjacent Lanvale site, station upper floors and surrounding underutilized parcels
- Consolidated Master Plan to be completed over next two years

KEY PARTNERS
City of Baltimore, Maryland DOT, Harbor Point Development
STATION FACTS

2nd busiest in the Amtrak network (30 million visitors), #1 for Metro, #1 for MARC and #2 for VRE

PLANNING STATUS

• Master Plan unveiled July 2012
• 15 year project with estimated cost of $7B
• Plan refinement, survey/assessment work underway, near-term focus on concourse expansion.

KEY PARTNERS

Union Station Redevelopment Corporation (USRC), Akridge, Ashkenazy, VRE, MARC
Thank you for your attention.