

# The Importance of Collaboration

Prepared for:  
Virginia-North Carolina Interstate  
High Speed Rail Compact  
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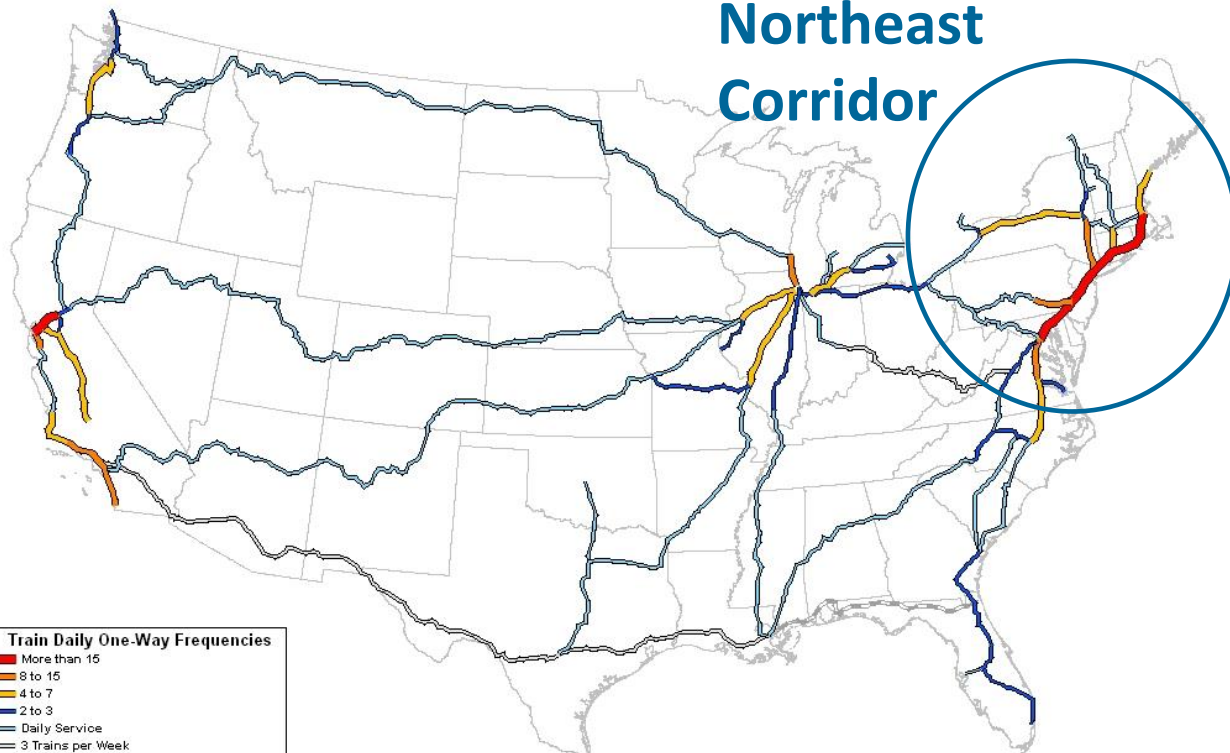




# Introduction: **The Amtrak Network**



## Northeast Corridor



- 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 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



Train 93 at Cherry Hill, VA.

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

## Carolinian and Piedmont

Record Ridership in 2013

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

## Statewide

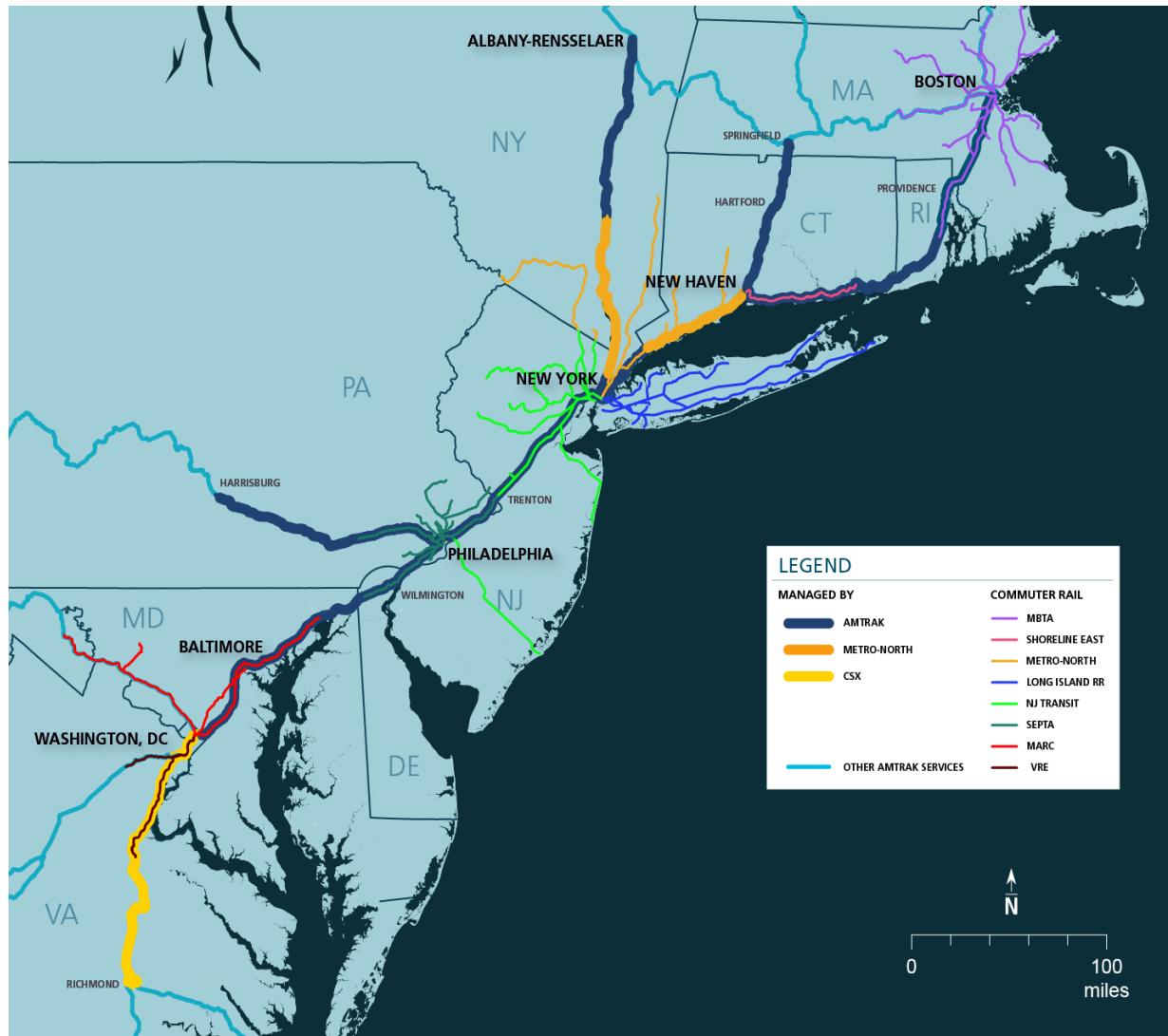
- 16 Stations served
  - Charlotte largest volume 201,481
- Total trips Statewide -975,645
- Amtrak spent \$76,891,156 in 2013 on goods and services in North Carolina
- 172 Amtrak employees live in the State
- 2013 Payroll - \$12, 076,218



*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





- **Powerhouse Region**

- 2% land area (within 25 mi of NEC)

- 17 % population

- 20 % GDP

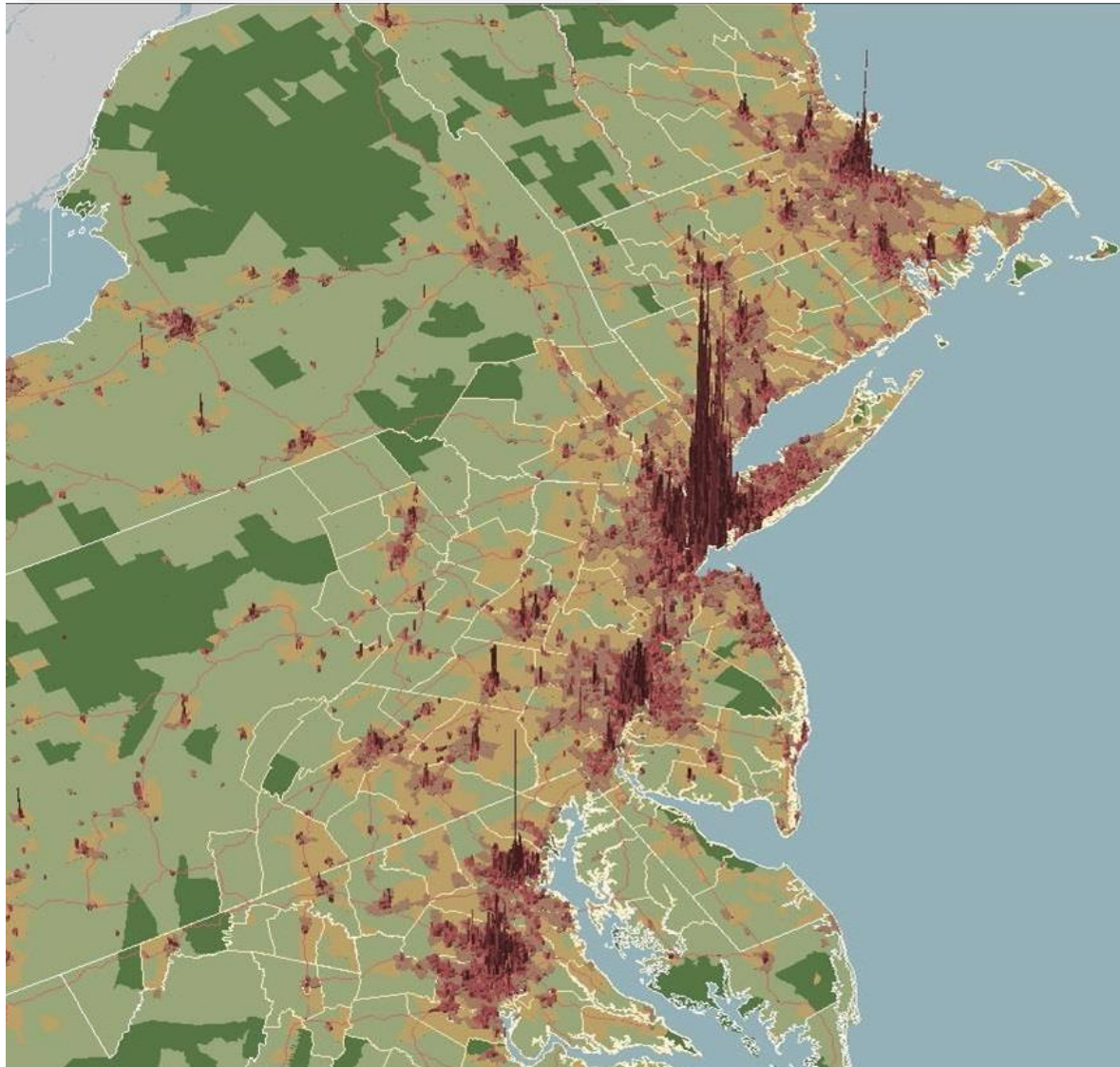
- 4 of 10 largest metropolitan areas

- 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



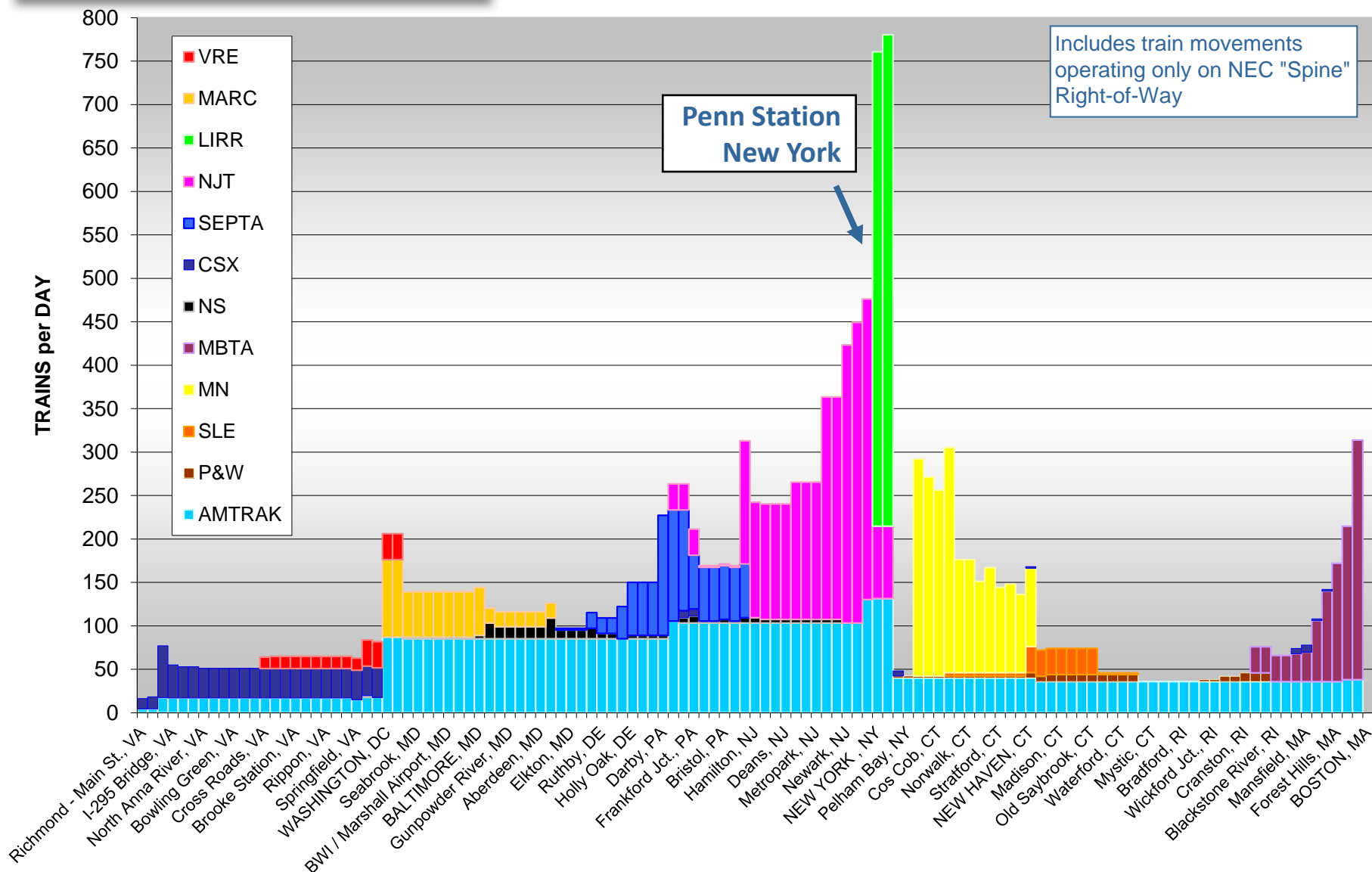


- Peaks of population density and job concentrations, linked by the NEC.
- Over 750,00 daily intercity and commuter trips.
- *Fastest growing region south of Washington, DC*

*Left: population density in the Northeast Region, Credit: RPA*



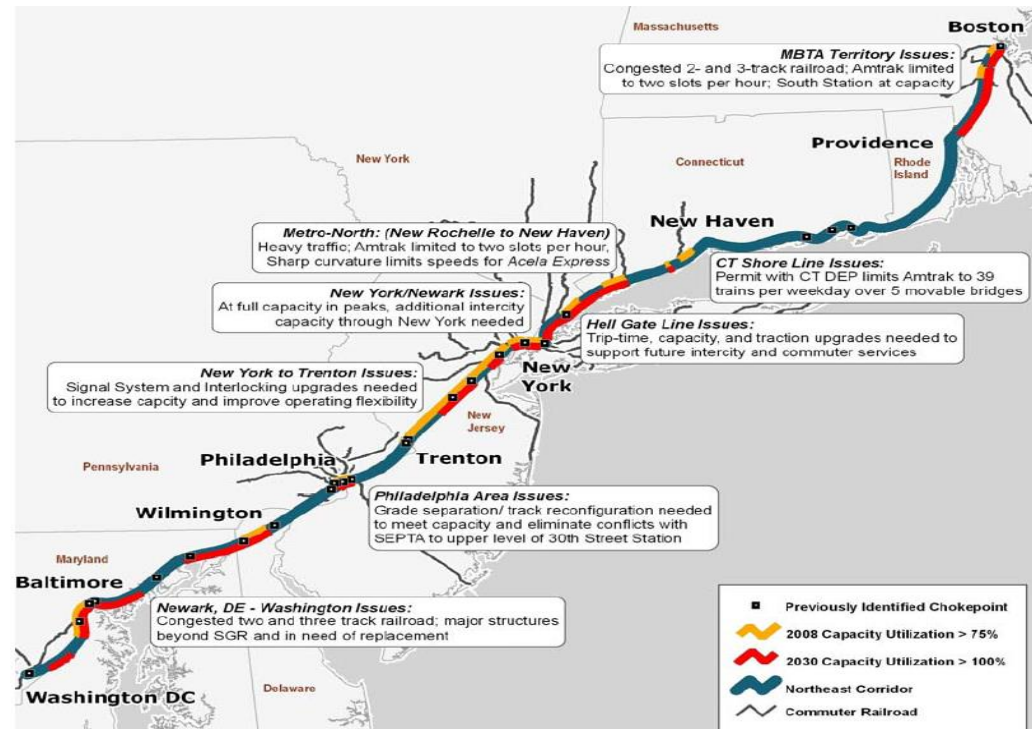
- 153 of Amtrak's 305 daily trains
  - *Acela* operates up to 150 mph
  - *Regional* operates up to 125 mph
- More than 2,000 daily commuter trains
  - Nearly 30 different equipment designs
  - 5 different types of propulsion systems
- Approximately 60 freight trains per day
  - Includes 18,000 ton coal 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)





## 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



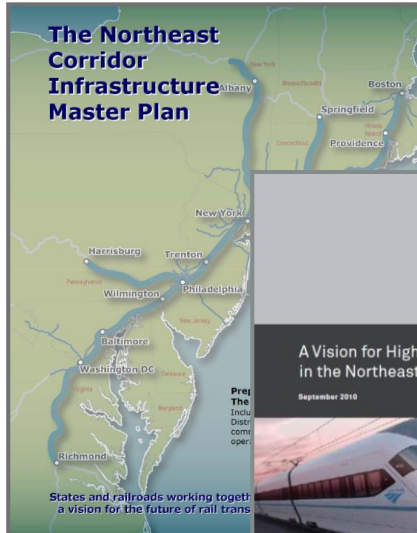
- Previously Identified Chokepoint
- 2008 Capacity Utilization > 75%
- 2030 Capacity Utilization > 100%
- Northeast Corridor
- Commuter Railroad

Source: NEC Master Plan.

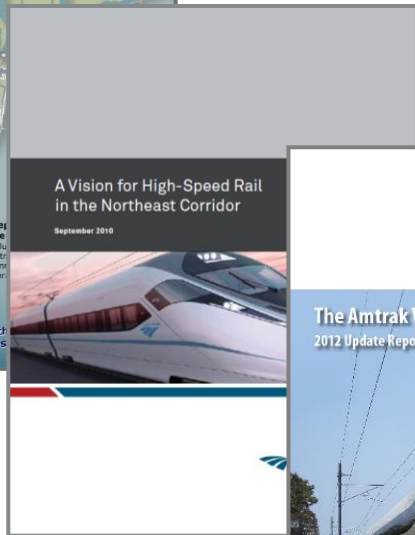


# Moving Forward: Improvement and Expansion

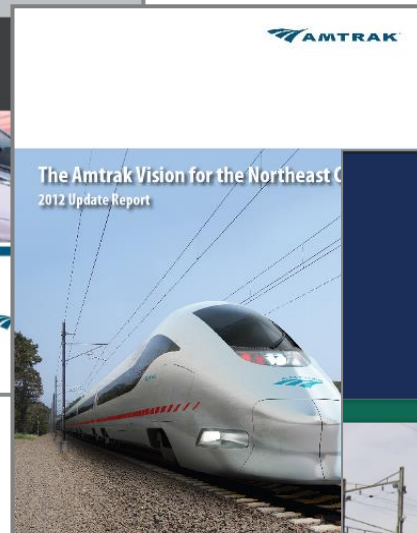
These plans are now inputs into the FRA-led “NEC FUTURE” PEIS and Amtrak’s comprehensive planning process.



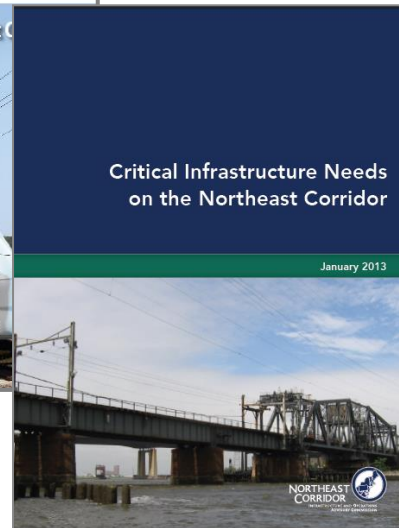
2010



2010



2012



2013





## **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

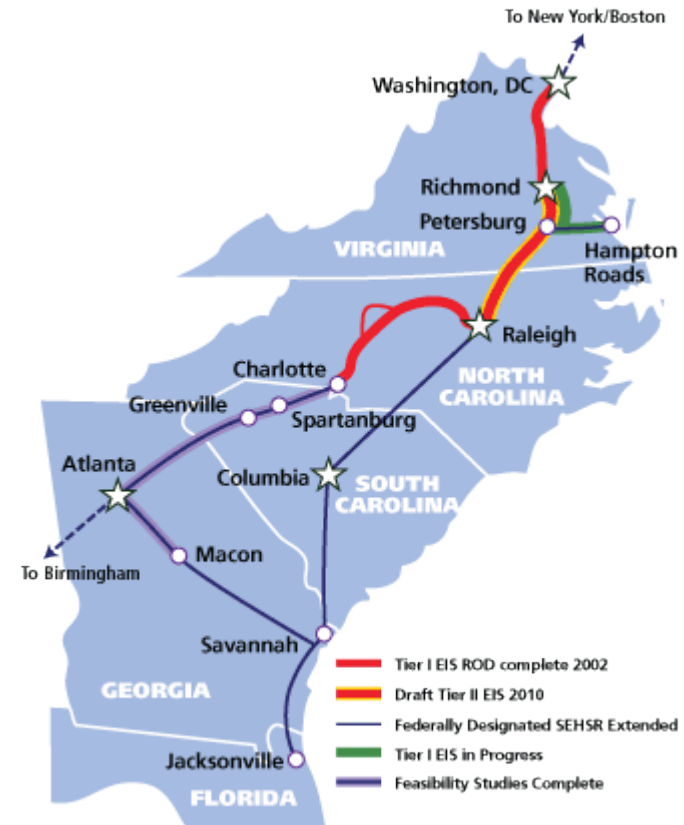
# An Example of Collaboration: HSR Equipment Procurement

- 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 partnerships advances the respective HSR programs of each agency.



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

- 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

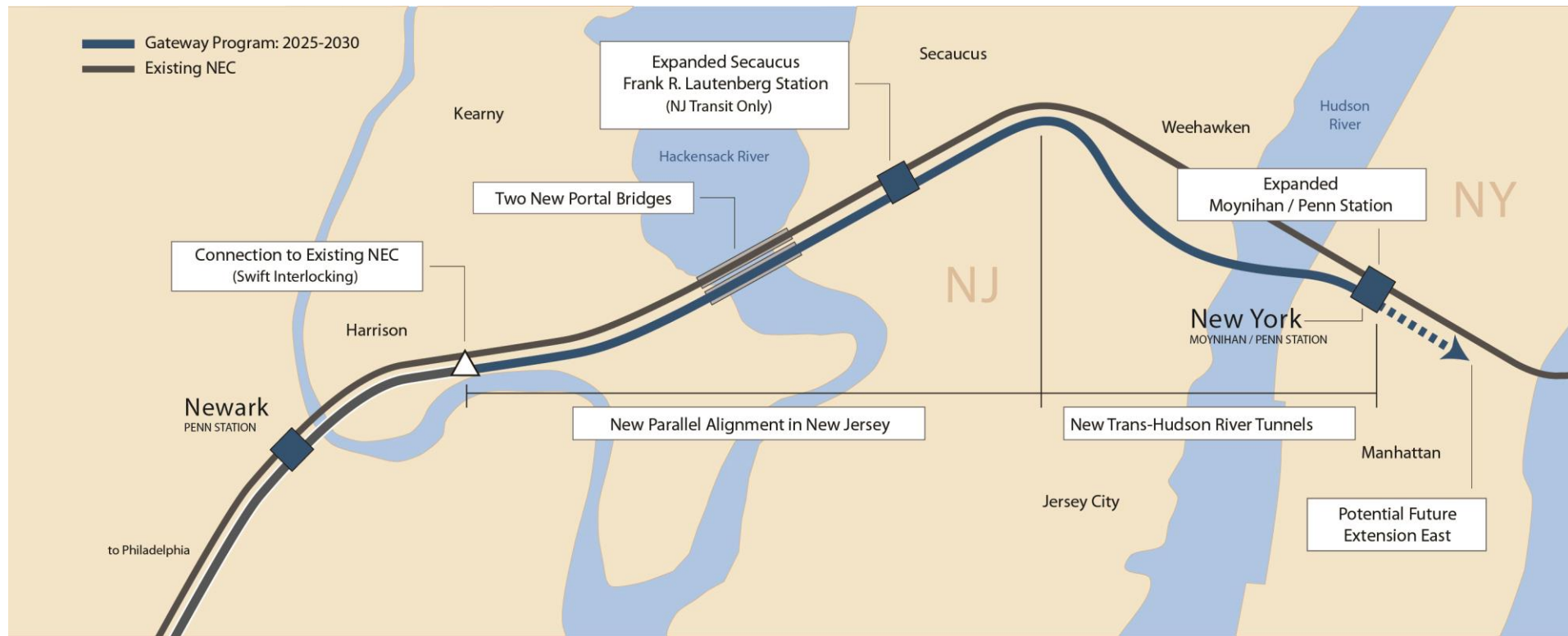


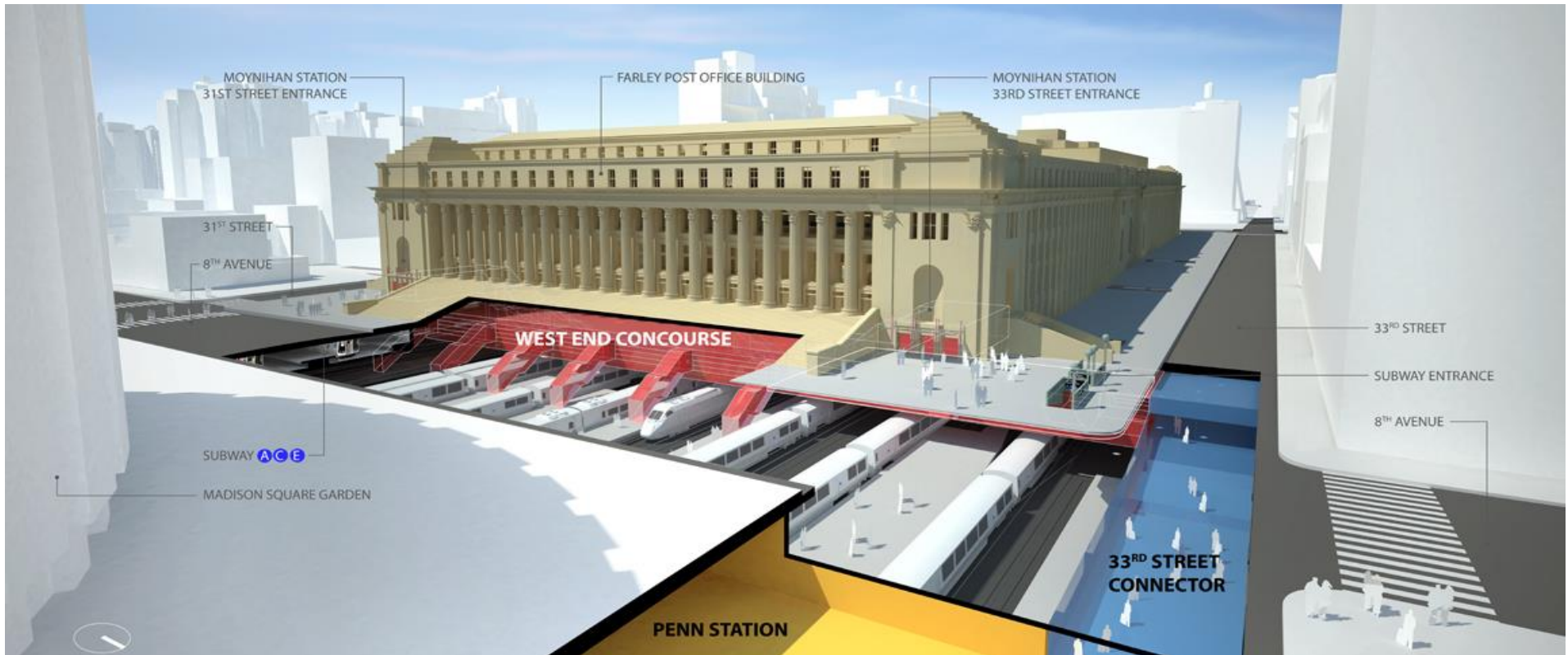
**SEHSR is a vital link to the greater NEC network.**





# Major Infrastructure Projects





- 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

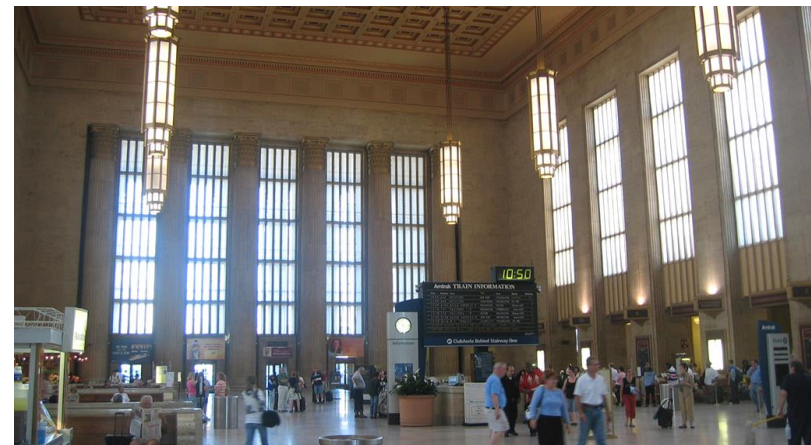
3<sup>rd</sup> busiest station in Amtrak network (4.5M passengers)

## 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

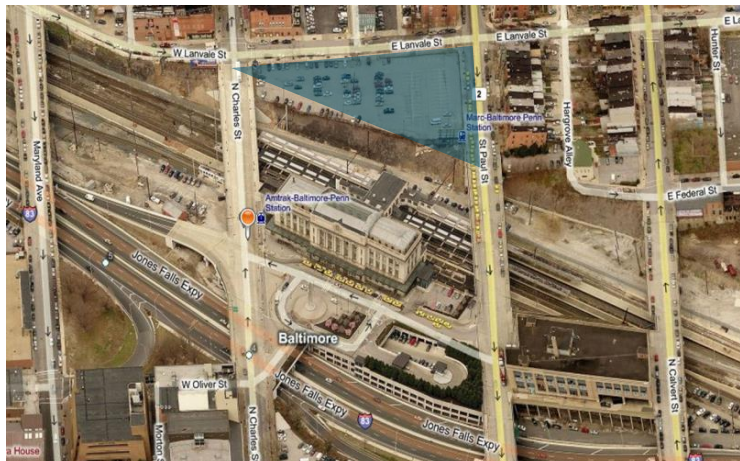
8<sup>th</sup> busiest Amtrak station with over 1 million passengers in FY13

## 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

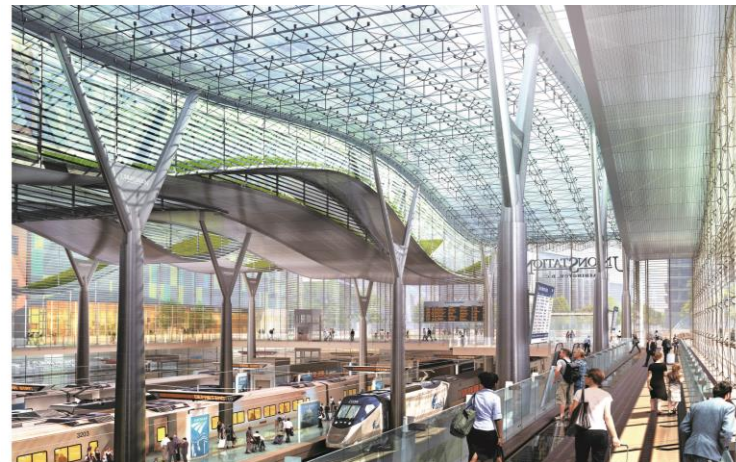
2nd busiest in the Amtrak network (30 million visitors) ,  
#1 for Metro, #1 for MARC and  
#2 for VRE

## 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.**