

2015 FRA Rail Program Delivery



Amtrak's Approach to Major Stations

Project Management, Procurement, and Funding

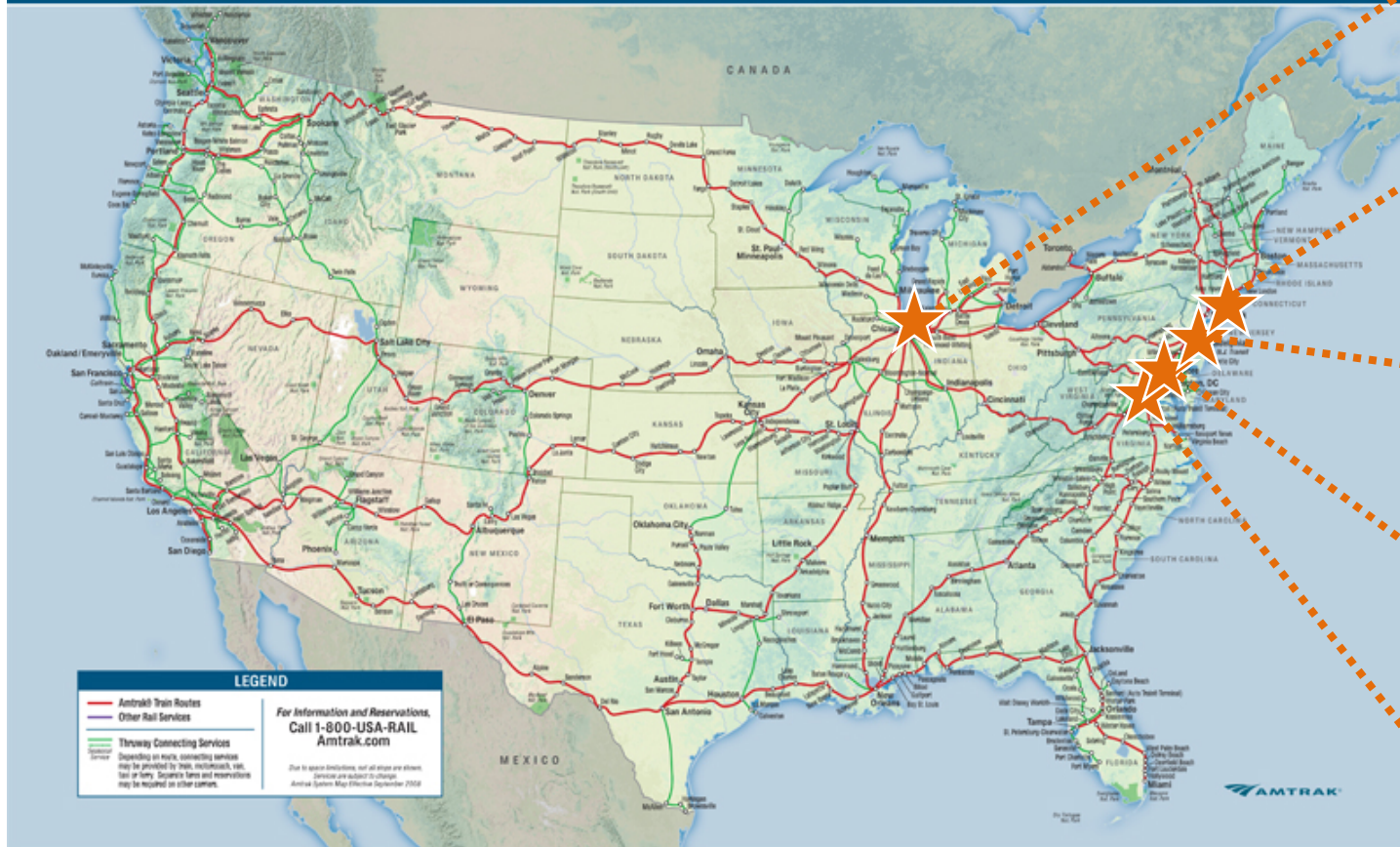
Presented by:

Janet Campbell-Lorenc, AICP



Major Stations: Master Planning and Development

THE AMTRAK® SYSTEM



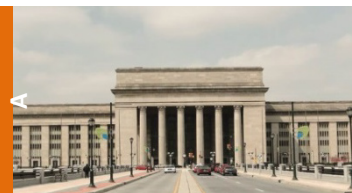
CHICAGO



NEW YORK



PHILADELPHI



BALTIMORE

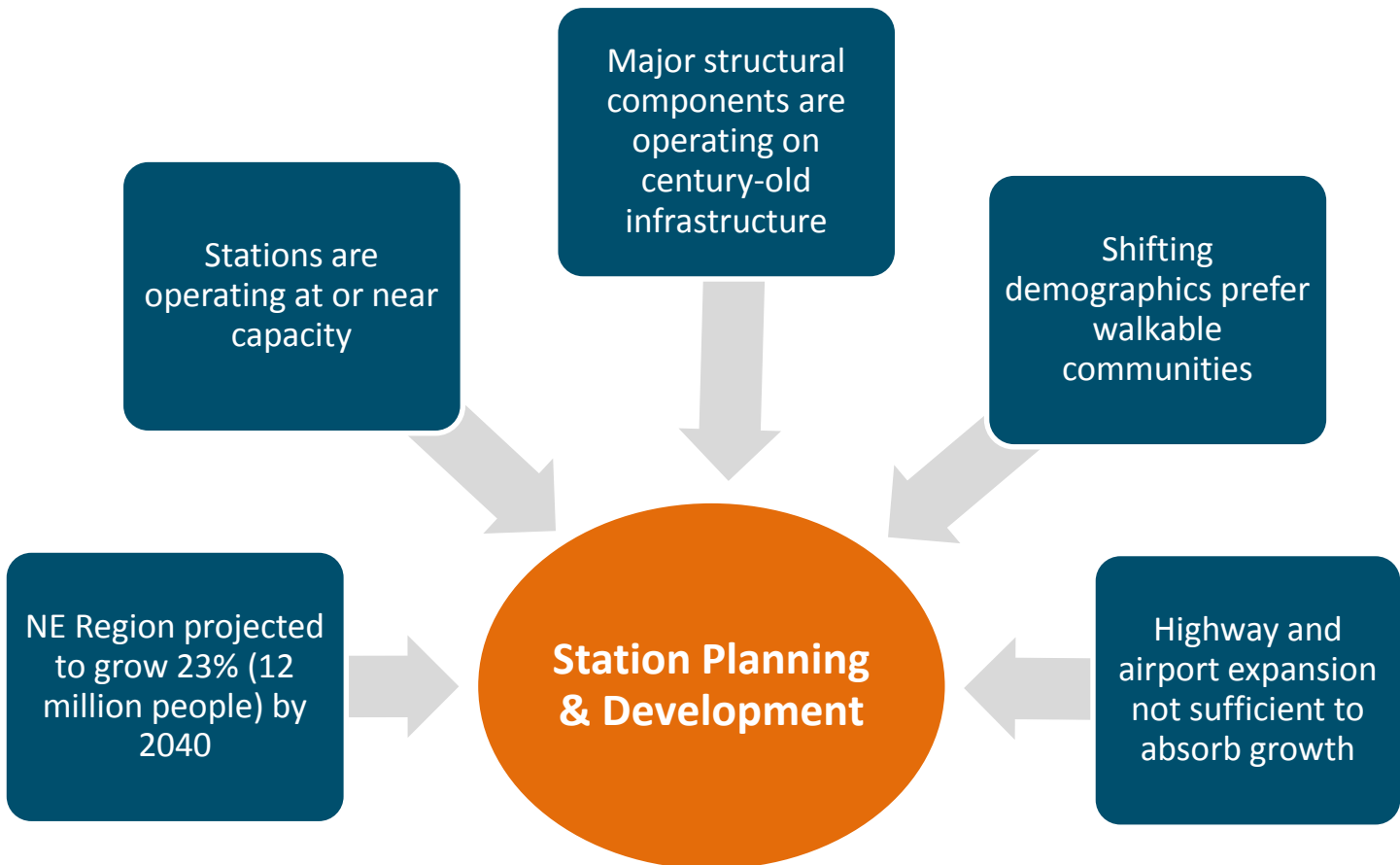


DC



Challenges and Opportunities

A visionary solution is needed to address capacity constraints within a framework of aging, over-burdened infrastructure



Passenger Frustration



Washington Union Station

2nd busiest station in the Amtrak national network with over 5 million annual riders.

37 million visitors passing through annually - more than Dulles, BWI or Reagan Airport.

7 modes of transportation converging with over 30 transportation providers

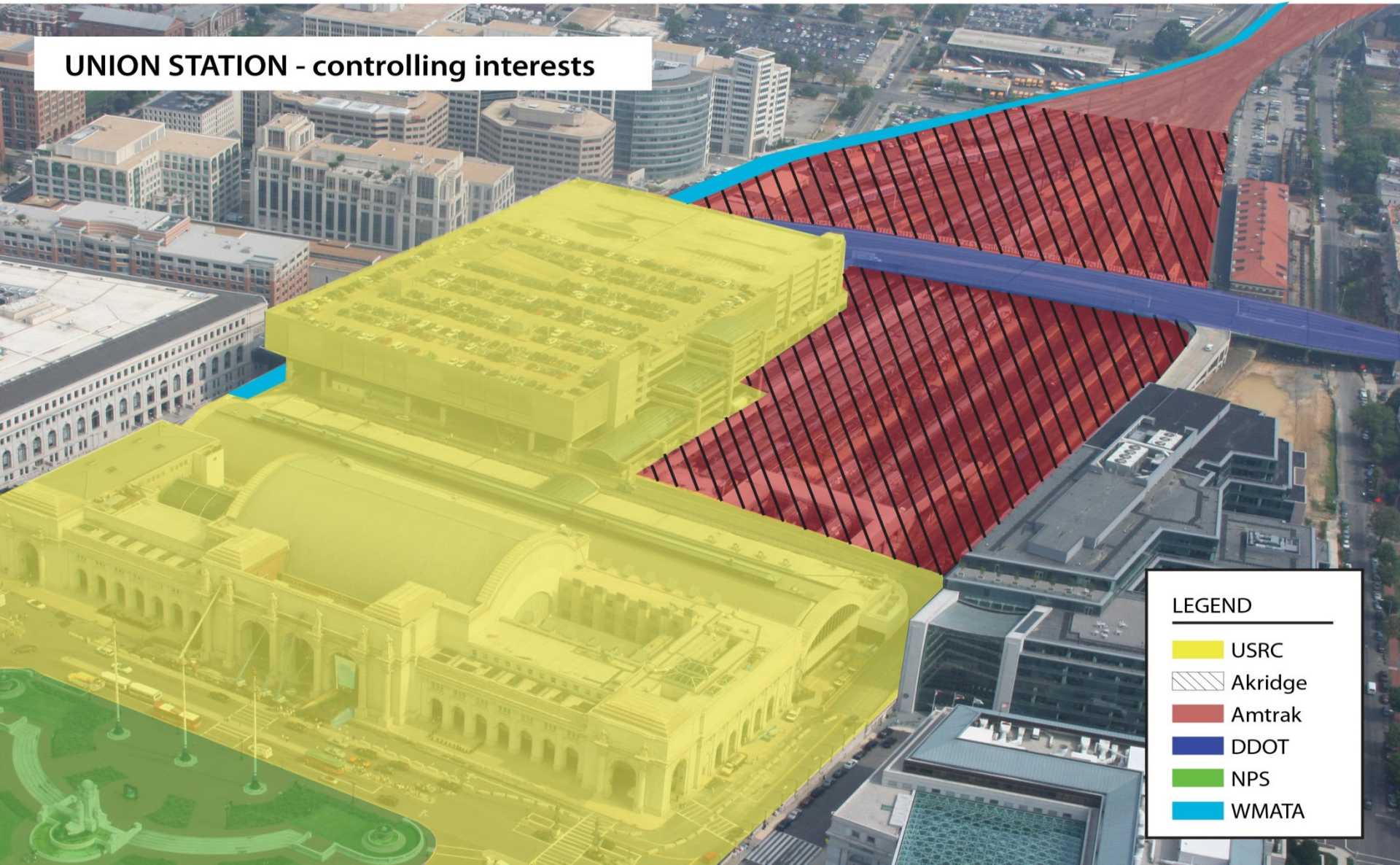
The station is already **operating beyond capacity** at peak travel times.

Station ridership will double by 2033 by conservative historic projections.



Controlling Interests

UNION STATION - controlling interests



LEGEND

- USRC
- Akridge
- Amtrak
- DDOT
- NPS
- WMATA

Organizational Roles



- **Union Station Redevelopment Corporation (USRC)** – Nonprofit station complex landlord and public steward
- **Amtrak** – Intercity and commuter rail infrastructure owner and operator
- **Akridge** – Owner/developer of air rights project (Burnham Place)
- **USDOT/ FRA** – Station owner – Authority Having Jurisdiction; FRA Oversight of rail safety regulations and Northeast Corridor rehabilitation
- **MARC and VRE** – Maryland and Virginia commuter rail providers
- **WMATA** – Subway station and red line owner and operator
- **DDOT** – Coordinator of surface transportation elements
- **Ashkenazy (Union Station Investco)** – Leaseholder of all retail and restaurant spaces in the station

Future Union Station Vision



Construction Starts 2016



EXISTING CONCOURSE

CONCOURSE EXPANSION



The expansion of Concourse A will nearly double passenger capacity when compared to current conditions.

Amtrak is seeking a RRIF loan from FRA for the next generation of Acela equipment project. The loan would include funding to advance 2nd Century Phase 1 projects.

Baltimore Penn Station

STATION FACTS

7th busiest Amtrak station;
Over 3 million Amtrak and
MARC passengers.

PROJECT STATUS

- Request for Information out Fall 2015 seeking a public-private, Master Developer Partnership for the station's development
- Development includes adjacent Amtrak land parcels and station upper floors
- Estimated 18-24-month procurement including RFI>RFQ>RFP through contract negotiations.

KEY STAKEHOLDERS

MDOT/MTA, City of Baltimore,
Central Baltimore Partnership,
University of Baltimore, MICA



Procurement Benefits

TRADITIONAL MASTER PLAN

- **Multiple contractors** selected separately for planning, design, and construction.
- **A sequential, fragmented approach** due to multiple funding streams
- **Amtrak responsible** for Master Plan development funding and sourcing implementation funding
- **Amtrak retains responsibility** for station operations, maintenance, real estate, and development opportunities
- **Limited risk transfer** to private sector

MASTER DEVELOPMENT PARTNERSHIP

- **Single Master Developer** selected for all aspects of project delivery including planning, design, construction
- **A streamlined procurement** with Master Developer responsible for development and funding of plan
- **Master Developer responsible** for Master Plan development funding and financing for implementation
- **Master Developer responsible** for station operations, maintenance, and the identification of real estate/development opportunities
- **Significant risk transfer** to private sector, incentivized performance

Collapsed Procurement = Shovel Ready For Phase I

Philadelphia 30th St. Station

STATION FACTS

3rd busiest station in Amtrak network (4.1M passengers) in FY14

PLANNING STATUS

- Two- year joint planning effort currently underway
- Three main elements of analysis: Transportation, Station + Facilities and Commercial Opportunities

KEY PARTNERS

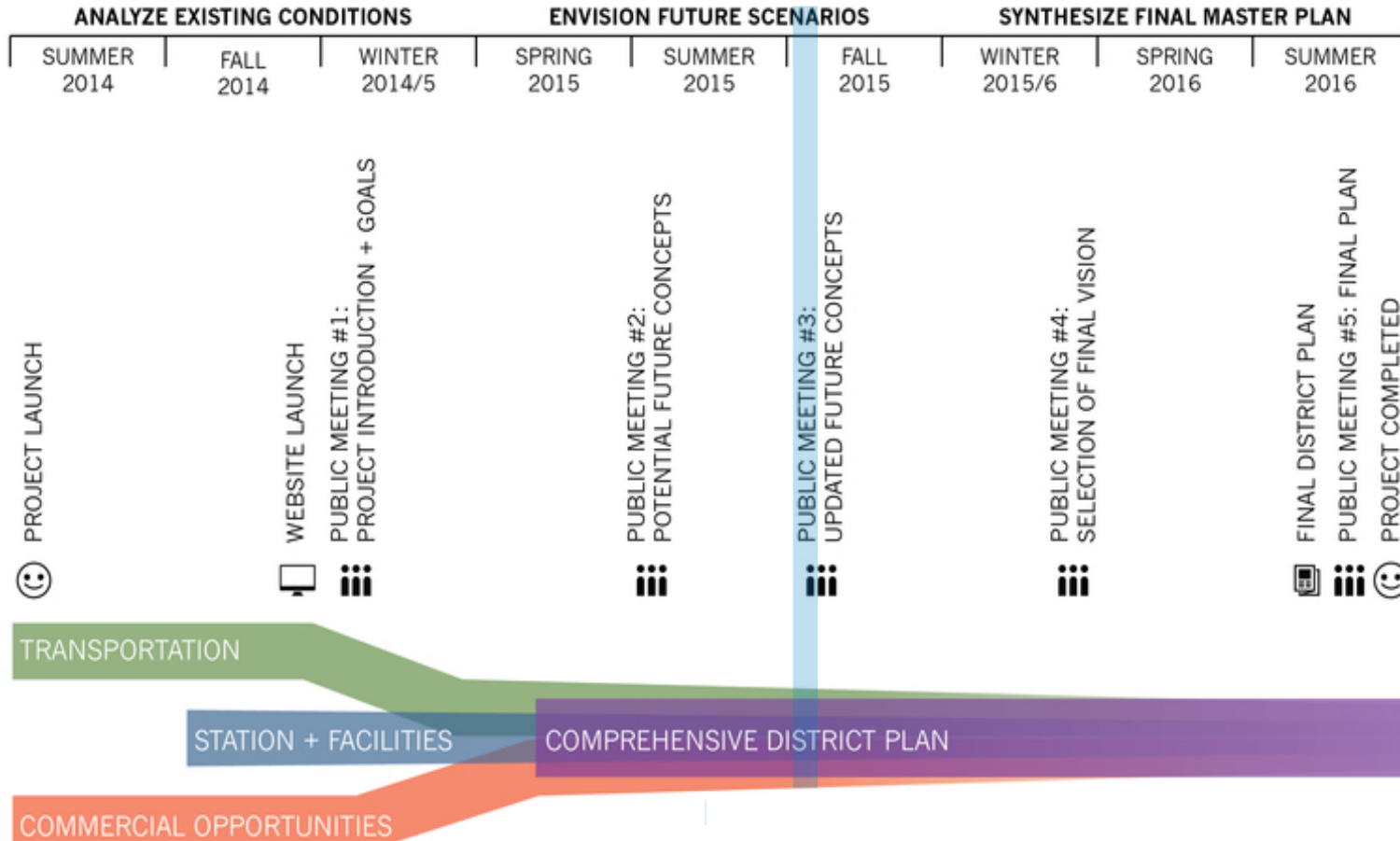
Amtrak, Brandywine Realty Trust, Drexel University, PennDOT, SEPTA and property owners, government, and non-profit organizations located in close vicinity to the station.

PROJECT GOALS

Community, Connectivity, Identity



Master Plan Schedule



District Plan Outcomes

Vision Plan | Capital Program | Funding & Financing Plan | Public Policies

Moynihan Station Phase 1

PHASE 1 UNDER CONSTRUCTION - \$300 Million

- New lower level concourse expanding vertical access points to train platforms
- Expanded passenger circulation
- Expanded ADA compliance

KEY PARTNERS

- FRA
- MSDC
- PANYNJ

PHASE II – Final Design

- New Intercity Train Hall for Amtrak
- Funding /financing package will combine private, city, state and federal dollars.



Gateway – Penn District Plan

STATUS:

FEASIBILITY/CONCEPT DESIGN

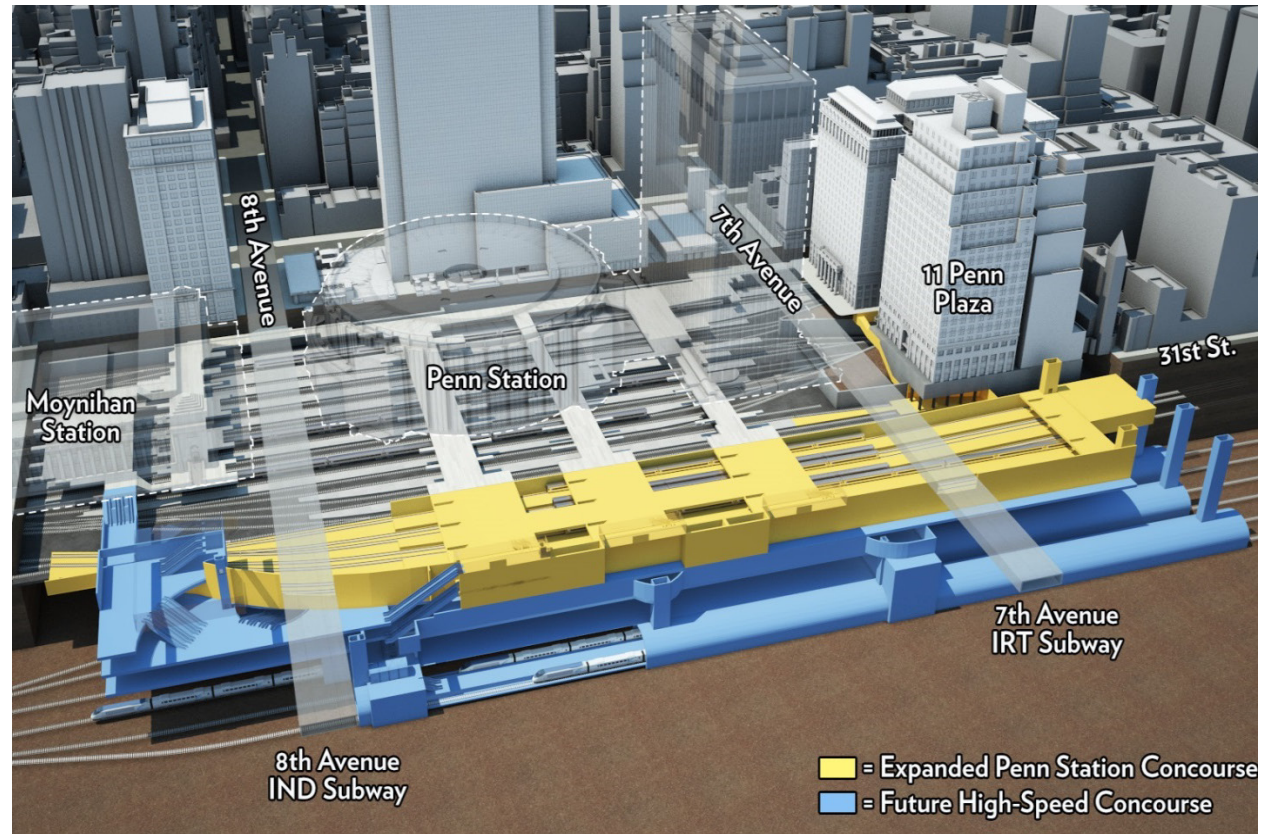
- Advance design of Penn South (Block 780) facility
- Integrate planning with Penn and Moynihan improvement station projects
- Expand terminal and station capacity
- Key interface with stakeholders including property owners/developers

KEY POTENTIAL PARTNERS

- Railroads, Property Owners, New York City/State, PANYNJ, USDOT

PHASING

Near-term improvements can begin ~ 2019, coinciding with move to Moynihan



Chicago Union Station

STATION FACTS:

- 4th busiest station in the Amtrak network; 3rd busiest station in the United States; 3.4M riders in FY14 (Amtrak and Metra).
- Serving more than 300 trains per weekday (Amtrak and Metra), carrying 120,000 arriving and departing riders.

PROJECT STATUS:

- Release of Phase 1A RFP, the first stage of near-term improvements, in Fall of 2015
- Release of RFI for Master Developer Fall 2015

PARTNERS:

- City of Chicago (CDOT), Northeast Illinois Regional Commuter Rail Corp. (Metra), Regional Transportation Authority (RTA), Illinois Department of Transportation (IDOT)



CUS Development Strategy

Implement Two-Pronged Strategy for CUS: Phase 1 and Master Development Plan

Phase 1

Estimated Cost: \$200 M

Estimated Schedule: Release of Phase 1A RFP, the first stage of work, in Fall of 2015

Phase 1 consists of 13 near-term improvement projects, derived from the Chicago Union Station Master Plan, that address the most immediate station capacity, safety, service, accessibility and mobility issues within the station.

Master Development Plan

Estimated Cost: TBD

Estimated Schedule: Release of RFI for Master Developer in Fall of 2015

Master Development Plan will explore development opportunities at Chicago Union Station and surrounding properties by preparing and implementing a holistic development plan to drive benefit to Amtrak, its customers and interested stakeholders.

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