



Amtrak Fact Sheet, Fiscal Year 2004

Commonwealth of Pennsylvania

Amtrak Service & Ridership

Amtrak operates approximately 120 daily trains through Pennsylvania, including *Acela Express*, *Keystone*, *Metroliner*, and *Regional* service. In addition, Amtrak operates following long-distance trains through Pennsylvania:

- *The Capitol Limited* (daily Washington-Pittsburgh-Chicago)
- The *Cardinal* (tri-weekly New York-Washington-Cincinnati-Chicago)
- The *Crescent* (daily New York-Atlanta-New Orleans)
- The *Lake Shore Limited* (daily New York/Boston-Erie-Chicago)
- The *Palmetto* (daily New York-Philadelphia-Savannah)
- The *Silver Meteor* (daily New York-Philadelphia-Miami)
- The *Silver Star* (daily New York-Philadelphia-Tampa-Miami)
- The *Three Rivers* (daily New York-Philadelphia-Pittsburgh-Chicago)*

*Service to be discontinued on 3/7/05.

Amtrak also operates the following shorter-distance trains through Pennsylvania:

- The *Carolinian* (daily New York-Richmond-Charlotte)
- The *Vermont* (daily Washington, DC-St. Albans, Vt.)

During FY04 Amtrak served the following Pennsylvania locations:

<u>City</u>	<u>Ridership</u>
Altoona	31,194
Ardmore	38,108
Coatesville	5,134
Connellsville	3,778
Cornwells Heights	25,968
Downingtown	25,403
Elizabethtown	43,902
Erie	8,254
Exton	39,277
Greensburg	13,346
Harrisburg	317,485
Huntingdon	4,822
Johnstown	20,126
Lancaster	305,503
Latrobe	3,548

Lewistown	9,762
Middletown	24,257
Mount Joy	23,415
Paoli	67,784
Parkesburg	22,375
Philadelphia 30 th St.*	3,690,620
Philadelphia-North	827
Pittsburgh	123,101
Tyrone	1,033
Total Pennsylvania Ridership	4,849,022

**Philadelphia is the 3rd busiest station in the national Amtrak System.*

Procurement/Contracts

Amtrak expended \$122,962,838 for goods and services in Pennsylvania in FY04. Most of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Altoona	\$ 6,414,676
Burnham	\$ 5,719,138
Erie	\$ 29,464,199
New Castle	\$ 5,544,120
Pittsburgh	\$ 6,725,752
Philadelphia	\$ 10,442,319
Reading	\$ 15,196,817

The funds at Erie went to GE Transportation, which builds locomotives and provides related services.

In 2004, Amtrak awarded a contract to Johnstown America, of Johnstown, for 80 auto-carrier cars to replace the current, 50-year-old, auto carriers used on the Auto Train. Deliveries will commence in the second quarter of calendar 2005.

Employment

During fiscal year 2004, Amtrak employed 3,061 Pennsylvania residents. Total wages of Amtrak employees living in Pennsylvania were \$149,652,070 during this period.

Commuter Services

In addition to Amtrak's intercity services, SEPTA and NJT operate commuter services over the Amtrak-owned and operated Northeast Corridor and, in the case of 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 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 30th Street. Additionally, both SEPTA and NJT operate into 30th Street Station.

Also located in Philadelphia is one of Amtrak's two reservation call centers. More than 550 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 web site emails, has a customer service desk serving the entire country, and processes special requests nationwide for issues ranging from accommodations for the disabled to special food requests.

Amtrak-State Partnership

Under an operating agreement with the Commonwealth of Pennsylvania, *Keystone* service west of Philadelphia is partially subsidized by the state. This service includes 11 daily trips between Harrisburg and Philadelphia, of which seven continue to New York.

Also, Amtrak and the state are progressing with long-term investments along the Amtrak-owned *Keystone* corridor to reduce trip time, improve reliability, and bring the rail line to state of good repair by late 2006. From FY00 through FY04, \$42 million was jointly invested in improvements, including 126 miles of continuous welded rail, 46,500 new ties, bridge and culvert work, and electrical equipment. From FY05 through FY07, another \$103 million is programmed. In a major project starting in March 2005, Amtrak's Track Laying Machine will be replacing track in two sections of the Harrisburg-Philadelphia line.

Station Improvements

The state and local communities are progressing designs to upgrade three existing stations; Lancaster, Harrisburg, and Elizabethtown, as well as construct a new station at Harrisburg International Airport.

Passengers and visitors to Philadelphia's 30th Street Station have the option of valet parking. The service is provided in an indoor 108-space lot. A new parking facility is being developed as part of the Cira Center, a building now under construction over the air rights just north of the station.