



# Amtrak Fact Sheet, Fiscal Year 2005 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* (Chicago- New York-Philadelphia-Pittsburgh-Chicago) was discontinued on 3/7/05.

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

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

During FY05 Amtrak served the following Pennsylvania locations:

<u>City</u>	<u>Boardings + Alightings</u>
Altoona	21,570
Ardmore	40,822
Coatesville	7,389
Connellsville	3,409
Cornwells Heights	25,097
Downingtown	27,463
Elizabethtown	51,481
Erie	8,690
Exton	41,339
Greensburg	9,578
Harrisburg	339,599
Huntingdon	4,349

Johnstown	15,120
Lancaster	333,812
Latrobe	3,013
Lewistown	7,525
Middletown	29,047
Mount Joy	27,461
Paoli	69,733
Parkesburg	25,431
Philadelphia 30 <sup>th</sup> St.*	3,742,630
Philadelphia-North	1,399
Pittsburgh	110,781
Tyrone	1,649
<b>Total Pennsylvania Station Usage:</b>	<b>4,948,387</b>

\*Philadelphia 30<sup>th</sup> Street Station is the 2<sup>nd</sup> busiest station in the national Amtrak System.

**Keystone** ridership in FY05 was 1.068 million, which is up 18.5% from FY04 and up 20.1% from FY03.

Effective October 31, 2005, New Jersey Transit took over the remaining Amtrak **Clock**er trains (New York-Trenton-Philadelphia) and now runs them as New York-Trenton only commuter trains.

### Procurement/Contracts

Amtrak expended \$93,975,254 for goods and services in Pennsylvania in FY05. Most of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Bensalem	\$ 3,057,243
Burnham	\$ 6,769,363
Erie	\$ 5,192,659
Johnstown	\$ 14,225,680
Pittsburgh	\$ 4,813,607
Philadelphia	\$ 9,111,472
Reading	\$ 3,204,488
Trevose	\$ 6,967,049
York	\$ 3,902,228

The funds expended in Johnstown went to Johnstown America for 80 new auto-carrier cars to replace the current, 50-year-old, auto-carriers used on the **Auto Train**. These cars went into service during 2005.

### Employment

During fiscal year 2005, Amtrak employed 3,039 Pennsylvania residents. Total wages of Amtrak employees living in Pennsylvania were \$159,246,945 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 30<sup>th</sup> Street. Additionally, both SEPTA and NJT operate into 30<sup>th</sup> 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 FY05, \$99 million was jointly invested in improvements, including 79 track-miles of continuous welded rail, 162,000 new concrete ties, 48,000 new wood ties, bridge and culvert work, and electrical equipment. Another \$46 million is programmed in FY06. Much of the work through FY05 was done in a major project that started in March 2005, when Amtrak's Track Laying Machine began replacing track in two sections of the Harrisburg-Philadelphia line. Starting in March 2006, the Track Laying Machine will begin work in Philadelphia and Paoli.

## **Station Improvements**

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

The Cira Centre, a 28-story office building located over the air rights just north of Philadelphia 30th Street Station, opened late in 2005. It includes a new parking facility and direct pedestrian access to the station.