



Amtrak Fact Sheet, Fiscal Year 2006 Commonwealth of Pennsylvania

Amtrak Service & Ridership

Amtrak operates approximately 120 daily trains through Pennsylvania, including *Acela Express*, *Keystone*, *Metroliner*, and *Regional* service. *Metroliner* service was replaced by an expanded *Acela Express* service effective October 30, 2006. 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)

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.)

The *Clockers* (Philadelphia-Trenton-New York), a service formerly provided by Amtrak, were turned over to New Jersey Transit (as a Trenton-New York service) as of 10/31/05.

During FY06 Amtrak served the following Pennsylvania locations:

<u>City</u>	<u>Boardings + Alightings</u>
Altoona	21,417
Ardmore	45,261
Coatesville	7,865
Connellsville	3,837
Cornwells Heights	12,558
Downingtown	31,678
Elizabethtown	62,526
Erie	8,371
Exton	43,367
Greensburg	10,942
Harrisburg	383,380

Huntingdon	4,678
Johnstown	15,930
Lancaster	368,076
Latrobe	3,427
Lewistown	8,932
Middletown	33,346
Mount Joy	38,448
Paoli	80,936
Parkesburg	28,009
Philadelphia 30 th St.*	3,555,646
Philadelphia-North	605
Pittsburgh	118,708
Tyrone	2,024
Total Pennsylvania Station Usage:	4,889,967

**Philadelphia 30th Street Station is the 3rd busiest station in the national Amtrak System.*

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

Procurement/Contracts

Amtrak expended \$129,872,219 for goods and services in Pennsylvania in FY06. Most of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Aston	\$ 10,922,292
Conshohocken	\$ 5,392,182
Erie	\$ 15,346,269
Fort Washington	\$ 5,292,340
McMurray	\$ 7,346,376
Pittsburgh	\$ 7,696,650
Philadelphia	\$ 12,205,418
Reading	\$ 6,690,235

Employment

During fiscal year 2006, Amtrak employed 2,987 Pennsylvania residents. Total wages of Amtrak employees living in Pennsylvania were \$160,600,135 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, daily *Keystone* service west of Philadelphia is partially subsidized by the state. This service includes 14 weekday trips in each direction between Harrisburg and Philadelphia, of which 11 continue to New York.

Also, Amtrak and the Pennsylvania Department of Transportation are partners in the *Keystone Corridor Improvement Project*, which, starting October 30, 2006, had brought the corridor to an improved condition that allowed for all-electric train service, top speeds of 110 mph (which are the fastest in the U.S. except for the Northeast Corridor), 90-minute express service for some trips, and an increase from 11 to 14 weekday trains each way. Improvements in the three years leading up through Fiscal 2006 included:

- Converting 57 miles of track from wood to concrete ties.
- Renewing approximately 75 miles of track with 1,000 new wood ties per mile.
- Installing 28 new wayside concrete turnout switches.
- Installing 5.2 miles of new signal cable.
- Installing 43 instrument houses.
- Installing 26 new breakers.
- Performing brush and tree cutting along 90 miles of track.

Additional work is anticipated during Fiscal 2007.