



Amtrak Fact Sheet, Fiscal Year 2007

Commonwealth of Pennsylvania

Amtrak Service & Ridership

Amtrak operates approximately 120 daily trains through Pennsylvania, including *Acela Express*, *Keystone*, 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)

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 FY07 Amtrak served the following Pennsylvania locations:

<u>City</u>	<u>Boardings + Alightings</u>
Altoona	23,909
Ardmore	40,581
Coatesville	9,089
Connellsville	3,886
Cornwells Heights	7,721
Downingtown	37,941
Elizabethtown	74,091
Erie	10,182
Exton	57,696
Greensburg	10,296
Harrisburg	464,924
Huntingdon	5,303
Johnstown	17,368
Lancaster	420,524
Latrobe	3,155

Lewistown	11,005
Middletown	39,319
Mount Joy	46,109
Paoli	102,650
Parkesburg	33,158
Philadelphia 30 th St.*	3,674,255
Philadelphia-North	257
Pittsburgh	120,188
Tyrone	2,369
Total Pennsylvania Station Usage:	5,215,976

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

Procurement/Contracts

Amtrak expended \$117,642,502 for goods and services in Pennsylvania in FY07. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Burnham	\$ 11,153,819
Conshohocken	\$ 13,568,452
Erie	\$ 15,136,512
Exton	\$ 6,603,747
Pittsburgh	\$ 6,786,500
Philadelphia	\$ 15,122,625
Washington	\$ 14,270,700

Employment

At the end of FY07, Amtrak employed 2,461* Pennsylvania residents. Total wages of Amtrak employees living in Pennsylvania were \$145,142,613* during FY07.

**Due to a change in methodology, FY07 employment and wage figures are not directly comparable to those reported in prior years.*

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

Amtrak, Pennsylvania Department of Transportation, and SEPTA 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.

An additional \$100 million is slated for interlocking and other improvements over the next several years.