



Amtrak Fact Sheet, Fiscal Year 2016

State of Delaware

Amtrak Service & Ridership

In Delaware, Amtrak is the link to major Atlantic Coast cities through the operation of approximately 90 trains daily, primarily *Acela Express*, and *Regional* trains. Also, Amtrak operates the following National Network trains that stop at Wilmington:

- *Crescent* (daily New York-Atlanta-New Orleans)
- *Palmetto* (daily New York-Savannah)
- *Silver Meteor* (daily New York-Miami)
- *Silver Star* (daily New York-Tampa-Miami)
- *Cardinal* (tri-weekly New York-Washington-Cincinnati-Chicago)

Amtrak also operates the following trains, which are operated through Delaware as Northeast Corridor trains but are State Supported trains away from the NEC:

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

During FY16 Amtrak served the following Delaware locations:

<u>City</u>	<u>Boardings+Alightings</u>
Newark	12,896
Wilmington*	691,694
Total Delaware Station Usage:	704,590
	(down 1.2% from FY15)

**Wilmington is the 12th busiest station in the national Amtrak System.*

Procurement/Contracts

Amtrak spent \$19,987,807 on goods and services in Delaware in FY16. Most of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Milford	\$ 2,997,974
New Castle	\$ 1,780,093
Wilmington	\$ 12,839,755

Employment

At the end of FY16, Amtrak employed 1,117 Delaware residents. Total wages of Amtrak employees living in Delaware were \$89,538,143 during FY16.

Commuter Services

Amtrak provides SEPTA and the Delaware Transit Corporation (DTC) with access to Northeast Corridor tracks for their Philadelphia-Wilmington-Newark commuter operations. Under this contract, SEPTA provides service to four Delaware locations, including Wilmington and Newark.

Major Facilities

Delaware is home to Amtrak's Consolidated National Operations Center (CNOC), the high-tech, 50,000-square-foot facility from which Amtrak's national operations are controlled. The facility, in Wilmington opened in 1998. In April 2012, the Centralized Electrification and Traffic Control (CETC) center moved from Philadelphia to CNOC in Wilmington. The move included migration to an updated system that improved operational safety of the dispatching system along with technical upgrades that improved user interface.

Amtrak's High-Speed Rail Training Facility, also in Wilmington, is where engineers, conductors and on-board staff are trained for *Acela Express* service. This facility, which opened in 1999, features cutting edge technology and hands-on labs for training engineers, conductors and on-board staff. The training center houses a full-scale motion simulator that duplicates the experience of operating *Acela Express* trains from inside the cab, an on-board service-training lab complete with seats, tables and food preparation areas, and nine classrooms.

Delaware is also home to two major maintenance and repair facilities that serve the entire Northeast Corridor -- the Wilmington Shops and the Bear Maintenance Facility. All Amfleet cars, as well as all electric locomotives used on the Northeast Corridor, are maintained, repaired, and overhauled at these two important facilities.

Station & Infrastructure Investments

Amtrak, in partnership with Delaware DOT, worked on a \$37.7-million project to renovate the Wilmington station, which was built in 1907. The project, which began in May 2009, included replacement of all track-level waterproofing, a complete interior renovation and reconfiguration, and rehabilitation of the facade. Regular train operations continued through the course of the project, including from a temporary station during much of 2010. Amtrak and SEPTA moved back into the main building on December 6, 2010 while some finishing work continued. A rededication ceremony and open house were held on March 19, 2011, at which, following action by the Amtrak Board of Directors, the station was re-named the Joseph R. Biden, Jr., Railroad Station, in recognition of the Vice President's many years of commuting on Amtrak while in the United States Senate, his strong support of Amtrak and passenger rail, and his close relationship with many local Amtrak employees. The Wilmington station project was recognized with a 2011 Brunel Awards International Railway Design Competition, for design excellence.

Delaware Third Track Project

Amtrak and the Delaware Transit Corporation (part of DelDOT) are partnering on a \$71.2-million project to increase capacity between Wilmington and Newark. The project will include 1.5 miles of new, mainline third track between Ragan and Yard interlockings (along I-95, southwest of the Wilmington station area), which will eliminate a current, two-track bottleneck. The project also includes rebuilding the bridge over Shipley Street (just west of station) and reconfiguration of Brandy, Ragan, and Yard interlockings. The project is funded with state, federal, and Amtrak funds and is scheduled to be finished in February 2017.

Wi-Fi Tower Project

In order to upgrade the Wi-Fi system on Amtrak trains, nine wayside locations were installed along a 10-mile stretch of the rail line in Delaware in 2015. This included the installation of six new Wi-Fi towers and additions to three existing Positive Train Control locations. The second phase of this project began in the fall 2016 and includes the installation of 22 more towers to be placed along the section of the Northeast Corridor between Wilmington and into southern Pennsylvania. Amtrak plans to extend the upgraded Wi-Fi system along the rest of the corridor between Pennsylvania to Boston, Massachusetts, over the next five years.

