



Amtrak Fact Sheet Fiscal Year 2018 *State of Delaware*

Amtrak Service & Ridership

In Delaware, Amtrak is the link to major Atlantic Coast cities through the operation of approximately 80-85 trains daily including Northeast Corridor, National Network, and State Supported service. Amtrak operates the following Northeast Corridor service:

- The high-speed **Acela Express** (daily Washington-Baltimore-Wilmington-Philadelphia-Newark-New York-New Haven-Providence-Boston)
- The **Northeast Regional** (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)

Amtrak also operates the following National Network trains that stop in Wilmington:

- **Crescent** (daily New York-Wilmington-Charlottesville-Charlotte-Atlanta-New Orleans)
- **Palmetto** (daily New York-Wilmington-Richmond-Charleston-Savannah)
- **Silver Meteor** (daily New York-Wilmington-Richmond-Charleston-Jacksonville-Miami)
- **Silver Star** (daily New York-Wilmington-Richmond-Columbia-Jacksonville-Tampa-Miami)
- **Cardinal** (tri-weekly New York-Wilmington-Charlottesville-Charleston-Cincinnati-Indianapolis-Chicago)

Amtrak also operates the following State Supported services:

- The **Carolinian** (daily New York-Wilmington-Richmond-Raleigh-Charlotte)
- The **Vermont** (daily Washington-Wilmington-New York-New Haven-Springfield-Lebanon-Essex Junction-St. Albans)

During FY18 Amtrak served the following Delaware locations:

<u>City</u>	<u>Boardings & Alightings</u>
Newark	13,432
Wilmington	702,150
Total Delaware Station Usage:	715,582

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains "preference" over freight transportation. However, on time performance on most

host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Delaware with each service’s host railroads and on-time performance (OTP) in FY18:

Service	Host Railroads	FY18 OTP
<i>Acela Express</i>	Amtrak and Norfolk Southern	77.6%
<i>Northeast Regional</i>	Amtrak, CSX, Metro North, and Norfolk Southern,	79.6%
<i>Cardinal</i>	CSX, Norfolk Southern, and Buckingham Branch Railroad	53.5%
<i>Crescent</i>	Norfolk Southern	31.3%
<i>Palmetto</i>	CSX	57.9%
<i>Silver Meteor</i>	CSX, Florida Department of Transportation, and Florida Central Rail Corridor	43.6%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Department of Transportation, and Florida Central Rail Corridor	37.6%
<i>Carolinian</i>	CSX and Norfolk Southern	52.8%
<i>Vermont</i>	Massachusetts Department of Transportation, Metro North, and New England Central	61.3%

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY18, there were **48,981** members of the Amtrak Guest Rewards program in Delaware. This is a 11% increase from FY17.

Commuter Partners

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

Wilmington 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. It opened in 1998. In 2012, the Centralized Electrification and Traffic Control (CETC) center moved from Philadelphia to CNOC in Wilmington.

Amtrak's High-Speed Rail Training Facility in Wilmington is where engineers, conductors, and on-board staff are trained for service. This facility, which opened in 1999, features cutting-edge technology and hands-on training labs. It 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.

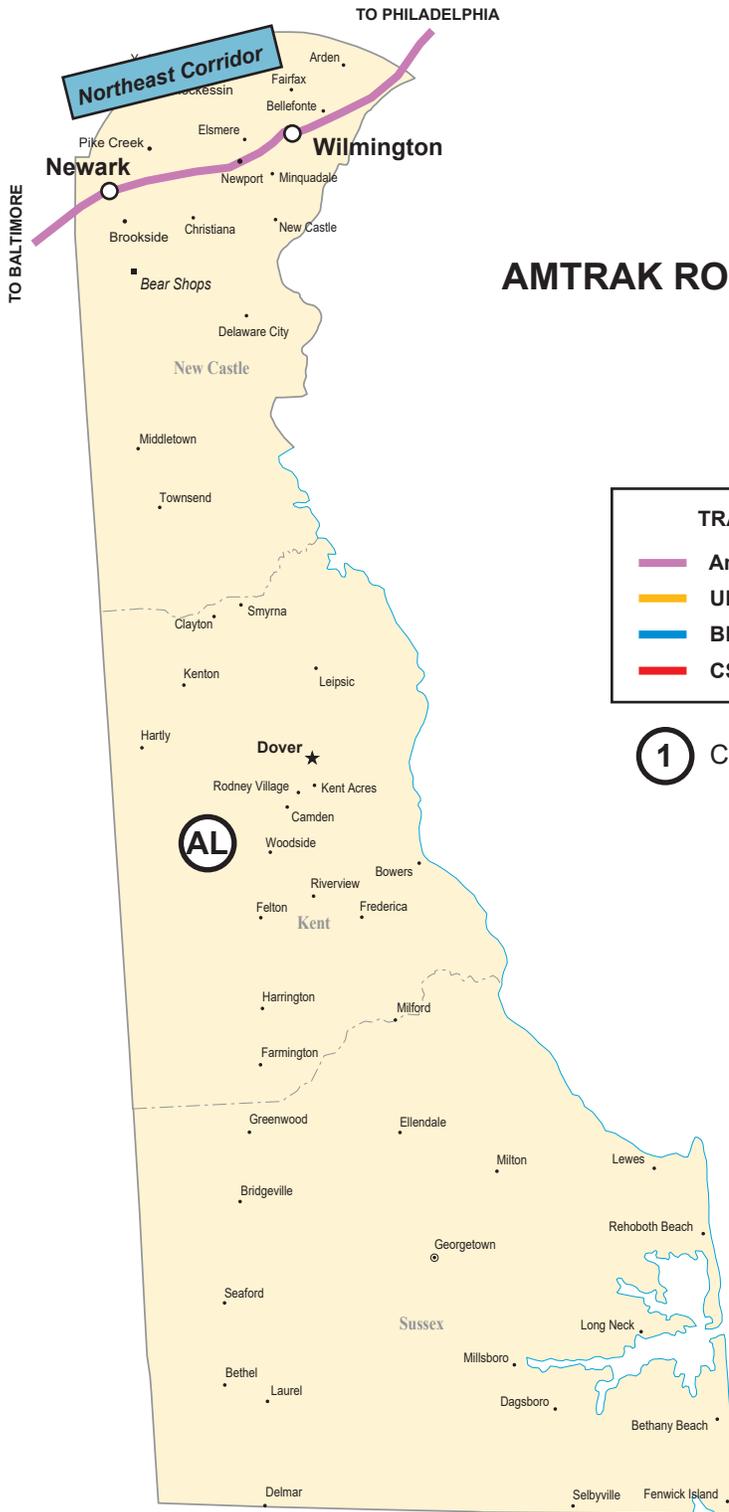
Delaware is also home to two major maintenance and repair facilities that serve the entire Northeast Corridor -- the Wilmington Shops and the Bear Maintenance Facility. All Amfleet cars and electric locomotives used on the Northeast Corridor are maintained, repaired, and overhauled there.

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. This includes 1.5 miles of new, mainline third track between Ragan and Yard interlockings (along I-95, southwest of the Wilmington station area), eliminating a two-track bottleneck. It also includes rebuilding the bridge over Shipley Street (just west of station) and reconfiguration of Brandy, Ragan, and Yard interlockings. Crews have completed construction of the Millcreek Bridge and installed new track road bed. In addition, work is complete on modifications to Ragan and Yard interlockings. The project is scheduled for completion in 2020.

Wilmington Transit Center

On November 19, 2018 a groundbreaking ceremony was held to kick-off construction of a new Wilmington Transit Center. Strategically located adjacent to Wilmington's Rail Station, the new transit center, to be served by most bus routes in Wilmington, will have the capacity to have up to 10 buses staged at one time allowing bus layovers without blocking city streets. The transit center will provide convenient access to Amtrak, SEPTA, Greyhound/Trailways, and cabs. The center will also offer parking for rental cars, as well as public parking including electric cars.



AMTRAK ROUTES IN DELAWARE

TRACK OWNERSHIP	
— Amtrak	— NS
— UP	— CP
— BNSF	— CN
— CSX	— Other

① Congressional District