



Amtrak in Pennsylvania

Fiscal Year 2024



Amtrak is America's Railroad,[®] created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2024, the company's 22,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 32.8 million passengers. Amtrak's network includes 524 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Thruway routes offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2024, Amtrak operated an average of **around 100 intercity trains per day** on 13 permanent routes serving Pennsylvania, with **6,801,451 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

▪ Northeast Corridor Trains

- **Acela** — Boston - Providence - New Haven - New York - Philadelphia - Wilmington - Baltimore - Washington, DC (11 round trips daily)³
- **Northeast Regional** — Boston - Providence - New Haven - New York - Philadelphia - Wilmington - Baltimore - Washington, DC (22 round trips daily)⁴

▪ State-Supported Trains

- **Carolinian** — New York - Philadelphia - Wilmington - Baltimore - Washington, DC - Richmond - Raleigh - Charlotte (1 round trip daily)
- **Keystone Service** — Harrisburg - Lancaster - Philadelphia - New York (11.5 round trips daily)
- **Pennsylvanian** — Pittsburgh - Altoona - Harrisburg - Lancaster - Philadelphia - New York (1 round trip daily)
- **Vermont** — Washington, DC - Baltimore - Wilmington - Philadelphia - New York - New Haven - Hartford - Springfield - Essex Jct. (Burlington) - St. Albans (1 round trip daily)

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.

³ Not all trips serve full route.

⁴ Not all trips serve full route. Additionally, 2 round trips originate / terminate in Springfield, Massachusetts, rather than Boston, but follow the standard *Northeast Regional* route south of New Haven, Connecticut; 8 round trips originate / terminate at various endpoints in Virginia (3 in Norfolk, 2 in Newport News, 2 in Roanoke, and 1 in Richmond), but follow the standard *Northeast Regional* route north of Washington, DC. Travel by these trains outside of the Northeast Corridor spine is State-Supported service sponsored by, respectively, the Massachusetts and Connecticut Departments of Transportation (MassDOT / CTDOT) and by the Virginia Passenger Rail Authority (VPR).



- **Long-Distance Trains**⁵

- **Capitol Limited** — Washington, DC - Rockville - Harpers Ferry - Martinsburg - Cumberland - Pittsburgh - Cleveland - Toledo - Chicago (1 round trip daily)
- **Cardinal** — New York - Philadelphia - Wilmington - Baltimore - Washington, DC - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago (3 round trips weekly)
- **Crescent** — New York - Philadelphia - Wilmington - Baltimore - Washington, DC - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans (1 round trip daily)
- **Lake Shore Limited** — Chicago - Toledo - Cleveland - Erie - Buffalo - Rochester - Syracuse - Albany - New York / Boston (1 round trip daily)
- **Palmetto** — New York - Philadelphia - Wilmington - Baltimore - Washington, DC - Richmond - Fayetteville - Charleston - Savannah (1 round trip daily)
- **Silver Meteor** — New York - Philadelphia - Wilmington - Baltimore - Washington, DC - Richmond - Fayetteville - Charleston - Savannah - Orlando - Miami (1 round trip daily)
- **Silver Star** — New York - Philadelphia - Wilmington - Baltimore - Washington, DC - Richmond - Raleigh - Columbia - Savannah - Orlando - Tampa - Miami (1 round trip daily)

As **State-Supported routes**, the *Carolinian*, *Keystone Service*, *Pennsylvanian*, and *Vermont* are operated in partnership with the North Carolina Department of Transportation (NCDOT; *Carolinian*), the **Pennsylvania Department of Transportation** (PennDOT; *Keystone Service* and *Pennsylvanian*), the Connecticut Department of Transportation (CTDOT; *Vermont*), the Massachusetts Department of Transportation (MassDOT; *Vermont*), and the Vermont Agency of Transportation (VTrans; *Vermont*).⁶ Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service. In FY 2024, sponsoring partners funded a total of \$20.2 million in operating payments for the State-Supported routes serving Pennsylvania, helping support a combined total ridership on those routes⁷ of 1,959,443.

Thruway Connections

Some Amtrak routes offer partner-operated **Thruway connecting service** and/or other interline connections to additional communities (including in Pennsylvania), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners (including Pennsylvania), or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

⁵ Effective Nov. 10, 2024, the *Capitol Limited* (Chicago - Washington, DC) and *Silver Star* (New York - Miami) are being temporarily combined into a new route, the *Floridian* (Chicago - DC - Miami), to accommodate regional capacity constraints created by a capital project in New York. The *Floridian* offers a single-seat connection between Florida and the Midwest, but does not serve *Silver Star* station stops north of Washington.

⁶ Off-NEC extension of certain *Northeast Regional* frequencies serving Pennsylvania also supported by one or more state governments.

⁷ Unlike state- / station-specific ridership, total *route* ridership equals sum of all boardings and alightings divided by two.

Stations

During FY 2024, Amtrak intercity trains made scheduled stops at 24 locations in Pennsylvania:

Station (Code)	Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁸
Altoona (ALT)	20,167	Partial	FY 28	\$3,601,751
Ardmore (ARD)	71,083	Partial	CY 25*	—
Coatesville (COT)	15,199	Partial	CY 25*	—
Connellsville (COV)	3,785	Sole	Complete	\$42,811
Cornwells Heights (CWH)	2,584	Partial	CY 27*	—
Downingtown (DOW)	57,247	Partial	CY 29*	—
Elizabethtown (ELT)	56,868	Sole	FY 26	\$1,075,464
Erie (ERI)	18,035	Sole	FY 27	\$3,705,508
Exton (EXT)	133,430	Partial	Complete*	—
Greensburg (GNB)	11,558	Sole	FY 26	\$5,969,569
Harrisburg (HAR)	362,208	Partial	Complete	\$14,196,158
Huntingdon (HGD)	5,479	Sole	FY 29	\$2,784,726
Johnstown (JST)	19,402	Sole	FY 27	\$11,538,520
Lancaster (LNC)	464,190	Sole	FY 25	\$1,616,156
Latrobe (LAB)	3,404	Sole	FY 26	\$2,315,340
Lewistown (LEW)	11,633	Sole	FY 26	\$4,358,300
Middletown (MID)	62,100	Partial	Complete*	—
Mount Joy (MJY)	28,303	Partial	Complete	—
Paoli (PAO)	225,412	Partial	Complete	\$507,020
Parkesburg (PAR)	27,279	Sole	FY 29	\$20,946,095
Philadelphia (30th St.) (PHL)	5,060,770	Partial	Pending	—
Philadelphia (North) (PHN)	929	Sole	FY 29	\$6,998,116
Pittsburgh (PGH)	136,816	Sole	FY 27	\$3,250,599
Tyrone (TYR)	3,570	Partial	Complete	\$1,428,635
Total:	6,801,451	24/24	In Progress	\$84,168,858

* Status reflects third-party investments in Amtrak-responsible station components.

Importantly, Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will

⁸ "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP. Total does not sum due to certain *de minimis* expenditures and credits to ADASP not shown in table. ADASP does not technically include PHL; compliance efforts there are advancing separately, may receive additional investment, and may be subject to a separate timeline.

ultimately invest a total of \$1.8 billion in 385 communities nationwide, including an **\$84.2 million investment in Pennsylvania**. All Amtrak-responsible work is targeted for completion by the end of FY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

Additional Footprint

The Boston-to-Washington **Northeast Corridor**, currently America's only electrified high-speed rail corridor, passes through Pennsylvania; Amtrak owns, maintains, and/or operates most of the NEC, including all track in the commonwealth, and provides access to other railroads at a fair cost, consistent with statute. (For instance, Amtrak-owned track in Pennsylvania is used by Southeastern Pennsylvania Transportation Authority (SEPTA) commuter trains.) Amtrak also owns, maintains, and operates the **Harrisburg Line**, an electrified NEC branch line connecting Philadelphia and Harrisburg.⁹ To help support all of this critical rail infrastructure, Amtrak maintains **maintenance-of-way bases** in Philadelphia and Lancaster.

Amtrak employees perform periodic maintenance work on locomotives and passenger cars at Philadelphia's **Penn. Coach Yard**; a major new heavy maintenance facility is being built there to service next-generation equipment, including both new *Acelas* and the new Airo trainsets that will carry *Northeast Regional* passengers in the coming years. Amtrak trains are also supported by **turnaround maintenance locations** in Harrisburg (Amtrak-staffed) and Pittsburgh (Amtrak-staffed), which also service both locomotives and passenger cars.

Additionally, Amtrak maintains **crew bases** in Harrisburg, Philadelphia, and Pittsburgh. Philadelphia also hosts important **corporate offices**, including the call center that handles reservations.

Notably, Philadelphia's **William H. Gray III 30th Street Station** is the third-busiest station in Amtrak's network; more than 5 million intercity passengers boarded or alighted there during FY 2024.

Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other "host" railroads' tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

⁹ The term "Keystone Line," sometimes used in place of "Harrisburg Line," can also describe the larger corridor from Philadelphia to Pittsburgh; Amtrak owns and maintains only the eastern portion.

Listed below are the Amtrak routes that operate in Pennsylvania, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)¹⁰ in FY 2024:

Route	In-State Host(s)	C-OTP
Northeast Corridor		
<i>Acela</i>	Amtrak	77.8%
<i>Northeast Regional</i>	Amtrak	80.4%
State-Supported		
<i>Carolinian</i>	Amtrak	50.9%
<i>Keystone Service</i>	Amtrak	92.1%
<i>Pennsylvanian</i>	Amtrak, Norfolk Southern	70.1%
<i>Vermont</i>	Amtrak	68.2%
Long-Distance		
<i>Capitol Limited</i>	CSX, Norfolk Southern	71.3%
<i>Cardinal</i>	Amtrak	57.5%
<i>Crescent</i>	Amtrak	58.7%
<i>Lake Shore Limited</i>	CSX	76.3%
<i>Palmetto</i>	Amtrak	66.1%
<i>Silver Meteor</i>	Amtrak	46.9%
<i>Silver Star</i>	Amtrak	40.8%

Procurement

Amtrak’s procurements are subject to “Buy America”-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$4.5 billion for goods and services in FY 2024; 99% of that amount was spent domestically, and **\$516.1 million** went to vendors in Pennsylvania:

Community	Amount
Philadelphia	\$227,020,412
Pittsburgh	\$94,660,458
Erie	\$35,396,644
Lancaster	\$25,896,682
Camp Hill	\$22,274,024
Newtown	\$18,806,201
Burnham	\$9,650,782
King Of Prussia	\$6,296,671
Red Hill	\$5,201,001
Conshohocken	\$4,195,873

¹⁰ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop, but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Community	Amount
Audubon	\$3,898,025
Aston	\$3,481,470
Birdsboro	\$3,231,031
McMurray	\$3,096,703
West Chester	\$3,006,024
Wayne	\$2,835,454
Douglassville	\$2,678,695
Ebensburg	\$2,479,492
Media	\$2,200,010
Ambler	\$2,018,761
Berwyn	\$1,932,518
Morrisville	\$1,642,911
Plymouth Meeting	\$1,578,561
Harleysville	\$1,462,718
Mercersburg	\$1,393,250
Pipersville	\$1,371,559
Tipton	\$1,287,980
New Oxford	\$1,272,538
Chester Springs	\$1,230,576
Berwick	\$1,108,027
Coatesville	\$1,040,874
Douglasville	\$976,043
Barto	\$900,354
Harrisburg	\$836,007
Yeadon	\$806,220
Clearfield	\$805,020
Clifton Heights	\$757,275
Warminster	\$682,329
Bensalem	\$667,619
Bristol	\$655,048
Fairless Hills	\$561,538
Collegeville	\$537,740
Telford	\$530,793
Newtown Square	\$512,168
Valley Forge	\$500,815
All Others < \$500K	\$12,733,368
Total PA Payments:	\$516,108,264

The single largest in-state payment category was **professional engineering services**.

Employment & Compensation

At the end of FY 2024, **3,305 Amtrak employees** worked in Pennsylvania, and the company had paid out a total of **\$309,442,598 in base wages and salary** in-state. Nationwide, Amtrak employed more than 22,000 active workers; total base wages and salaries for the year exceeded \$2.1 billion.

Current Amtrak Routes in Pennsylvania

(“Northeast Corridor” hosts Acela, Northeast Regionals, and State-Supported and Long-Distance trains. “Keystone Corridor” hosts Keystone Service and Pennsylvanian trains. Effective Nov. 2024, Chicago-DC Capitol Limited is temporarily replaced by Chicago-DC-Miami Floridian (not shown), which merges full Capitol Ltd. route with Silver Star service south of DC.)

