Amtrak Fact Sheet, Fiscal Year 2012
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 long-distance 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)

Amtrak also operates the following shorter-distance trains through Delaware:

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

During FY12 Amtrak served the following Delaware locations:

<table>
<thead>
<tr>
<th>City</th>
<th>Boardings+Alightings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newark</td>
<td>14,682</td>
</tr>
<tr>
<td>Wilmington*</td>
<td>737,846</td>
</tr>
<tr>
<td><strong>Total Delaware Station Usage:</strong></td>
<td><strong>752,528</strong></td>
</tr>
<tr>
<td></td>
<td>(up 3.3% from FY11)</td>
</tr>
</tbody>
</table>

*Wilmington is the 11th busiest station in the national Amtrak System.*

Procurement/Contracts
Amtrak spent $8,577,107 on goods and services in Delaware in FY12. Most of this amount was in the following locations:

<table>
<thead>
<tr>
<th>City</th>
<th>Amount</th>
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<tbody>
<tr>
<td>New Castle</td>
<td>$4,993,179</td>
</tr>
<tr>
<td>Wilmington</td>
<td>$1,996,265</td>
</tr>
</tbody>
</table>
Employment

At the end of FY12, Amtrak employed 1,106 Delaware residents. Total wages of Amtrak employees living in Delaware were $77,851,926 during FY12.

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.

The state has funded design of the Northeast Corridor Third Track Project, which will provide for infrastructure improvements to accommodate increased commuter service between Wilmington and Newark. This design work was completed in FY10. The Federal Railroad Administration announced a High-Speed Intercity Passenger Rail grant to Delaware for $13.3 million toward the cost of constructing the $60 million project, which consists of 1.5 miles of main-line, high-speed track near Wilmington, along with replacement of two crossovers and a bridge. This project will eliminate a choke point and improve reliability. Construction began in 2012 and is expected to be complete in fall 2013.

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. CETC move from Philadelphia.

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. Additionally, the Delaware Economic Development Office and Amtrak recently executed a Memorandum of Agreement to jointly fund the conceptual design of a new Tier II High Speed Trainset Maintenance Facility to be built within the state.

Station 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, in a ceremony in Washington on October 14, 2011.