



# Amtrak Fact Sheet, Fiscal Year 2008

## Commonwealth of Pennsylvania

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### 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 FY08 Amtrak served the following Pennsylvania locations:

<u>City</u>	<u>Boardings + Alightings</u>
Altoona	25,415
Ardmore	46,333
Coatesville	12,705
Connellsville	4,531
Cornwells Heights	6,843
Downingtown	50,255
Elizabethtown	90,644
Erie	11,855
Exton	74,913
Greensburg	12,882
Harrisburg	527,056
Huntingdon	5,290
Johnstown	19,206
Lancaster	484,102
Latrobe	4,253

Lewistown	10,674
Middletown	51,149
Mount Joy	53,828
Paoli	130,744
Parkesburg	40,650
Philadelphia 30 <sup>th</sup> St.*	3,968,278
Philadelphia-North	349
Pittsburgh	142,828
Tyrone	2,985
<b>Total Pennsylvania Station Usage:</b>	<b>5,777,768</b>

\*Philadelphia 30<sup>th</sup> Street Station is the 3rd busiest station in the national Amtrak System.

### Procurement/Contracts

Amtrak expended \$110,741,698 for goods and services in Pennsylvania in FY08. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Bensalem	\$ 38,664,483
Erie	\$ 7,572,994
Exton	\$ 2,674,049
Hazleton	\$ 2,336,902
Philadelphia	\$ 13,427,027
Pittsburgh	\$ 4,357,838
Reading	\$ 7,143,392

### Employment

At the end of FY08, Amtrak employed 2,539 Pennsylvania residents. Total wages of Amtrak employees living in Pennsylvania were \$167,791,090 during FY08.

### 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 450 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 e-mails, 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.

Improvements in Fiscal 2007 and 2008 included converting approximately 15 miles of commuter track from wood to concrete ties and from jointed to continuous welded rail.

An additional \$200 million is slated for interlocking and other state of good repair improvements over the next several years.

### **Expansion Planning**

Ongoing and/or upcoming service expansion planning efforts include the Binghamton (N.Y.)-Scranton study and the Harrisburg-Pittsburgh study.