



Amtrak Fact Sheet, Fiscal Year 2006

State of Delaware

Amtrak Service & Ridership

Amtrak operates approximately 90 trains daily in Delaware, primarily *Acela Express*, *Regional* and *Metroliner* trains. *Metroliner* service was replaced by an expanded *Acela Express* service effective October 30, 2006. 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)
- *Cardinal* (tri-weekly New York-Washington-Cincinnati-Chicago)

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

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

During FY06 Amtrak served the following Delaware locations:

<u>City</u>	<u>Boardings+Alightings</u>
Newark	6,776
Wilmington*	712,219
Total Delaware Station Usage:	718,995

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

Procurement/Contracts

Amtrak expended \$5,963,545 for goods and services in Delaware in FY06. Most of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
New Castle	\$ 2,543,351
Wilmington	\$ 2,245,932

Employment

During fiscal year 2006, Amtrak employed 1,148 Delaware residents. Total wages of Amtrak employees living in Delaware were \$60,059,174 during this period.

Commuter Services

Amtrak provides SEPTA and the Delaware Transit Corporation (DTC) with access to Northeast Corridor tracks for their Philadelphia-Wilmington-Newark commuter operations.

The state and Amtrak are also reviewing a plan to develop an infrastructure improvement plan to accommodate increased commuter service between Wilmington and Newark. In addition, the study is identifying costs associated with potential Wilmington to Dover commuter service.

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.

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 new facility 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 the new *Acela Express* trainset from inside the cab, an on-board service-training lab complete with seats, tables and food preparation areas, and nine classrooms. The facility opened in 1999.

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 Investments

In partnership with the state, Amtrak has completed its portion of platform, lighting and signage improvements to the Wilmington station.

State Capital Support

Amtrak and the State's Department of Transportation (DelDOT) have a six-year agreement to match capital investments made on the NEC in the State. DelDOT's contribution is scheduled for \$750,000 this year.