



Amtrak Fact Sheet, Fiscal Year 2017

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 National Network 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 trains, which are operated through Delaware as Northeast Corridor trains but are State Supported trains away from the NEC:

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

During FY17 Amtrak served the following Delaware locations:

<u>City</u>	<u>Boardings+Alightings</u>
Newark	13,614
Wilmington*	688,432
Total Delaware Station Usage:	702,046

**Wilmington is the 13th busiest station in the national Amtrak System.*

Procurement

Amtrak spent \$18,999,570 on goods and services in Delaware in FY17. Most of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
New Castle	\$ 1,221,358
Wilmington	\$ 11,940,263

Employment

At the end of FY17, Amtrak employed 1,093 Delaware residents. Total wages of Amtrak employees living in Delaware were \$85,436,829 during FY17.

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.

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. The move included migration to an updated system that improved operational safety of the dispatching system along with technical upgrades that improved user interface.

Amtrak's High-Speed Rail Training Facility 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 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 all 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. A new bridge over Mill Creek currently is under construction, with much track already laid in preparation of the bridge's completion. The project is scheduled for completion in 2018.

Wi-Fi Tower Project

To upgrade Amtrak's on-board Wi-Fi system, nine wayside locations were installed along a 10-mile stretch of the rail line in Delaware in 2015. This included six new Wi-Fi towers and additions to three existing Positive Train Control locations. The project's second phase began in fall 2016 and includes the installation of 22 more towers from Wilmington into southern Pennsylvania. Amtrak plans to extend the upgraded Wi-Fi system along the rest of the corridor up to Boston over the following five years.

