



Amtrak Fact Sheet, Fiscal Year 2016

State of New York

New York FY16 at a Glance

- Approximately 140 Amtrak trains a day
- Over 12 million riders at New York stations
- Over \$216 million in Amtrak procurement
- 1,712 residents employed by Amtrak
- Total resident employee wages, nearly \$132 million
- Over 721,000 New York residents are members of the Amtrak Guest Rewards frequent user program
- Amtrak-State partnerships on three routes

Amtrak Service & Ridership

Amtrak operates approximately 140 trains daily in New York. Most of this service is on the Amtrak-owned Northeast Corridor including *Acela Express*, *Regional* and *Keystone* trains. Amtrak also operates the State Supported *Adirondack* and the *Empire Service*. Including some of the National Network and shorter-distance trains described below, the *Empire Service* corridor offers three daily round-trips east of Niagara Falls, four east of Buffalo, six east of Schenectady, and 12 south of Albany to New York.

Amtrak operates the following National Network trains that originate or terminate in New York:

- The *Cardinal* (tri-weekly New York-Washington, DC-Charleston-Cincinnati-Chicago)
- The *Crescent* (daily New York-Atlanta-New Orleans)
- The *Lake Shore Limited* (daily New York/Boston-Buffalo-Chicago)
- The *Palmetto* (daily New York-Savannah)
- The *Silver Meteor* (daily New York-Miami)
- The *Silver Star* (daily New York-Tampa-Miami)

Amtrak also operates the following trains, some of which are operated through New York as Northeast Corridor trains but are State Supported trains away from the NEC:

- The *Adirondack* (daily New York-Albany-Montreal)
- The *Carolinian* (daily New York-Richmond-Charlotte)
- The *Ethan Allen Express* (daily New York-Albany-Rutland, Vt.)

- The *Maple Leaf* (daily New York-Albany-Buffalo-Toronto)
- The *Pennsylvanian* (daily New York-Philadelphia-Harrisburg-Pittsburgh)
- The *Vermont* (daily St. Albans, Vt.-New York-Washington, D.C.)
- *Keystone Service* (New York-Philadelphia-Harrisburg)

During FY16 Amtrak served the following New York locations:

<u>City</u>	<u>Boardings + Alightings</u>
<u>Albany-Rensselaer</u> *	855,176
<u>Amsterdam</u>	10,410
<u>Buffalo-Depew</u>	108,111
<u>Buffalo-Exchange Street</u>	37,960
<u>Croton-Harmon</u>	45,685
<u>Fort Edward</u>	10,199
<u>Fort Ticonderoga</u>	2,262
<u>Hudson</u>	205,919
<u>New Rochelle</u>	87,510
<u>New York City (Penn Station)</u> **	10,436,909
<u>Niagara Falls</u>	29,647
<u>Plattsburgh</u>	13,423
<u>Port Henry</u>	2,395
<u>Port Kent</u>	565
<u>Poughkeepsie</u>	101,536
<u>Rhinecliff</u>	202,406
<u>Rochester</u>	124,901
<u>Rome</u>	9,208
<u>Rouses Point</u>	1,276
<u>Saratoga Springs</u>	37,068
<u>Schenectady</u>	56,257
<u>Syracuse</u>	128,476
<u>Utica</u>	59,170
<u>Westport</u>	5,693
<u>Whitehall</u>	1,776
<u>Yonkers</u>	25,322
Total New York Station Usage:	12,599,260
	(up 2.0% from FY15)

* *Albany-Rensselaer is the 9th busiest station in the Amtrak system.*

** *New York Penn Station is the busiest station in the Amtrak system.*

Amtrak also serves Jamestown, Fredonia, and Dunkirk via a bus connection at Buffalo-Exchange Street.

Procurement/Contracts

Amtrak spent \$216,167,442 on goods and services in New York during FY16, mostly in these locations:

<u>City</u>	<u>Amount</u>
Elmira	\$ 15,062,025
Hornell	\$ 4,424,038
Latham	\$ 11,611,212
New Rochelle	\$ 37,224,163
New Windsor	\$ 2,987,719
New York City	\$ 119,522,567
Syosset	\$ 2,404,789
West Henrietta	\$ 4,359,349
White Plains	\$ 2,683,653

Amtrak has on order 130 new single-level rail cars to support its National Network train services. The five-year, \$298.1-million contract was awarded to CAF USA, which is creating 575 jobs to perform manufacturing and final assembly work at its plant in Elmira. Field testing of cars began in 2014.

Employment

At the end of FY16, Amtrak employed 1,712 New York residents. Total wages of Amtrak employees living in New York were \$131,879,233 during FY16.

PRIIA Section 209 and State Supported Services

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including New York, by the deadline, and the services continued to run without interruption. In the state, all services except the Northeast Corridor spine and National Network *Lake Shore Limited* are partly state-supported.

Starting in 2004, Amtrak, in cooperation with the New York State Department of Transportation (NYSDOT) and Martinelli-Slocum Publishing, produced *New York by Rail*, a comprehensive guide to Amtrak travel in New York State. The current 2016 guide is the 13th annual edition. New York by Rail now also offers a website, www.newyorkbyrail.com, featuring up-to-date Amtrak travel information about events and destinations throughout the state.

Major Facilities

Approximately 500,000 passengers a day pass through New York Penn Station. This terminal is served by Long Island Rail Road, New Jersey Transit, and Amtrak intercity trains. Together, these agencies operate over 1,000 weekday trains at Penn Station. The station originally opened in 1910. A reconstruction of the public areas of the station was completed in 1968, creating most of the present layout of those areas.

Amtrak operates two major maintenance facilities in New York State: Sunnyside Yard in New York City and Albany-Rensselaer. In addition to servicing conventional trains, Sunnyside also serves as a facility for *Acela Express* train sets. A smaller facility in Niagara Falls provides turnaround services to New York-Buffalo-Niagara Falls *Empire Service* trains.

New High-Speed Train Sets

Amtrak is contracting with Alstom to produce 28 next-generation, high-speed trainsets that will replace the equipment used to provide Amtrak's premium *Acela Express* service. The trainsets will be manufactured at Alstom's facilities in Hornell and Rochester. The contract is part of a \$2.45-billion loan package that will be invested on the heavily traveled Northeast Corridor (NEC), as part of a multifaceted modernization program to renew and expand the *Acela Express* service.

There will be one-third more passenger seats per trainset, while preserving the spacious, high-end comfort of current *Acela Express* service. Each trainset will have modern amenities that can be upgraded as customer preferences evolve, such as improved Wi-Fi access, personal outlets, USB ports and adjustable reading lights at every seat, enhanced food service and a smoother, more reliable ride.

This procurement comes as demand for *Acela Express* service is as high as ever, with many trains selling out during peak travel periods. The new trainsets will allow for increased service, including half-hourly *Acela Express* service between Washington and New York during peak hours and hourly service between New York and Boston.

The new trainsets will operate along the NEC initially at speeds up to 160 mph and will be capable of speeds up to 186 mph, thus able to take advantage of future NEC infrastructure improvements.

The first prototype of the new trainsets will be ready in 2019, with the first set entering revenue service in 2021. All of the trainsets are expected to be in service, and the current fleet retired, by the end of 2022.

Northeast Corridor Improvements

Gateway Program: This program is designed to increase track, tunnel, bridge, and station capacity, eventually creating four mainline tracks between New York Penn Station and Newark, including a new, two-track Hudson River tunnel. It also includes modernization of existing infrastructure, such as the electrical system that supplies power to the roughly 450 weekday trains using this segment of the Northeast Corridor, and rebuilding and replacing damaged components of the existing Hudson tunnels (see below). The result will be greater levels of service and added reliability.

In 2012 revised projections put the cost at \$14.5 billion and a completion date at 2025. Amtrak has directed more than \$300 million, mostly from federal sources, to the program since 2012. This includes approximately \$74 million for planning and pre-construction work and \$235 million for Hudson Yards concrete casing, which will preserve an alignment for future tunnel connections under a current development project. The feasibility study and the system level design phases for the Gateway Project have been completed and program development and NEPA/preliminary engineering are underway.

In November 2015, it was jointly announced by Amtrak, Senator Corey Booker (New Jersey), Senator Charles Schumer (New York), Governor Chris Christie (New Jersey), and Governor Andrew Cuomo (New York) that a new Gateway Development Corporation would be created to oversee the project with the federal government paying for 50% of its costs and the states sharing the rest.

Hudson (North River) Tunnels: This project includes the design and construction of a new tunnel connecting to the west side of New York Penn Station and rehabilitation and modernization of the existing tunnels. Opened in 1910, they incurred serious and ongoing damage during Superstorm Sandy in 2012. The project is necessary because the high level of rail traffic under the Hudson River, about 450 trains per weekday, means that taking one of the two tubes out of service for necessary repairs would reduce total capacity for Amtrak and NJT from 24 trains per hour to about 6 per hour, in the peak direction. This would devastate the movement of commuters between New Jersey and New York, the movement of interstate Amtrak travelers, and the regional and national economies.

Approximately 200,000 passenger trips a day are made through the existing tunnels. There are two tubes, each with a single track and with electric power, and are the only connection from New York City to regional and interstate rail networks to the west and south. The 2012 storm flooded the tubes with millions of gallons of salt water, leaving behind corrosive sulfides and chlorides, which continue to damage the concrete lining and bench walls that house critical electrical and signal systems.

The Federal Railroad Administration announced its intent to jointly prepare an Environmental Impact Statement (EIS) for the Hudson Tunnel Project with NJ Transit on April 28, 2016, pursuant to the National Environmental Policy Act (NEPA). The FRA and NJ Transit will coordinate with Amtrak, as the owner of the existing Hudson River Tunnel, and the Port Authority of New York and New Jersey on the EIS. While the Hudson Tunnel Project has independent utility, its advancement will not preclude future capacity improvements planned for the Northeast Corridor, such as the Gateway Program.

Full funding for the environmental planning work and preliminary engineering of the Hudson Tunnel Project has been provided by Amtrak, the Port Authority, and NJ Transit, totaling \$86.5 million.

Hudson Yard Right-of-way Preservation Project: With federal funding, Amtrak is building a concrete casing at the Hudson Yards development, in Midtown Manhattan just west of Penn Station, to preserve an underground right-of-way that could serve as the future alignment for a new tunnel under the Hudson (see above). To protect the right-of-way, Phase 1 of the concrete casing was built underground, extending 800 feet from 10th to 11th Avenues (between 31st and 33rd Streets). Construction began in August 2013 and was completed about a year later. Phase 2 extended the casing another 105 feet to the west, under the 11th Avenue viaduct. This phase began in December 2014 and is still underway. Next steps include design and construction for a Phase 3 extension to 12th Avenue, in coordination with the westward expansion of the Hudson Yards development project.

The concrete casing will maintain the ability to preserve existing passenger rail service in and out of New York City by building a new Hudson River tunnel that connects with Penn Station, as envisioned in the Hudson Tunnel Project. It also preserves the ability to meet strong growth in rail travel demand west of the Hudson and throughout the Northeast Region, by expanding rail capacity as envisioned in

the Gateway Program. Without the preservation of this right-of-way, the opportunity to expand rail service into Penn Station from under the Hudson River would never be possible.

Next steps include design and construction of an anticipated next phase of the concrete casing between 11th and 12th Avenues in coordination with the westward development of Hudson Yards.

Portal Bridge Replacement Project: NJT and Amtrak have completed final design and federal environmental review to replace the century-old, swing-span Portal Bridge over the Hackensack River. The existing bridge, which carries about 450 trains a day between Newark and New York City, is a major bottleneck and source of delay for train traffic. Its aging mechanical components sometimes malfunction, while opening and closing to accommodate marine traffic. The two-track replacement, Portal Bridge North, is designed as a high-level, fixed-span bridge, without movable components. It is estimated to cost approximately \$940 million (2013 dollars) and will proceed as soon as funding can be secured. The recently completed design process included preliminary design (\$31 million cost divided between NJT and Amtrak) and final design (Federal Railroad Administration grant of \$38.5 million).

Another two-track bridge, Portal Bridge South, is proposed as part of the Gateway Program and would double train capacity along this critical segment of the Northeast Corridor. Planning and design will be finalized following the completion of the federal NEC Future study and environmental review process.

Empire Corridor Improvements

NYSDOT received \$154 million in high speed rail grant funding under the ARRA HSIPR program for the Empire Corridor. The program will design and construct approximately \$200 million (combination of grant and state funds) of infrastructure improvements and include:

- **Albany-to-Schenectady Double Track** - 17 miles of second main track and upgraded signals (currently underway);
- **Albany-Rensselaer station** – 4th track is completed and in service, platform extensions are underway and should be completed by the end of 2016 (see station section below);
- **Schenectady station** - new platform and station (see below);
- **Replacement of old signal pole lines** – 63 miles of new underground cables between Poughkeepsie and Albany-Rensselaer have been installed; completion is expected by the end of 2016;
- **Upgrading of three at-grade public rail crossings** – as part of the overall signal project, crossing upgrades between Poughkeepsie and Albany-Rensselaer also have been underway. Two of the three crossings are complete and the third should be by the end of 2016.

Amtrak has partnered with the NYSDOT and CSX Transportation to construct the improvements and reached a historic agreement with CSX to lease the portion of the Empire Corridor, allowing construction to begin in 2014. On December 1, 2012, as part of the agreement with CSX, Amtrak became responsible for the operation, dispatching, and maintenance of approximately 100 miles of the Empire Corridor between Poughkeepsie and Schenectady. This change in service and project improvements will provide the capacity needed to expand rail service, improve service reliability and decrease trip times along the Empire Corridor.

Additional projects underway include:

- **Syracuse Congestion Relief** - This HSIPR-funded project will improve approximately 13 miles of track in the vicinity of Syracuse and cost \$18.5 million;
- **Livingston Avenue Bridge** - This project will complete environmental and preliminary engineering studies required to replace this bridge over the Hudson River in Albany, which is nearing the end of its serviceable life and cost \$2 million;

Adirondack Service Improvements

Construction of a three-mile section of second main track on the Canadian Pacific Railway between Ballston Spa and Saratoga was completed late in 2013. This project mitigated congestion and improved service reliability through a section of line that historically had incurred delays.

Station Improvements

- **New York - Moynihan**: Phase 1 of the Moynihan Station project has begun, to expand Penn Station into the historic James A. Farley Post Office building across 8th Avenue. The Farley Building opened in 1914, having been designed by the same architecture firm, McKim, Mead, and White, that designed the old Penn Station (1910). When complete, Amtrak will relocate to Moynihan Station, offering improved passenger facilities, platform accessibility, and a grand train hall.

Phase 1 includes expansion and enhancement of the underground 33rd Street Connector between Penn Station and the West End Concourse, extension and widening of the West End Concourse to serve nine of Penn Station's 11 platforms, new vertical access points and passenger circulation space, new entrances to the West End Concourse through the corners of the Farley Building (8th Avenue at 31st and 33rd Streets), and installation of an emergency ventilation system. The budget for this phase is \$300 million and it is scheduled to be completed in 2016. The project is being managed by the Moynihan Station Development Corporation, a subsidiary of the Empire State Development Corporation, and the Port Authority of New York and New Jersey, in cooperation with Amtrak.

- **New York Penn Station**: In September 2016, Governor Cuomo announced plans to renovate Penn Station as part of an overall plan that also involves Moynihan Station. The plan will include nearly tripling the width of the 33rd Street Corridor, which is among the busiest sections of Penn Station and which stretches along the station's lower level from Seventh to Eighth Avenue. Other improvements will include upgraded lighting and wayfinding, and digital screens to convey information and create a modern passenger experience. It is anticipated that the majority of the corridor improvements will be completed simultaneous to the Train Hall's opening, with other elements completed sooner. Construction of the new Long Island Rail Road corridor will cost an estimated \$170 million.

The transformational redesign also includes upgrading the two subway stations at Penn Station. Many of these improvements to subway stations on Seventh and Eighth Avenues are expected as early as 2018 and will cost approximately \$50 million.

The first phase of construction, to create a concourse west of Eighth Avenue, is nearing completion. The concourse will provide direct access to LIRR and Amtrak tracks and will connect the future Moynihan Train Hall to Penn Station underground via 33rd Street. New plazas and street level entrances into the Moynihan Station on either side of the monumental staircase will provide access to this new, lower concourse as well as speed boarding and exiting for passengers.

In January 2016, Empire State Development (ESD), Amtrak, and the MTA issued a Request for Expressions of Interest (RFEI) for redeveloping Penn Station. As Amtrak relocates to the Moynihan Train Hall, the RFEI responses provided ideas for the future proposed redevelopment of the current Amtrak concourse that will be incorporated into concepts previously suggested by the railway operators. ESD will partner with Amtrak on the creation of an RFP for the concourse.

Ultimately, all of these coordinated efforts will result in a bolder, fully modernized Penn-Moynihan Complex, with increased passenger capacity, inviting entrances and access points, and a state-of-the-art Train Hall at the Moynihan Station across Eighth Avenue. All work will be compatible with future plans to add platform and track capacity to Penn Station in conjunction with the completion of the Gateway Program.

- **Albany-Rensselaer:** Amtrak and NYSDOT completed demolition of two former Albany-Rensselaer station buildings in February 2011. This was necessary to accommodate the proposed fourth track at Albany-Rensselaer. The track project (funded through HSIPR funds and NYSDOT) began construction in 2014 and will increase station capacity and improve operating flexibility, leading to more efficient passenger boarding and better on-time performance. The 4th station track went into service in March 2016 and the platform extensions and replacement of yard signals is expected to be complete late in 2016.
- **Schenectady:** The Capital District Transportation Authority (CTDA) has secured, for design and construction work for a new rail station, a \$4.2-million state grant in 2010, a \$5.9-million HSIPR federal grant (via NYSDOT) in 2011, and a \$4.5-million Federal Transit Administration grant (via NYSDOT). The current train station was built in 1979 by NYSDOT and Amtrak to replace an older station constructed in the 1908 and demolished in 1971. The new intermodal station project currently under final design focuses on creating a practically scaled building, while improving the site and customer access. NYSDOT will be initiating the contractor bidding process and construction is expected to begin in 2017.
- **Rochester:** The Rochester Intermodal Station project has received \$26 million in federal High Speed Intercity Passenger Rail (HSIPR) funds, TIGER funds, and funds from the city and state for design and construction. A predecessor station, built in 1914, was partially demolished in 1965 and the remainder demolished in 1978, when Amtrak built a small, replacement station. A groundbreaking ceremony for the Intermodal Station took place on November 4, 2014. A temporary station has been provided and the 1978 station was demolished in November 2015. Construction of a new high-level platform, access tunnels, and new station is currently underway. Completion of the new facility and high-level platform is scheduled for 2017.

- **Buffalo-Depew**: A HSIPR grant of \$770,000 was awarded to NYSDOT for the Buffalo-Depew station to complete state-of-good repair improvements and ADA accessibility. Work was completed in the fall of 2012 and included new paving and lighting in the parking lot, new lighting, additional accessible parking, renovations of the station restrooms, new entrance and exit doors, new ticket counter, new employee washroom, upgrades to station lighting, and a new roof.
- **Niagara Falls**: Construction of a new, intermodal station has advanced to the final stages. A federal TIGER grant of \$16.5 million was provided to help complete the third and final phase of this project. The new station will provide a model design for facilitating international rail travel through the most modern Customs and security facilities. Phase I of the project, rehabilitation of the historic Customs House building was completed in 2014 and a groundbreaking ceremony for Phase II, construction of the new station facility, took place in July 2014. Passenger train service at the new facility should begin in late 2016 or early 2017.

AMTRAK ROUTES IN NEW YORK

