



Amtrak Fact Sheet, Fiscal Year 2017

State of New York

New York FY17 at a Glance

- Approximately 140 Amtrak trains a day
- Over 12 million riders at New York stations
- Over \$682 million in Amtrak procurement
- 1,626 residents employed by Amtrak
- Total resident employee wages, over \$120 million
- Over 803,000 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 FY17 Amtrak served the following New York locations:

<u>City</u>	<u>Boardings + Alightings</u>
<u>Albany-Rensselaer</u> (a)	803,348
<u>Amsterdam</u>	10,475
<u>Buffalo-Depew</u>	106,815
<u>Buffalo-Exchange Street</u>	35,528
<u>Croton-Harmon</u>	46,057
<u>Fort Edward</u>	9,917
<u>Fort Ticonderoga</u>	1,770
<u>Hudson</u>	217,970
<u>New Rochelle</u>	91,058
New York City (Grand Central) (b)	23,838
<u>New York City (Penn Station)</u> (c)	10,397,729
<u>Niagara Falls</u>	31,169
<u>Plattsburgh</u>	13,711
<u>Port Henry</u>	2,488
<u>Port Kent</u>	657
<u>Poughkeepsie</u>	102,070
<u>Rhinecliff</u>	201,667
<u>Rochester</u>	127,203
<u>Rome</u>	8,580
<u>Rouses Point</u>	1,253
<u>Saratoga Springs</u>	36,835
<u>Schenectady</u>	54,388
<u>Syracuse</u>	131,881
<u>Utica</u>	59,868
<u>Westport</u>	5,699
<u>Whitehall</u>	1,638
<u>Yonkers</u>	27,009
Total New York Station Usage:	12,550,621

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

(b) *Some Empire trains diverted to Grand Central during summer track work program at Penn.*

(c) *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

Amtrak spent \$682,456,054 on goods and services in New York during FY17, mostly in these locations:

<u>City</u>	<u>Amount</u>
Elmira	\$ 12,036,878
Hornell	\$ 500,061,022
Latham	\$ 9,393,578
New Rochelle	\$ 13,973,041
New Windsor	\$ 2,094,241
New York City	\$ 125,072,149
Rensselaer	\$ 2,153,208

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 started in 2014 and Amtrak has begun to take delivery of the cars and place them into service.

Amtrak also has on order 28 high-speed trainsets from Alstom, in Hornell (see below).

Employment

At the end of FY17, Amtrak employed 1,626 New York residents. Total wages of Amtrak employees living in New York were \$120,464,240 during FY17.

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 2017 guide is the 14th 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

Infrastructure Renewal at New York Penn Station: Amtrak began a series of major track and switch renewal projects in Penn Station in the summer of 2017. The first set of projects occurred in the area known as "A Interlocking," which serves as the critical sorting point for trains entering Penn Station from the Hudson River tunnels and the Long Island Rail Road's West Side Yard. While Amtrak has maintained and repaired this aging infrastructure, some of which dates to the 1970s, full replacement is required in

order to ensure the reliability of this infrastructure. Amtrak performed the first phase of this work during the summer of 2017 and will perform additional work in 2018.

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 (see below). 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 Cory 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 and 200,000 passenger trips 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.

The Federal Railroad Administration announced its intent to prepare a joint Environmental Impact Statement (EIS) for the Hudson Tunnel Project with NJ Transit on April 28, 2016. 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. Full funding for the environmental planning work and preliminary engineering of the 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. 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. 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.

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

NYS DOT received \$154 million in high speed rail grant funding under the ARRA HSIPR program for the Empire Corridor. The program includes:

- **Albany-to-Schenectady Double Track** - 17 miles of second main track and upgraded signals (went into service June 26, 2017);
- **Albany-Rensselaer station** – 4th track is completed and in service, platform extensions are underway and were completed early in 2017;
- **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, completed late 2016;
- **Upgrading of three at-grade public rail crossings** – as part of the overall signal project, crossing upgrades between Poughkeepsie and Albany-Rensselaer, completed late 2016.

Amtrak partnered with the NYS DOT and CSX Transportation to construct the improvements after reaching an agreement with CSX to lease the portion of the Empire Corridor. 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;

Station Improvements

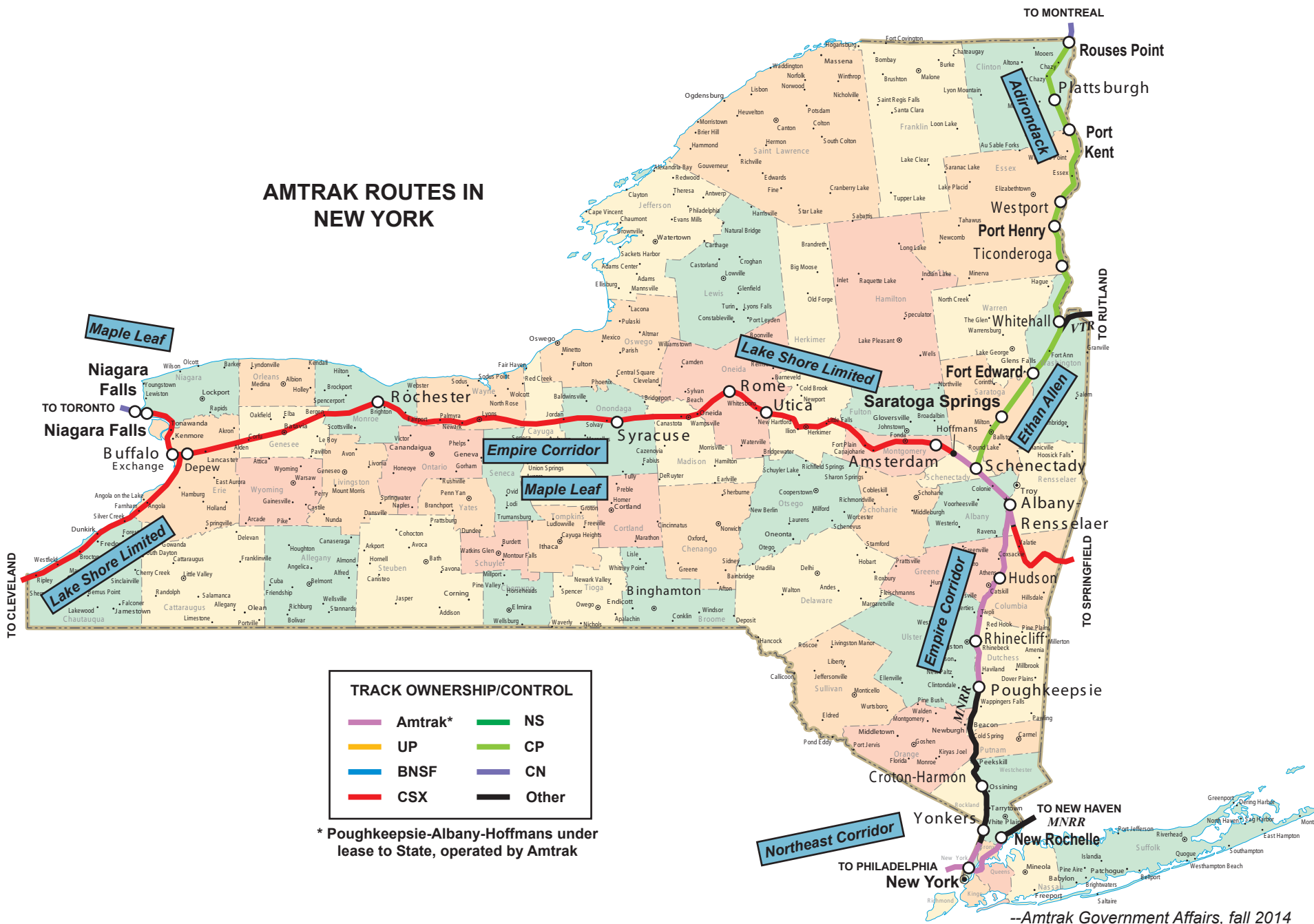
- **New York - Moynihan**: Amtrak, in partnership with the New York Empire State Development Corporation (ESD) and its subsidiary, Moynihan Station Development Corporation (MSDC), is creating the future home of Amtrak's New York City passenger operations with the new Train Hall in Moynihan Station.

Moynihan Station expands the nation's busiest train station, Penn Station, across 8th Avenue into the historic James A. Farley Post Office Building, part of a mixed-use redevelopment of the entire block. The station is being constructed in two phases. Phase I, now complete, created the West End Concourse. This provides new stairs and elevators to boarding platforms, new passenger circulating space, and a new entrance on 8th Avenue, across from Penn Station.

Phase II, now in early-stage construction, will create the Moynihan Train Hall, a world-class intercity and commuter passenger boarding concourse for Amtrak and MTA-Long Island Rail Road passengers. This is expected to be complete in 2021.

- **Albany-Rensselaer**: Amtrak and NYSDOT demolished two former Albany-Rensselaer station buildings in February 2011, in order to accommodate a fourth track. The track project (funded through HSIPR funds and NYSDOT) began construction in 2014 and was completed in March 2016. In early 2017, platform extensions and replacement of yard signals were completed, allowing for more efficient passenger boarding and better on-time performance.
- **Schenectady**: The Capital District Transportation Authority (CTDA) has secured a \$4.2-million state grant in 2010, a \$5.9-million HSPR federal grant (via NYSDOT) in 2011, and a \$4.5-million Federal Transit Administration grant (via NYSDOT) for design and construction of a new rail station. The prior Amtrak station was demolished in June 2017 and construction of a new one is underway. Currently, there is a temporary waiting room for passenger use during construction.
- **Rochester**: The Rochester Intermodal Station project 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 of a new station. Construction of a new station, platforms allowing level boarding, and a pedestrian access tunnel was completed in 2017. It opened on October 6, 2017.
- **Niagara Falls**: Service to the new Intermodal station began on December 6, 2016. This new station, which houses a Customs facility, was funded with a \$16.5-million TIGER grant, and serves as a rail gateway between the U.S. and Canada.

AMTRAK ROUTES IN NEW YORK



TRACK OWNERSHIP/CONTROL	
— Amtrak*	— NS
— UP	— CP
— BNSF	— CN
— CSX	— Other

* Poughkeepsie-Albany-Hoffmans under lease to State, operated by Amtrak