



Amtrak Fact Sheet Fiscal Year 2018 *State of New York*

Amtrak Service & Ridership

Amtrak operates approximately 130-140 trains daily in New York. These include the following Northeast Corridor Services:

- The high-speed **Acela Express** (daily Washington-Baltimore-Wilmington-Philadelphia-Newark-New York-New Haven-Providence-Boston)
- The **Northeast Regional** (daily Richmond-Washington-BWI-Baltimore-Wilmington-Philadelphia-Trenton-Newark-New York-New Haven-New London-Providence-Boston)
- The **Keystone Corridor** (daily New York-Trenton-Philadelphia-Paoli-Lancaster-Elizabethtown-Harrisburg)

Amtrak also operates the following state supported services in New York:

- The **Adirondack** (daily New York-Albany-Saratoga Springs-Westport/Lake Placid-Montreal)
- The **Empire Service** (multiple frequencies New York-Albany-Syracuse-Buffalo-Niagara Falls)
- The **Ethan Allen Express** (three daily round trips New York-Albany-Rutland)
- The **Maple Leaf** (daily New York-Albany-Syracuse-Buffalo-Niagara Falls-Toronto)

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-Washington, DC-Charlottesville-Charlotte-Atlanta-Birmingham-New Orleans)
- The **Lake Shore Limited** (daily New York/Boston-Albany-Buffalo-Cleveland-Chicago)
- The **Palmetto** (daily New York-Washington, DC-Richmond-Charleston-Savannah)
- The **Silver Meteor** (daily New York-Washington, DC-Richmond-Charleston-Jacksonville-Miami)
- The **Silver Star** (daily New York-Washington, DC-Richmond-Columbia-Jacksonville-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 **Carolinian** (daily New York-Trenton-Richmond-Raleigh-Charlotte)
- The **Pennsylvanian** (daily New York-Trenton-Philadelphia-Harrisburg-Pittsburgh)
- The **Vermont** (daily Washington-Trenton-New York-New Haven-Springfield-Lebanon-Essex Junction-St. Albans)

During FY18 Amtrak served the following New York locations:

<u>City</u>	<u>Boardings & Alightings</u>
<u>Albany-Rensselaer</u>	800,368
<u>Amsterdam</u>	9,676
<u>Buffalo-Depew</u>	107,251
<u>Buffalo-Exchange Street</u>	38,739
<u>Croton-Harmon</u>	44,932
<u>Fort Edward</u>	9,353
<u>Fort Ticonderoga</u>	1,660
<u>Hudson</u>	216,988
<u>New Rochelle</u>	91,416
New York City (Grand Central) (a)	276,459
<u>New York City (Penn Station)</u>	10,132,025
<u>Niagara Falls</u>	31,398
<u>Plattsburgh</u>	13,506
<u>Port Henry</u>	2,442
<u>Port Kent</u>	380
<u>Poughkeepsie</u>	97,169
<u>Rhinecliff</u>	201,316
<u>Rochester</u>	130,306
<u>Rome</u> (b)	6,146
<u>Rouses Point</u>	1,255
<u>Saratoga Springs</u>	38,170
<u>Schenectady</u>	50,950
<u>Syracuse</u>	131,487
<u>Utica</u>	60,330
<u>Westport</u>	5,626
<u>Whitehall</u>	1,653
<u>Yonkers</u>	28,223
Total New York Station Usage:	12,529,224

- (a) *Empire trains diverted to Grand Central during summer track work program at Penn, 5/26/18 through 9/3/18.*
- (b) *Rome station closed from 7/4/18 due to ceiling collapse in tunnel leading to platform. The station reopened 12/17/18, during FY19.*

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains "preference" over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Illinois with each service's host railroads and on-time performance (OTP) in FY18:

Service	Host Railroads	FY18 OTP
<i>Acela Express</i>	Amtrak and Metro-North Railroad	77.6%
<i>Northeast Regional</i>	Amtrak, CSX, Metro North Railroad, and Norfolk Southern	79.6%
<i>Keystone</i>	Amtrak	91.6%
<i>Adirondack</i>	Canadian National, Canadian Pacific, Amtrak, and Metro North Railroad	71%
<i>Empire Service (NYP-ALB)</i>	Amtrak and Metro North Railroad	89.5%
<i>Empire Service (NYP-Niagara Falls)</i>	CSX, Amtrak, and Metro North Railroad	68.9%
<i>Ethan Allen Express</i>	Canadian Pacific, Amtrak, Metro North Railroad, Vermont Railway	86.6%
<i>Maple Leaf</i>	CSX, Amtrak, and Metro North Railroad	60.7%
<i>Cardinal</i>	CSX, Norfolk Southern, and Buckingham Branch Railroad	53.5%
<i>Crescent</i>	Norfolk Southern	31.3%
<i>Palmetto</i>	CSX	57.9%
<i>Silver Meteor</i>	CSX, Florida Department of Transportation, and Florida Central Rail Corridor	43.6%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Department of Transportation, and Florida Central Rail Corridor	37.6%
<i>Carolinian</i>	CSX and Norfolk Southern	52.8%
<i>Pennsylvanian</i>	Norfolk Southern	73.2%
<i>Vermont</i>	Massachusetts Department of Transportation, Metro North, and New England Central	61.3%

"On-time performance" represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

Amtrak Guest Rewards

At the end of FY18, there were **886,576** members of the Amtrak Guest Rewards program in New York. This is a 10.4% increase from 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 2018 guide is the 15th 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 trains are being 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 busy 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 trains will operate along the NEC initially at speeds up to 160 mph and will be capable of speeds up to 186 mph, 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 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 summer 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 completed its renewal work in the summer of 2018. Amtrak crews safely and successfully worked to reconstruct three major assets in New York City: The Empire Tunnel and Spuyten Duyvil Bridge, which provides train access between upstate New York and New York Penn Station, as well as renewal work on track 19 in New York Penn Station. With these projects now complete, Amtrak customers and commuters will have a more reliable service at Penn Station.

During the fall of 2018, Amtrak began work on JO Interlocking located at the east end of the station complex. This work took place on weekends only, between Friday, September 21 and Monday, December 17. All work was prioritized allowing weekend work to be complete before the Monday morning rush.

The Infrastructure Renewal Program is one element of Amtrak’s plan to modernize stations, infrastructure and equipment on the Northeast Corridor.

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.

The Gateway Program is in the planning and design phase and a reliable program cost estimate has not yet been developed. Amtrak has directed more than \$300 million, mostly from federal sources, to the Gateway Program since 2012. This includes approximately \$74 million for planning and pre-construction work and \$235 million to the Hudson Yards concrete casing from federal Sandy Resiliency funding under the Disaster Relief Appropriations Act of 2013.

Amtrak is an active partner in the Gateway Program Development Corporation, a non-profit organization established in 2016 to effectuate the planning, financing and delivery of the Program. The first phase of the Gateway Program includes the Hudson Tunnel and Portal Bridge Replacement projects.

New York Governor Andrew Cuomo recently toured the Hudson Tunnel in an effort to push for federal funding.

Hudson (North River) Tunnels: The high level of traffic in the existing North River Tunnel – approximately 450 trains per weekday – means that without this project, taking one of the North River Tunnel tubes out of service for necessary repairs would severely reduce rail service because the remaining tube would have to accommodate two-way traffic. This very significant reduction in capacity would have a devastating effect on New York and New Jersey commuters who cross the Hudson daily, Amtrak passengers, and the regional and national economies.

Approximately 200,000 daily passenger trips take place in the existing North River Tunnel, which was completed by the Pennsylvania Railroad in 1910. The tunnel consists of two, single-track, electrified rail tubes, which provide the only passenger rail connections between Manhattan and New Jersey, and the rest of the Northeast Corridor to the south. In October 2012 the tunnel was inundated with millions of gallons of salt water during Super Storm Sandy, leaving behind corrosive chlorides, which continue to damage the concrete tunnel liner and bench walls, which house critical electrical and signaling systems that support train operations in the tunnel.

The Federal Railroad Administration announced its intent to jointly prepare an Environmental Impact Statement (EIS) for the Hudson Tunnel Project with NJ TRANSIT on May 2, 2016 pursuant to the National Environmental Policy Act (NEPA). The FRA and NJ TRANSIT are coordinating with Amtrak, the owner of the existing North 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. The Draft Environmental Impact Statement released July 2017 can be viewed at <http://www.hudsonunnelproject.com/deis.html>.

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.

To protect the future rail right-of-way through the Hudson Yards, two sections of the concrete casing have been built underground in the block bordered by 10th and 11th Avenues and 30th and 33rd Streets. Construction of the first 800-foot section (between 10th and 11th Avenues) began in August 2013 and was completed about a year later. The second section extended the project west another 105 feet under the 11th Avenue viaduct in Manhattan and was completed in 2016. The next step involves extending the casing on a diagonal alignment from 11th Avenue to 30th Street, in coordination with the westward development of Hudson Yards.

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 not 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 bridge, known as Portal North Bridge, is designed as a high-level, fixed-span bridge, eliminating the movable components and risk of malfunction. The new bridge is estimated to cost approximately \$1.5 billion. Partners including the Port Authority of New York and New Jersey, NJ TRANSIT, Amtrak, and U.S. DOT are currently developing a funding and financing plan so that construction can proceed as soon as possible. The recently completed design process involved a preliminary design phase, for which costs of \$31 million were shared between NJ TRANSIT and Amtrak, and final design, funded by a Federal Railroad Administration grant of \$38.5 million.

A second, two-track Portal South Bridge span is proposed as part of the Gateway Program and when complete will double train capacity along this critical length of the Northeast Corridor. Planning and design of Portal South Bridge 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 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 public grade crossings** – as part of the overall signal project, crossing upgrades between Poughkeepsie and Albany-Rensselaer, completed late 2016.

Amtrak partnered with the NYSDOT 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: NYSDOT secured \$20 Million in funding consisting of both Federal grants and State funds for the construction of a new Train Station. The prior Amtrak station was demolished in June 2017 and construction of a new one was completed in the fall of 2018. The new station opened on October 17, 2018.

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. The Rochester Station was renamed the Louise M. Slaughter Train Station in 2018 after the longtime U.S. Congresswoman from Rochester, who was very instrumental in fostering the station project. Representative Slaughter passed away in March 2018.

Rome: A ceiling collapse in the tunnel leading to platform forced closure of entire station, starting July 4, 2018. After temporary repairs, service resumed on December 17, 2018. Full repairs will occur in 2019.

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.

New Thruway Connecting Bus Service

- **Trailways of New York** – As of July 2018, Amtrak provides a Thruway bus service, in partnership with Trailways of New York, for customers to connect to the *Empire Service*, *Lake Shore Limited*, and *Maple Leaf* trains across New York State. Convenient and affordable bus connections are available at Amtrak stations in Rochester, Syracuse, Utica, and Saratoga Springs, New York and will be taking customers to new locations, including Cooperstown, Cortland, Ithaca, Glens Falls, Lake George and Oneonta.
- **Western, NY** – Amtrak offers connecting Thruway Bus service to/from select *Empire Service* trains at Buffalo-Exchange Street Station serving Fredonia, Dunkirk, and Jamestown, NY.
- **Lake Placid, NY** – Amtrak offers connecting Thruway Bus service to/from Lake Placid, NY at the Westport, NY Station along the *Adirondack* Train route.

AMTRAK ROUTES IN NEW YORK

