



Amtrak Fact Sheet Fiscal Year 2019 *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 FY19 Amtrak served the following New York locations:

<u>City</u>	<u>Boardings & Alightings</u>
<u>Albany-Rensselaer</u>	806,960
<u>Amsterdam</u>	11,183

Buffalo-Depew	107,780
Buffalo-Exchange Street	43,384
Croton-Harmon	46,403
Fort Edward	9,365
Fort Ticonderoga	2,008
Hudson	237,268
New Rochelle	96,057
New York City (Penn Station)	10,811,323
Niagara Falls	34,965
Plattsburgh	13,386
Port Henry	2,846
Port Kent	402
Poughkeepsie	109,877
Rhinecliff	211,139
Rochester	132,434
Rome	6,924
Rouses Point	1,454
Saratoga Springs	41,611
Schenectady	62,180
Syracuse	131,515
Utica	63,968
Westport	4,733
Whitehall	1,893
Yonkers	32,109
Total New York Station Usage:	13,023,212

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 New York with each service's host railroads and on-time performance (OTP) in FY19:

Service	Host Railroads	FY19 OTP
<i>Acela Express</i>	Amtrak and Metro-North Railroad	86.6%
<i>Northeast Regional</i>	Amtrak, CSX, Metro-North Railroad, and Norfolk Southern	85.9%
<i>Keystone</i>	Amtrak	93.3%
<i>Adirondack</i>	Canadian National, Canadian Pacific, Amtrak, and Metro-North Railroad	71.3%

Service	Host Railroads	FY19 OTP
<i>Empire Service (NYP-ALB)</i>	Amtrak and Metro-North Railroad	93.3%
<i>Empire Service (NYP-Niagara)</i>	CSX, Amtrak, and Metro-North Railroad	69.8%
<i>Ethan Allen Express</i>	Canadian Pacific, Amtrak, Metro-North Railroad, Vermont Railway	89.7%
<i>Maple Leaf</i>	CSX, Amtrak, and Metro-North Railroad	68.8%
<i>Cardinal</i>	CSX, Norfolk Southern, and Buckingham Branch Railroad	50.0%
<i>Crescent</i>	Norfolk Southern	28.7%
<i>Palmetto</i>	CSX	62.8%
<i>Silver Meteor</i>	CSX, Florida Department of Transportation, and Florida Central Rail Corridor	49.4%
<i>Silver Star</i>	CSX, Norfolk Southern, Florida Department of Transportation, and Florida Central Rail Corridor	35.8%
<i>Carolinian</i>	CSX and Norfolk Southern	56.3%
<i>Pennsylvanian</i>	Norfolk Southern	67.4%
<i>Vermonter</i>	Massachusetts Department of Transportation, Metro-North, and New England Central	81.4%

“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 FY19, there were **960,143** members of the Amtrak Guest Rewards program in New York. This is an 8% increase from FY18.

Procurement

Amtrak spent \$213,586,654 on goods and services in New York in FY19, including at:

<u>City</u>	<u>Amount</u>
Champlain	\$ 1,838,134
East Farmingdale	\$ 14,712,791
Hornell	\$ 21,840,109
Latham	\$ 8,554,161
New Windsor	\$ 2,165,985
New York City	\$ 148,825,349
Orchard Park	\$ 1,180,737
West Henrietta	\$ 2,673,333

Employment

At the end of FY19, Amtrak employed 1,578 New York residents. Total wages during FY19 of Amtrak employees living in New York were \$134,932,543.

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 2019 guide is the 16th 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 2020, 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 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 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.

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. 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.

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 built by the Pennsylvania Railroad and completed 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 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 in 2017 can be viewed at <http://www.hudsontunnelproject.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.

Fully designed and permitted, early construction work on this project began in the summer of 2017. This work is funded by a TIGER grant to NJ TRANSIT and includes the realignment of a 138kV transmission pole, the installation of new fiber optic cable poles, the construction of a construction access structure known as a finger pier, the steel bridge structure over the Jersey City Municipal Utility Authority water main, and a retaining wall just west of the Frank R. Lautenberg Station at Secaucus Junction. Funding for approximately 50% of the estimated project cost has been committed by funding partners Amtrak, NJ TRANSIT and the Port Authority of New York & New Jersey (PANYNJ). The project was accepted into the Federal Transit Administration's Capital Investment Grant Project Development pipeline in July 2016. Construction of this nationally significant project can start as soon as a federal financial commitment is in place. The new Portal North Bridge is estimated to cost approximately \$1.5 billion. Partners including the PANYNJ, NJ TRANSIT, Amtrak, Gateway Program Development Corporation and the U.S. Department of Transportation are developing a funding and financing plan so construction can proceed as soon as possible.

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

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.
- **Installation of Positive Train Control** – In 2019 Amtrak completed installation of the Positive Train Control system (PTC) along the 96 miles of the Hudson Line between Poughkeepsie and just west of Schenectady. The \$33-million federally mandated project enhanced safety of the signal system and train operations along the route.

Amtrak partnered with the NYSDOT and CSX Transportation to construct the improvements after reaching an agreement with CSX to lease that portion of the Empire Corridor. In 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.

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 and its partners are working together to create the future home of Amtrak’s New York City passenger operations within the new Train Hall in Moynihan Station. Moynihan Station expands the nation’s busiest train station, New York Penn Station, across 8th Avenue into the historic James A. Farley Post Office Building. Moynihan Station will offer enhanced passenger facilities for Amtrak’s NEC and long-distance travelers, including accessibility for passengers with disabilities, all within a grand Train Hall featuring a sky-lit atrium. In concert with the forthcoming renovation of Penn Station, to better serve commuter rail passengers and Amtrak’s intercity passenger arrivals, expansion of Amtrak’s passenger services into the new Moynihan Station will relieve existing station crowding and improve passenger comfort and security. The Moynihan Train Hall is expected to be completed in 2021.

Albany-Rensselaer: Amtrak and NYSDOT demolished two former Albany-Rensselaer station buildings in 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 2016. In 2017, platform extensions and replacement of yard signals were completed, allowing for more efficient passenger boarding and better on-time performance.

Buffalo-Exchange Street: NYSDOT began construction of a new \$27.7 million station in 2019. Located near such popular downtown destinations as Canalside and the Key Bank Arena, the new station will be constructed on the same grounds as the prior 66-year-old station, but will be elevated and moved closer to the street to improve access and visibility. A planned second phase

of the project will expand the station further to accommodate intercity bus service and additional train routes, creating a truly intermodal transit center for downtown Buffalo. The project is expected to be completed in the Fall of 2020.

Niagara Falls: Service to the new Intermodal station began in 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.

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 on March 25, 2019, after the late U.S. Congresswoman from Rochester, who served in Congress for 31 years and was very instrumental in the planning, procurement of funding, and the construction of the new Station.

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 2017 and the new one opened on October 17, 2018.

New Thruway Connecting Bus Service

- **Trailways of New York** - 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.

AMTRAK ROUTES IN NEW YORK

