



Amtrak in New York

Fiscal Year 2025



Amtrak is America's Railroad,® created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2025, the company's 21,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 34.5 million passengers. Amtrak's network includes 526 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Amtrak Connections offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2025, Amtrak operated an average of **around 130 intercity trains per day** on 16 permanent routes and 1 seasonal route serving New York, with **15,612,105 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

- **Northeast Corridor Trains**
 - **Acela** — Boston (BOS & BBY) - Westwood (Route 128) - Providence - New Haven - New York - Philadelphia - Baltimore - Washington, DC (*12 round trips daily in FY 2025, increased to 13 round trips daily in FY 2026*)
 - **Northeast Regional** — Boston (BOS & BBY) - Westwood (Rte. 128) - Providence - New Haven - New York - Philadelphia - Baltimore - Washington, DC (*23 round trips daily*)
- **State-Supported Trains**
 - **Adirondack** — New York - Poughkeepsie - Albany - Saratoga Springs - Montréal (*1 round trip daily*)
 - **Berkshire Flyer** — Pittsfield - Albany - Poughkeepsie - New York (*seasonal: summer only; 2 northbound trains (Fri. & Sun.) & 1 southbound train (Sun.) per week; service suspended in FY 2025 due to sinkhole under track in East Greenwich with planned return in FY 2026*)
 - **Carolinian** — New York - Philadelphia - Baltimore - Washington, DC - Richmond - Raleigh - Charlotte (*1 round trip daily*)
 - **Empire Service** — Two routes linking New York City with points north and west, all serving New York – Albany with seven daily round trips:
 - **Empire South** — New York - Poughkeepsie - Albany (*5 round trips daily in FY 2025, restored 6th round trip in FY 2026*)
 - **Empire West** — New York - Poughkeepsie - Albany - Syracuse - Rochester - Buffalo (BUF & BFX) - Niagara Falls (*2 round trips daily*)

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.

- **Ethan Allen Express** — New York - Poughkeepsie - Albany - Saratoga Springs - Rutland - Burlington (*1 round trip daily*)
- **Keystone Service** — New York - Philadelphia - Harrisburg (*13 round trips daily*)
- **Maple Leaf** — New York - Poughkeepsie - Albany - Syracuse - Rochester - Buffalo (BUF & BFX) - Niagara Falls - Toronto (*1 round trip daily*)
- **Pennsylvanian** — New York - Philadelphia - Harrisburg - Pittsburgh (*1 round trip daily*)
- **Vermonter** — St. Albans - Essex Junction (*Burlington*) - Springfield - Hartford - New Haven - New York - Philadelphia - Baltimore - Washington, DC (*1 round trip daily*)

▪ **Long-Distance Trains**

- **Cardinal** — New York - Philadelphia - Baltimore - Washington, DC - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago (*3 round trips weekly*)
- **Crescent** — New York - Philadelphia - Baltimore - Washington, DC - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans (*1 round trip daily*)
- **Lake Shore Limited** — New York / Boston - Albany - Syracuse - Rochester - Buffalo (BUF) - Erie - Cleveland - Toledo - Chicago (*1 round trip daily*)
- **Palmetto** — New York - Philadelphia - Baltimore - Washington, DC - Richmond - Fayetteville - Charleston - Savannah (*1 round trip daily*)
- **Silver Meteor** — New York - Philadelphia - Baltimore - Washington, DC - Richmond - Fayetteville - Charleston - Savannah - Orlando - Miami (*1 round trip daily*)

As **State-Supported routes**, the *Adirondack*, *Berkshire Flyer (seasonal)*, *Empire Service*, *Ethan Allen Express*, and *Maple Leaf* are operated in partnership with the **New York State Department of Transportation** (NYSDOT; *Adirondack*, *Berkshire Flyer*, *Empire Service*, *Ethan Allen Express*, and *Maple Leaf*), Massachusetts Department of Transportation (MassDOT; *Berkshire Flyer*), and Vermont Agency of Transportation (VTrans; *Ethan Allen Express*). Outside the Boston-to-Washington Northeast Corridor (NEC), Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) requires that short- and middle-distance Amtrak routes (i.e., those less than 750 miles in length) be State-Supported; in other words, sponsoring partners fund the majority of those routes' costs and make decisions about schedule, frequency, and other aspects of service.

In FY 2025, sponsoring partners funded a total of \$8.3 million in operating payments for the State-Supported routes serving New York, helping support a combined total ridership on those routes³ of 1,988,797.

Amtrak Connections

Some Amtrak routes offer partner-operated **Amtrak Connections** and/or other interline connections to additional communities (including in New York), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners, or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through

³ Unlike state- / station-specific ridership, total *route* ridership equals sum of all boardings and alightings divided by two.

Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

Stations

During FY 2025, Amtrak intercity trains made scheduled stops at 26 locations in New York:

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁴
Albany-Rensselaer (ALB)	920,779	Partial	Complete	\$90,382
Amsterdam (AMS)	13,737	Sole	FY 27	3,119,887
Buffalo (Depew) (BUF)	113,519	Partial	FY 27	\$5,171,781
Buffalo (Exchange St.) (BFX)	51,269	Partial	FY 28	\$35,551
Croton-Harmon (CRT)	61,926	None	N/A	—
Ft. Edward - Glens Falls (FED)	8,590	Sole	Complete	\$1,430,334
Ft. Ticonderoga (FTC)	1,750	Sole	Complete	\$1,888,463
Hudson (HUD)	274,515	Partial	Complete	\$2,639,288
New Rochelle (NRO)	155,000	None	N/A	—
New York (Penn. Station) (NYP)	13,037,414	Partial	Pending	\$1,265,856
New York State Fair (NYF)	3,821	N/A	N/A	—
Niagara Falls (NFL)	36,522	None	N/A	—
Plattsburgh (PLB)	10,744	Partial	FY 26	\$7,216,258
Port Henry (POH)	1,026	Partial	Complete	\$3,043,406
Port Kent (PRK)	—	Sole	Complete	\$2,075,248
Poughkeepsie (POU)	137,123	None	N/A	—
Rhinecliff (RHI)	218,942	Sole	FY 29	\$4,121,146
Rochester (ROC)	153,125	Sole	Complete	—
Rome (ROM)	12,486	Partial	FY 29	\$3,012,947
Rouses Point (RSP)	1,276	Partial	Complete	\$408,087
Saratoga Springs (SAR)	37,146	Partial	FY 27	\$9,131,070
Schenectady (SDY)	63,212	Partial	FY 28	\$2,303,546
Syracuse (SYR)	161,900	Partial	Complete	\$740,661
Utica (UCA)	83,975	Partial	FY 30	\$7,221,762
Westport (WSP)	3,625	Partial	Complete	\$2,918,112
Whitehall (WHL)	1,527	Sole	Complete	\$1,441,752
Yonkers (YNY)	47,156	None	N/A	—
Total:	15,612,105	21/27	In Progress	\$59,275,539

* Status reflects third-party investments in Amtrak-responsible station components.

⁴ "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.

Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 382 communities nationwide, including a **\$59.3 million investment in New York**. All Amtrak-responsible work is targeted for completion by the end of CY 2029.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

Additional Footprint

The Boston-to-Washington **Northeast Corridor**, currently America's only electrified high-speed rail corridor, passes through New York; Amtrak owns, maintains, and/or operates most of the NEC, including track in New York south of New Rochelle, and provides access to other railroads under a cost allocation methodology consistent with statute. For instance, Amtrak-owned track in New York is used by New Jersey Transit (NJT) and Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) commuter trains. Under the terms of a long-term lease from CSX, Amtrak also maintains and operates a 94-mile segment of the unelectrified **Hudson Line / Empire Corridor** between Poughkeepsie and Hoffmans, northwest of Schenectady, and owns two additional, shorter segments outright. Nearly all freight rail traffic to and from New York City and Long Island travels over the NEC and/or the Amtrak-leased portion of the Hudson Line/Empire Corridor. To support this critical rail infrastructure, Amtrak maintains **maintenance-of-way facilities** in New York City and Rensselaer.

Amtrak employees perform maintenance work on locomotives, passenger cars, and/or *Acela* trainsets at New York City's **Sunnyside Yard** and the **Albany-Rensselaer Yard**; significant improvements are planned for both locations to ensure that Amtrak can service next-generation equipment, including new *Airo* trainsets that will carry *Northeast Regional* and state-supported passengers in the coming years. Amtrak trains are also supported by a **turnaround maintenance location** in Niagara Falls (Amtrak-staffed), which services both locomotives and passenger cars.

New York also hosts one of Amtrak's three **Centralized Electrification and Traffic Control** (CETC) train dispatching centers, which manage NEC train movements. Additionally, Amtrak maintains **crew bases** in New York City, Albany-Rensselaer, and Niagara Falls. The company also maintains a **commissary** and **corporate offices** in New York City.

Notably, New York's **Penn Station**—which includes the **Moynihan Train Hall** expansion, completed in early 2021—is the busiest railroad station in the Western Hemisphere. More than 13 million intercity passengers boarded or alighted there during FY 2025.

Host Railroads & On Time Performance

Outside the NEC, most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are required to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in New York, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁵ in FY 2025:

Route	In-State Host(s)	C-OTP
<i>Northeast Corridor</i>		
<i>Acela</i>	Amtrak, Metro-North	82.4%
<i>Northeast Regional</i>	Amtrak, Metro-North	75.0%
<i>State-Supported</i>		
<i>Adirondack</i>	Amtrak, CPKC, Metro-North	62.3%
<i>Berkshire Flyer</i>	Amtrak, CSX, Metro-North	49.9%
<i>Carolinian</i>	Amtrak	60.9%
<i>Empire Service</i>	Amtrak, CSX, Metro-North	75.4%
<i>Ethan Allen Express</i>	Amtrak, CPKC, Metro-North, Vermont Railway	67.0%
<i>Keystone Service</i>	Amtrak	87.7%
<i>Maple Leaf</i>	Amtrak, CSX, Metro-North	66.5%
<i>Pennsylvanian</i>	Amtrak	74.2%
<i>Vermont</i>	Amtrak, Metro-North	71.6%
<i>Long-Distance</i>		
<i>Cardinal</i>	Amtrak	51.6%
<i>Crescent</i>	Amtrak	75.3%
<i>Lake Shore Limited</i>	Amtrak, CSX, Metro-North	71.7%
<i>Palmetto</i>	Amtrak	63.5%
<i>Silver Meteor</i>	Amtrak	49.4%

Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 2,065,790 members listing an address in New York. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

⁵ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

Procurement

Amtrak's procurements are subject to "Buy America"-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$5.7 billion for goods and services in FY 2025; 99% of that amount was spent domestically, and **\$938.0 million** went to vendors in New York:

Community	Amount Spent
New York	\$782,066,271
Hornell	\$90,956,857
Syosset	\$15,777,467
Bohemia	\$11,496,151
Albany	\$5,121,004
White Plains	\$3,803,616
New Windsor	\$2,792,140
Holbrook	\$2,578,360
West Harrison	\$2,328,183
West Henrietta	\$2,267,534
Central Islip	\$2,226,242
Pearl River	\$1,934,976
Orchard Park	\$1,828,227
Loudonville	\$1,538,394
New Rochelle	\$1,191,911
Cattaraugus	\$1,130,279
Hauppauge	\$1,055,406
Latham	\$843,719
Plattsburgh	\$691,735
Champlain	\$632,211
Lewiston	\$512,511
Suffern	\$497,500
Watertown	\$486,682
Farmingdale	\$470,320
Islandia	\$452,396
Syracuse	\$430,393
Smithtown	\$414,598
Port Washington	\$384,994
Troy	\$359,388
Middle Village	\$326,193
Schenectady	\$319,741
All Others <\$300k	\$6,495,590
Total Payments	\$943,410,989

The single largest in-state payment category was **construction services**.

Employment & Compensation

At the end of FY 2025, **2,041 Amtrak employees** lived in New York, and the company had paid out a total of **\$193,893,346 in base wages and salary** in-state. Nationwide, Amtrak employed more than 21,000 active workers; total base wages and salaries for the year were approximately \$2.2 billion.

Current Amtrak Routes in New York

(“Northeast Corridor” hosts Acelas, Northeast Regionals, and State-Supported and Long-Distance trains.)

