



Amtrak Fact Sheet, Fiscal Year 2011

State of New York

New York FY11 at a Glance

- Approximately 140 Amtrak trains a day
- Nearly 11 million riders at New York stations
- Over \$101 million in Amtrak procurement
- 1,582 residents employed by Amtrak
- Total resident employee wages, over \$118 million
- Amtrak-State partnership: New York-Montreal *Adirondack*

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 long-distance 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 long-distance 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 shorter-distance trains that originate or terminate New York:

- 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 FY11 Amtrak served the following New York locations:

<u>City</u>	<u>Boardings + Alightings</u>
<u>Albany-Rensselaer*</u>	769,626
<u>Amsterdam</u>	8,682
<u>Buffalo-Depew</u>	120,631
<u>Buffalo-Exchange Street</u>	34,384
<u>Croton-Harmon</u>	42,562
<u>Fort Edward</u>	8,867
<u>Fort Ticonderoga</u>	1,627
<u>Hudson</u>	156,189
<u>New Rochelle</u>	79,264
New York City (Penn Station)**	8,995,551
<u>Niagara Falls</u>	28,943
<u>Plattsburgh</u>	12,401
<u>Port Henry</u>	2,160
<u>Port Kent</u>	692
<u>Poughkeepsie</u>	84,236
<u>Rhinecliff</u>	163,205
<u>Rochester</u>	140,222
<u>Rome</u>	9,190
<u>Rouses Point</u>	1,498
<u>Saratoga Springs</u>	29,742
<u>Schenectady</u>	58,127
<u>Syracuse</u>	155,683
<u>Utica</u>	63,673
<u>Westport</u>	4,520
<u>Whitehall</u>	1,655
<u>Yonkers</u>	20,987
Total New York Station Usage:	10,994,317
	(up 7.0% from FY10)

* 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 placed orders valued at \$101,165,502 for goods and services in New York during FY11. Much of this was in the following locations:

City	Amount
Albany	\$ 2,118,488
Bohemia	\$ 2,382,370
Latham	\$ 7,859,422
New Rochelle	\$ 2,044,786
New Windsor	\$ 3,189,835
New York City	\$ 65,555,461
Orchard Park	\$ 1,295,056

Plattsburgh	\$	2,155,051
West Henrietta	\$	3,885,942

Amtrak on July 23, 2010, announced an order of 130 new single-level rail cars to support its long-distance 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, New York. Expected delivery of the first car is in October 2012.

Employment

At the end of FY11, Amtrak employed 1,582 New York residents. Total wages of Amtrak employees living in New York were \$118,285,564 during FY11.

Major Facilities

Approximately 500,000 passengers a day pass through New York Penn Station. This terminal is served by Long Island Rail Road and New Jersey Transit trains, as well as Amtrak’s intercity services. Together, these three 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.

State Partnerships

Amtrak provides *Adirondack* service (New York-Albany-Montreal) in partnership with the state, which pays an annual fee to Amtrak to operate the train north of Albany. The *Adirondack* route has been named “one of the 10 best rail trips in the world” by *National Geographic Traveler* magazine.

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 2011 guide is the 8th annual edition.

Commuter Partnerships

The New York Tunnels Fire/Life Safety Program (Amtrak, FRA, Long Island Rail Road, New Jersey Transit) was initiated in the mid-1990’s to bring existing tunnels under the East and Hudson Rivers to a state of good repair, install standpipes, improve ventilation and emergency evacuation capabilities, and make other improvements. Most of the fire/life safety improvements have been completed or are now under construction. Future phases of the program are expected to concentrate on structural and related improvements.

Northeast Corridor Improvements

A major improvement on Amtrak's Northeast Corridor is funded through the Federal Railroad Administration High Speed Intercity Passenger Rail (HSIPR) grant award of \$295 million to New York State for the NEC Harold Interlocking Amtrak Bypass Route. This project will alleviate major delays for trains coming in and out of Manhattan with new routes that allow Amtrak trains to bypass the busiest passenger rail junction in the nation. This project will improve Harold Interlocking, north of Penn Station on the NEC, at Sunnyside Yard in Queens, NY.

Empire Corridor Improvements

The New York State Department of Transportation (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;
- **Albany-Rensselaer station** – 4th track (see station section below);
- **Schenectady station** - new platform;
- **Replacement of old signal pole lines** - new underground cables between Poughkeepsie and Red Hook (north of Rhinecliff);
- **Upgrading of three at-grade public rail crossings.**

These projects are underway with construction anticipated to begin in 2012. Amtrak has partnered with the NYSDOT and CSX Transportation to construct the improvements and reached a historic agreement with CSX Transportation to lease approximately 100 miles of the Empire Corridor between Poughkeepsie and Schenectady, to allow construction to begin in 2012. These 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;
- **Rochester Area – Third Main Track** - This HSIPR project will provide New York with \$54.59 million to construct 11 miles of new third mainline track between Rochester and Batavia.

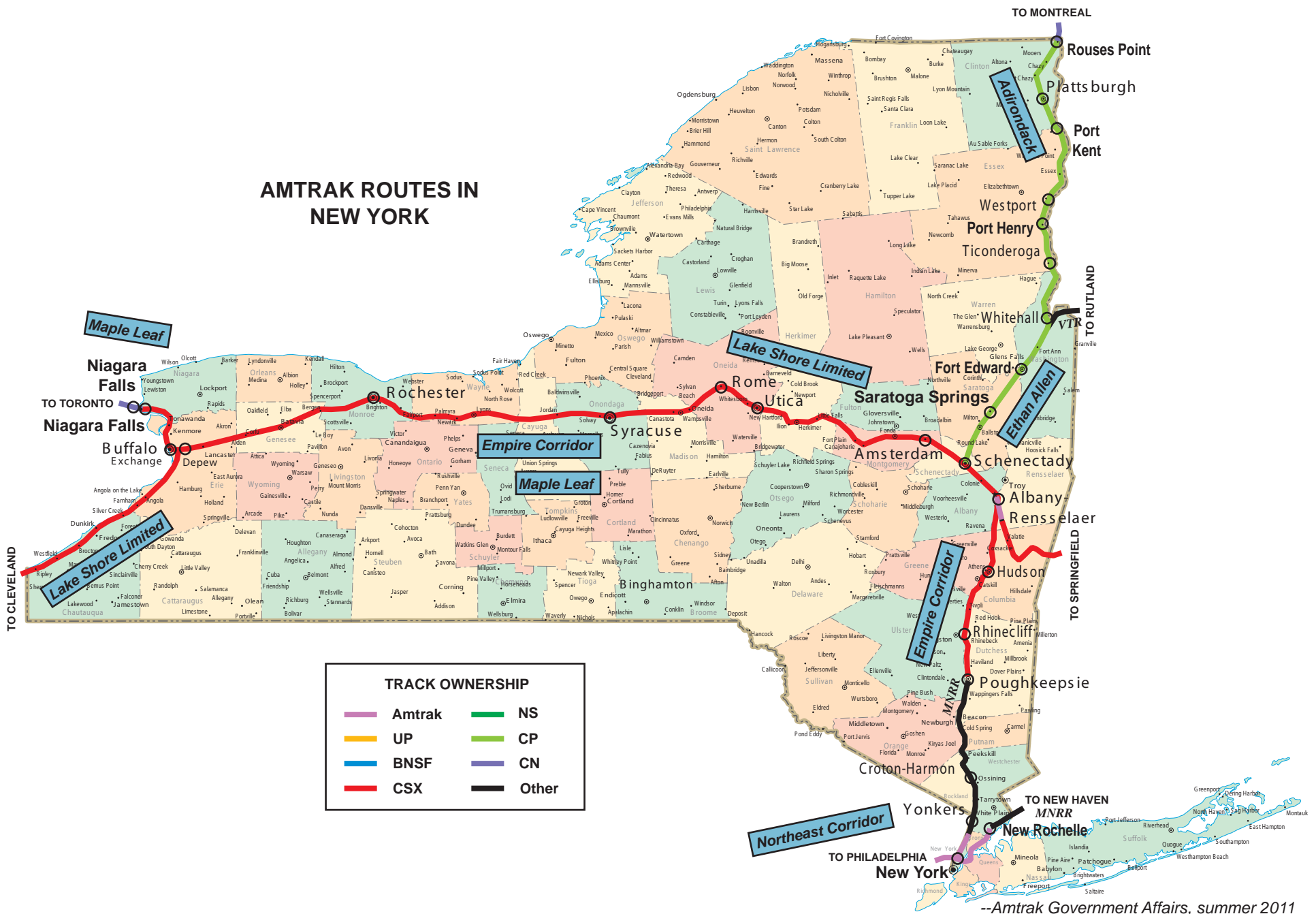
Adirondack Service Improvements

Improvements to this route will be accomplished by construction of a second main track between Ballston Spa and Saratoga. This benefit of the project will be congestion relief and improved service reliability. Construction should begin in 2012 with high speed rail and state funds.

Station Improvements

- **New York - Moynihan:** A groundbreaking for Phase I of the Moynihan Station, to be located in the historic Farley Post Office Building, was held on October 18, 2010. At the same event, the 100th anniversary of the opening of Pennsylvania Station also was observed. The U.S. Department of Transportation is providing \$83 million in ARRA TIGER (Transportation Improvements Generating Economic Recovery) funds which, combined with other state, local and federal funds, total \$268 million for Phase I. The major components include expansion of the West End Concourse under 8th Avenue to serve 9 of the 11 existing train platforms underground, new vertical access from the expanded concourse to the train platforms, new exits from the Farley Building (new Moynihan Station) at 8th Avenue and 31st and 33rd Streets, and an expanded passenger walkway under 8th Avenue to the existing Penn Station. Subsequent phases will include a new train hall in the Farley Building and the ultimate renovation of Penn Station itself.
- **Albany-Rensselaer:** Amtrak and the New York State Department of Transportation 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) is currently under final design and will increase station capacity and improve operating flexibility, leading to more efficient passenger boarding and better on-time performance.
- **Schenectady:** The Capital District Transportation Authority (CTDA) received a \$4.2 million state grant in 2010 towards the design and construction of a new Schenectady Rail station. The current train station was built in 1979 by NYSDOT and Amtrak to replace an older station constructed in the early 1900s and subsequently demolished. The new intermodal station project currently under final design focuses on creating a practically scaled building, while improving the site and customer access.
- **Rochester:** The Rochester Intermodal Station project has received \$1.54 million in federal High Speed Intercity Passenger Rail (HSIPR) funds for preliminary engineering and environmental activities. Work to replace the existing station with a new intermodal facility is underway with public scoping meetings expected to begin in Fall 2011.
- **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 is expected to begin in spring 2012 and finish in fall 2012.
- **Niagara Falls:** Plans for a new intermodal station at Niagara Falls have advanced to the final design stage. A federal TIGER grant of \$16.5 million has been 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. Groundbreaking was August 24, 2010; completion of the passenger rail portion is currently scheduled for 2013.

AMTRAK ROUTES IN NEW YORK



TRACK OWNERSHIP	
— Amtrak	— NS
— UP	— CP
— BNSF	— CN
— CSX	— Other