



Empire State Passengers Association

**Working For A Balanced
Public Transportation
Network For New Yorkers**

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ESPA EXPRESS

*News From The
Empire State Passengers Association*

MARK YOUR CALENDAR!

**2022
ESPA Annual
Meeting**

Saturday, March 12, 2022

**See Complete Details
On Page 3**

In This Issue...

Rhinecliff Station Improvements Advance

**Infrastructure Bill Passed
66\$ Billion For Rail**

Ethan Allen Express Schedule Change

**Amtrak Introduces New Self-Service
Ticket Kiosks**

**ESPA Testifies At Assembly
Transportation Hearing**

**Metro North Penn Station Access
Project Contract Awarded**

NYS Riderships Stats

**Stephen Gardner Appointed Amtrak
President/CEO**

And Much More...

Rhinecliff Station Improvements Advancing

- Steve Strauss

Amtrak is finalizing plans for a major refurbishment of the historic Rhinecliff station which will include installation of full ADA-accessible pathways from the upper parking areas to the station and down to the platform level. The project also includes repair and replacement of station components in full compliance with standards for historic buildings. The scope includes construction of a new 6-car length high-level platform and replacement of the elevator connecting the upper-level station with the trackside platform.



Rhinecliff's current platform

Upstairs in the station the project will replace existing bathroom fixtures with new ADA-compliant fixtures; reconfigure the ticket counter; repair exterior brick work, doors and windows; replace most roof components and construct ramps to make the station fully ADA accessible. Amtrak will mill and repave the parking areas, improve the drainage systems and improve the large retaining wall at the track level.

As first reported at ESPA's annual meeting last March, the track work will commence in federal fiscal year FY22 (which began on October 1st); station work will follow in FY23. Key historic elements of the original platform canopy will be saved to be re-installed on the new high-level platform, along with reproductions of other historic elements. (Continued on Page 6 - Rhinecliff)

Infrastructure Bill Becomes Law - Tony Rudmann

After years of discussion followed by no action, the US Congress has passed and the President has signed into law the first major improvement in America's crumbling infrastructure. Known as the Infrastructure Investment and Jobs Act (IIJA), over five years the new law will earmark billions of dollars to the nation's roads, bridges, rail facilities, ports and airports to improve their long-ignored facilities.

This legislation will undo decades of disinvestment in the U.S. passenger rail network and unleash the potential for Amtrak passengers to see refurbished and new trains, upgraded train stations and platforms, added train frequencies, and more connections.

(Continued On Page 2 - Infrastructure)

Infrastructure (Continued From Page 1)

According to data provided by the national [Rail Passengers Association](#), the IISA benefits will be spread across Amtrak's Northeast Corridor, National Network and State Supported operations.

Amtrak's National Network will receive \$16 billion in the five years with eligible projects including acquisition of new passenger rolling stock, upgraded and expanded storage and maintenance facilities, and full compliance with the Americans with Disabilities Act. Also eligible is eliminating the deferred capital work on Amtrak-owned railroad assets. The federal Department of Transportation is required to provide Congress a detailed plan to spend the first year's money within 180 days of IISA enactment. A similar report to Congress must be submitted thereafter as part of the Transportation Department's annual budget submission.

Amtrak's Northeast Corridor is slated to receive \$6 billion for eligible projects such as new equipment, better facilities, full ADA compliance, and carrying out capital renewal backlog projects. Amtrak is required to submit the same reports on the NEC to Congress as the National Network.

The law earmarks \$36 billion over five years for the Federal-State Partnership for Intercity Passenger Grants.

The IISA includes a number of policy reforms benefiting the passenger rail community. Included amongst the 15 are:

- Amends Amtrak's mission and goals to emphasize its role in providing service to rural communities, recognize the importance of long-distance routes, and encourage Amtrak to maximize the benefits of Federal investment (as opposed to minimizing costs).
- The composition of the Amtrak Board of Directors is revised to ensure two representatives each from the NEC states, from Long Distance Route states and from State Supported states.
- Amtrak is required to have station agents at each station building that averages at least 40 passengers per day.
- The new law eliminates the requirement that food and beverage service on trains may only be provided if their revenues break even during a fiscal year.
- Amtrak's State-Supported Route Committee is required to update its cost allocation methodology to improve accountability and transparency.
- Amtrak must provide monthly invoices to each state describing the operating costs of State-supported routes.



Albany Times-Union

Replacing the 1902 Livingston Avenue Bridge connecting Rensselaer and Albany is a top State priority.

Ethan Allen Express Schedule Changed



In mid-December, the schedule of the [Ethan Allen Express](#) to/from Rutland was changed. It now departs New York City daily at 2:20pm & arrives Rutland at 7:52pm (& Saratoga Springs at 5:54pm), while departing Rutland daily at 12:20pm (and Saratoga Springs at 1:57pm) and arrives New York City at 5:45pm. In mid-2022, this train will be extended to Burlington, VT and it will operate at these times between Rutland and New York City. The anticipated schedule will have the train arrive into Burlington around 9:30pm each day and depart southbound about 10:45am.

Unfortunately, this has resulted in the loss of the popular late Friday afternoon departure from New York City to Saratoga Springs and Rutland and the loss of the late evening Sunday arrival into New York City.

ESPA Testifies At State Assembly Hearing

On September 22, ESPA President Gary Prophet traveled to Albany and testified at the hearing of the NYS Assembly Committee on Transportation "to assess intercity passenger rail service across New York State."

Gary presented a Blueprint for New York Intercity Passenger Rail, including the following: A list of capital projects to reduce travel time; the need to increase passenger capacity of trains; the need to release the long-delayed Environmental Impact Statement for the Empire Corridor and the need to rebuilt a robust NYS Rail Program. Gary also thanked New York State for the completion of the downtown Buffalo Exchange Street station, which was built and completed during 2020; a very challenging year of construction with the Covid pandemic. You can view video of the entire hearing & Gary's testimony from a link on the ESPA website - www.esparail.org.



Amtrak Reports 2020 Host Railroad Delays - Tony Rudmann

Delays to Amtrak passengers caused by the six Class 1 freight railroads continue in calendar year 2020 according to an October report by the national intercity passenger carrier. The host carrier’s performance is based on “minutes of host responsible delay per 10,000 train miles.”

Host railroads which delay Amtrak passengers less than 900 minutes per 10,000 train-miles are awarded an “A” rating. Delays between 900 and 1,200 minutes earn a “B” grade and a “C” grade is assigned to carriers delaying passenger between 1,200 and 1,350 minutes.

For 2020, Canadian Pacific and BNSF scored “A” ratings, Canadian National, CSX and UP achieved “B” grades and Norfolk Southern earned a “C”. Host railroad performance has improved over the past few years since Class 1 freight carriers have earned grades of “D” and “F”.

According to Amtrak, carriers serving New York recorded the following percentage of on-time customers: NYC – Albany (94% - MTA); Ethan Allen Express (90% - CP); Adirondack (80% CN & CP); Maple Leaf (77% - CSX); NYC-Niagara Falls (69% - CSX); Lake Shore Limited (71% - CSX & NS).

Amtrak's Bill Flynn Retires - Stephen Gardner Appointed President/CEO

On December 15th, Amtrak Board Chair Tony Coscia announced that Bill Flynn would be retiring after leading Amtrak since April 2020 and that Stephen J. Gardner will be appointed as the company’s new President and Chief Executive Officer, effective January 17, 2022.

Gardner currently serves as Amtrak’s President, leading the railroad’s day-to-day operations, customer growth initiatives and strategies to modernize Amtrak’s products, services, infrastructure and fleet. Gardner has been with Amtrak since 2009 serving in a variety of leadership roles including Chief Operating and Commercial Officer. He has been responsible for efforts to expand state-supported service partnerships, increase Acela capacity, improve Northeast Corridor infrastructure and develop Amtrak’s strategic plan.

Prior to Amtrak, Gardner worked as senior staff on the Commerce, Science and Transportation’s Subcommittee on Surface Transportation & Merchant Marine Infrastructure, Safety and Security. Previously he served as Legislative Assistant for Transportation for Senator Tom Carper and Congressman Bob Clement. Early in his transportation career, Gardner held various operating and managerial positions with Guilford Rail System’s Maine Central Railroad in Maine and Massachusetts, and the Buckingham Branch Railroad in Virginia. Gardner, 45, received his BA from Hampshire College in Amherst, Mass., and resides in Philadelphia with his wife and two children.



Stephen Gardner

Mark Your Calendar!
2022 ESPA Annual Meeting - Saturday, March 12, 2022

ESPA’s 42nd Annual Meeting is currently scheduled to be held in-person at Key Hall At Proctors in Downtown Schenectady on Saturday, March 12, 2022, from 11:00am to 4:00pm.

IF health considerations and/or regulations do not allow for an in-person meeting & luncheon, the 2022 Annual Meeting will be held virtually via an On-Line Zoom Webinar (as we did in 2021).

A final decision on the meeting format will be made by January 31st!

Please follow the ESPA Facebook page - www.facebook.com/esparail or visit the ESPA website - www.esparail.org - for the most current meeting information. The next ESPA newsletter will be distributed in early February & will also include current meeting information.

Either Way, Please Reserve Saturday, March 12 For The ESPA 2022 Annual Meeting!

New York State Ridership Stats

Route	Sep 21	Sep 20	Sep 19	Oct 21	Oct 20	Oct 19	Nov 20	Nov 19
Empire Service	65,900 <small>66% of 2019 #</small>	31,800	99,600	93,300 <small>84% of 2019 #</small>	37,800	110,700	32,600	106,000
Maple Leaf	26,000 <small>87% of 2019 #</small>	13,5100	29,900	30,400 <small>95% of 2019 #</small>	15,100	31,900	15,300	30,800
Adirondack	0	0	14,700	0	0	11,300	0	7,500
Ethan Allen Exp.	3,600 <small>97% of 2019 #</small>	0	3,700	4,200 <small>98% of 2019 #</small>	0	4,300	0	4,200
Lake Shore Lim.	23,300 <small>82% of 2019 #</small>	14,400	28,600	26,900 <small>87% of 2019 #</small>	12,300	30,900	8,600	30,500

Date Source - Amtrak Monthly Performance Reports

Positive Ridership Stats For October 2021!

The west of Albany ridership in October 2021 (listed as Maple Leaf by Amtrak) totaled 30,400 (95% of the comparable pre-Covid October 2019 count of 31,900). The Ethan Allen Express recorded 4,200 passengers in October, just 100 shy of the 4,300 carried in October 2019 (98% of the comparable 2019 month). This great result can, in part, be attributed to strong ridership to & from Saratoga Springs which would have used the Adirondack instead in 2019.

Hudson Valley ridership came in at 93,300 (84% of the comparable pre-Covid October 2019 count). Percentage wise this is the highest result since the start of the pandemic and was achieved without the full pre-Covid schedule of trains being operated.

And the Lake Shore Limited carried 26,900 passengers over its entire New York/Boston to Chicago route during October (87% of the comparable pre-Covid October 2019 count!). This positive result was in spite of the on-going limited coach capacity of the train (the New York section operated with only 2 coaches during the entire month & west of Albany there were only 4 coaches; 2 to/from New York & 2 to/from Boston).

As has been noted for several months, the share of upstate-oriented ridership (i.e. travel solely between stations not including passengers to/from New York Penn) continues at modern historic highs. On the west of Albany services, where October 2021 ridership was 95% of the 2019 count, the October 'passenger miles carried' statistic came in at 5.8 million vs 9.3 million in October 2019 (only 62% of the 2019 stat.). This indicates that passengers are traveling shorter distances (i.e. presumably fewer going to/from New York City). This is not good news for overall revenue, as shorter distances of course translates into lower ticket revenues. The Lake Shore Limited also saw somewhat greater shorter distance travel, with total passenger miles of 10.9 million in October 2021 vs. 13.4 million in 2019. 'Passenger miles carried' is the number of miles traveled by all paying passengers.

And on a positive note, the Hudson Valley trains generated 14.2 million passenger miles in October 2021 vs. 13.1 million in October 2019, thus indicating that even with fewer actual passengers carried those that did use the services traveled greater distances.

Amtrak Debuts New Ticket Machines - Tony Rudmann

In a late October announcement, Amtrak revealed it is introducing over 200 new self-service ticket machines at more than 150 stations throughout the nation. The new kiosks will replace current twenty-year-old Quik-Trak machines by the end of 2021.

Replacement began in the Northeast (including at all staffed Empire Service stations) and was scheduled to proceed at Midwest stations followed by California sites.

"As we continue to modernize our trains and stations, we are concurrently providing modern amenities to our customers, and we are accomplishing that goal with the new Amtrak kiosk," said Amtrak Executive Vice President Roger Harris. "Our customers can trust that they will have an easy, convenient and fast experience when using these new kiosks to book or print a ticket for their next trip."

Amtrak serves over 500 communities throughout the nation but the announcement did not mention any plan to expand the new machine placement to rest of the stations.



California Looking at Hydrogen-Electric Trains - Benjamin Turon

With state legislative mandates to get transportation to net-zero carbon emissions over the coming decade, the California Department of Transportation (Caltrans) is seriously exploring dual-mode hydrogen-electric locomotives to replace its existing fleet of diesel-electric locomotives for its state-supported Amtrak corridor services.

The California state government has passed climate legislation requiring the state to reduce its overall greenhouse gas emissions to 1990 levels by 2020 and 40% below 1990 levels by 2030. California will require that all new passenger cars and trucks sold in the state be emissions free by 2035—a move that is expected to lead to more than a 35% reduction in greenhouse gas emissions (GHG) and an 80% cut in nitrogen oxide emissions.

According to the October 2020 draft 'Caltrans Intercity Passenger Rail: Our strategy towards zero-emission documented in the plan is to complete a hydrogen demonstration project by 2025 with full conversion of the motive power of its state-supported Amtrak corridor trains to zero-emission hydrogen-hybrid propulsion utilizing renewable energy. After evaluating various alternatives – including biodiesel, natural gas, and electrification – Caltrans has settled on locomotives with a hydrogen fuel cell and battery hybrid powertrain and a dual-mode capability of the traction motors being powered by electricity taken in via a pantograph from overhead catenary.

While not mentioned in the document, this dual-mode capability could allow future Amtrak California trains to run off the catenary of the California High Speed Rail System – for example Los Angeles to Anaheim for the Pacific Surfliner and Bakersfield-Merced for the San Joaquin – while using hydrogen fuel cells over existing unelectrified tracks, some of it owned by Class I freight railroads BNSF and Union Pacific which are unlikely to allow electrification of their tracks.

The Association of American Railroads in their 'Freight Railroads & Climate Change' rejected electrification as financially unviable. While leading to more efficient operations long-term, electrification has large upfront capital costs in the installation of the overhead AC catenary and other supporting infrastructure, which in Europe and Asia have been publicly funded as part of their modernization and expansion of state-owned railways.

The utter lack of any electrified track outside Amtrak's Northeast Corridor and a few urban commuter lines would make wide-spread mainline electrification a megaproject costing many tens of billions of dollars. Without access to the necessary capital funding and no modern experience with electric operations, the private freight railroads appear to be culturally allergic to electric traction. Instead – lead by Canadian Pacific's 'Hydrogen Locomotive Program' – the North American railroads are looking long-term to replacing diesel engines of their existing locomotive fleets with fuel cell stacks and bigger battery packs.

Hydrogen fuel cells work electrochemically by extracting oxygen from the ambient air and combining it with hydrogen from onboard storage tanks to produce electricity, with only heat and water vapor as wastes. Hydrogen fuel cells are a strong net-zero emission alternative to diesel because with the right sources of hydrogen there is little to no air pollution or greenhouse gas emissions either locally by the train, or at the place of hydrogen production. Furthermore, in all proposed hydrogen-rail (hydrail) designs, the fuel cells work in tandem with a large battery pack creating a hybrid powertrain allowing for storage of electrical power from regenerative braking while meeting peak power demand, for example, acceleration and climbing steep grades. The batteries can also be recharged from plug-in shore power at stations and maintenance depots, and electrified sections of track with third rail or overhead catenary.

One major issue with hydrogen production from utilizing electricity is the inefficiency of it compared to batteries and taking power directly from overhead catenary or a third rail. The Institute of Mechanical Engineers in their 2019 'The Future for Hydrogen Trains in the UK' report stated that the overall efficiency of a hydrogen train is about a third that of an electric train.

Yet there are a number of companies working on increasing the efficiency of green hydrogen production. H2Pro, an Israeli startup backed by Bill Gates, is developing an electrochemical-thermal process that they claim is 95% efficient. In Alberta, Canada, efforts are underway to extract hydrogen from oil sands deposits while leaving the carbon underground. Also, hydrogen can be produced with cheap off-peak power during the overnight hours when electricity generated from wind farms and hydro-electric plants would otherwise go unused.

The northern Germany state of Lower Saxony is located near the vast offshore wind farms of the North Sea, allowing green hydrogen to be produced overnight for the fleet of 14 Alstom Coradia iLint multiple-unit fuel cell trainsets that it ordered after the successful service evaluation of two Alstom trainsets that started in 2018. According to the consulting firm Roland Berger, hydrogen trains can have operating costs equal to diesel traction when cheap electrical power is available for producing hydrogen.

California is not the only state looking at converting its state-supported Amtrak corridor services from diesel to hydrogen. The North Carolina Department of Transportation (NCDOT), after being prompted by local hydrogen advocates, commissioned the Center for Railway Research and Education at Michigan State University to undertake the 'The Piedmont Service: Hydrogen Fuel Cell Locomotive Feasibility' study. (Continued On Page 7- Hydrogen)

Rhinecliff (continued from page 1)

According to research by AECOM, Amtrak's design consultant, the New York Central Railroad constructed the station in 1914. The existing platform elevator was installed in 1988 as part of a station rehabilitation project. The elevator, exterior stairs and platform underwent additional repairs in 2011 with funding from the American Recovery and Reinvestment Act.

As of this publication date, neither Amtrak nor NYS DOT had released project budget or funding information. ESPA believes that Amtrak is funding the ADA improvements at the station, with remaining costs funded by the State in accordance with the requirements of Section 209 of the Passenger Rail Investment and Improvement Act.

Rhinecliff is the fourth busiest Amtrak station in New York State. ESPA has urged Amtrak to support the construction of a second parking deck at track level as parking availability was a problem at Rhinecliff pre-Covid. Similarly, ESPA believes Amtrak should design the new track alignment to allow for the future expansion of the upcoming high level platform to be able to accommodate 8-car train lengths.



The historic 1914-era New York Central Rhinecliff Station at street level

NY By Rail.com

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ESPA Meetings

ESPA members and ALL other interested persons are welcome & encouraged to participate in ESPA Meetings!

Check 'Events' at www.esparail.org for the most current meeting information! Advance registration is required!

Upcoming 2022 ESPA 'Virtual' Working Group Meetings

Saturday, January 22, 2022
12:00n - 3:30pm Via Zoom

Dates, times & locations are subject to change!

ESPA Membership

The Empire State Passengers Association is an all volunteer network of people working to improve intercity rail, mass transit and bus service across New York State.

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Hydrogen-Electric Trains (Continued From Page 5)

The study concluded that a hydrail solution was feasible for the Piedmont corridor service, with all hydrogen-hybrid powertrain components (fuel cell stack, hydrogen cylinders, and large battery pack) being able to be installed in the bodyshell of an existing diesel-electric locomotive or the older locomotives converted into cab control units (CCU) for bidirectional travel by the Piedmont trainsets.

Refueling after one roundtrip would be necessary if a single locomotive was adopted, while it is likely that two roundtrips could be completed with two locomotives, with one of the locomotives possibly being a CCU converted to a hydrogen-hybrid locomotive. Following the existing protocols of plugging in trains every night upon return to Raleigh would also reduce overall energy consumption by recharging the batteries.

The actions being undertaken by California and North Carolina are directly relevant to the future of intercity passenger rail service in Upstate New York, as the Climate Leadership and Community Protection Act mandates that the state get to zero-emissions of greenhouse gases as fast as practical, including electrification of motor vehicles. The type of hydrogen-electric motive power being looked at by Caltrans could work well for the Empire Corridor. The hydrogen fuel cells enable travel over the unelectrified tracks of the host freight railroads. The large battery pack allows for entry into Grand Central Terminal to accommodate detours due to track maintenance or future service expansion. And the pantograph allows for electric operation in Penn Station, along the Northeast Corridor, and on the Hudson Line above Croton-Harmon to Schenectady if these Amtrak-MetroNorth tracks were electrified with overhead AC catenary in the future.

The 'Hydrogen Economy' is growing in New York State too. The pioneering fuel cell company Plug Power is headquartered in Latham NY, with a manufacturing plant in Rochester. The company manufactures fuel cells for use in warehouse and heavy-duty construction equipment. The company is building in Alabama, NY (near Batavia) the largest hydrogen production plant in North America, which will produce 45 metric tons of green liquid hydrogen daily for the Northeast region. Hyzon Motors, which makes hydrogen fuel cells for trucks and other heavy-duty vehicles, has its headquarters in Rochester NY, with US operations in the Chicago and Detroit areas, and international operations in the Netherlands, Singapore, Australia, Germany, and China. It is renovating a facility in the Rochester area for manufacturing next-generation fuel cells, creating 100 jobs.

Alstom, the leading developer of hydrogen fuel cell trains, has facilities in Hornell where Amtrak's new Acela trainsets are being built, signaling and train control manufacturing in Rochester, and the former Bombardier plant in Plattsburgh. In a recent online seminar, an Alstom official stated that the company saw America as a big market for fuel cell trains, given the limited electrification, as compared to Europe and Asia.

Unfortunately, the state has done little in exploring how to get its state-supported passenger rail services to net-zero. This will need to change if passenger rail is to maintain its bona fides as the most environmentally friendly mode of mass transportation.

For more on passenger rail and climate change – including in-depth sections on overhead electrification, battery, and hydrogen motive power, please visit our ESPA website.

New Poll Confirms Public Rail Support - Tony Rudmann

Americans support for rail remains strong showing increases from 2020 according to a new poll released in mid-November by the national [One Rail Coalition](#). The poll categories included commuting short distances, traveling long distances, improving the environment, and meeting growing freight transportation demands. Among the Coalition's dozen members are the Association of American Railroads (AAR), the American Public Transportation Association (APTA), Amtrak, and Rail Passengers Association (RPA/NARP).

Among the poll findings, 83 percent of Americans polled in 2021 agreed that the U.S. should shift more trips to passenger rail and public transit as well as more freight to trains to reduce greenhouse gas emissions. For passenger rail, post-pandemic favorability ratings rose in 2021 to 75 percent, to 71 percent for public transit, and 63 percent favored moving freight over land by rail.

"These survey results affirm that Americans continue to strongly support freight railroads, passenger rail and public transit", said Coalition Director Devon Barnhart. "Favorability ratings rose across the board compared to the 2020 poll findings, underscoring the vital importance of these transportation systems."

According to APTA President and CEO Paul Skoutelas, "(t)he results of this survey are consistent with what we are seeing in communities across the country. The public very clearly wants more public transit and realizes public transit's importance to society." "The findings of the One Rail poll reflect what we know to be true: people are calling for more passenger rail service," said Amtrak Executive Vice President Roger Harris. "As riders return and we look beyond the pandemic, we're investing in our network to better serve people and communities across the country."



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Annual Dues Include:

- 4 Issues Of The 'ESPA Express' Newsletter
- Time-Critical Action Alerts & Important Rail Information Updates
- Participation In State-Wide & Regional Rail Advocacy Meetings

Empire State Passengers Association

Working To Improve & Expand
Amtrak And Public Transit
Service Across New York State

ESPA Goals

- Reduce Trip Times
- Increase Train Frequencies
- Improve On-Time Performance
- Replace Aging Equipment
- Expand Train Capacity
- Establish State-Funded Improvement Plan
- Streamline Cross Border Inspections
- Promote Passenger-Friendly Fares
- Restore Café Service In Hudson Valley
- Expand Regional Rail Network

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Passenger Service

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Metro North Penn Station Access Advances - Bruce Becker

[Governor Kathy Hochul](#) announced on December 15th that the Metropolitan Transportation Authority (MTA) had approved a design-build contract for the Penn Station Access Project, which will provide direct Metro-North service from the Bronx, Westchester and Connecticut to Penn Station and Manhattan's west side. The contract will be awarded to Halmar International, LLC/RailWorks, J.V.

Penn Station Access will drastically reduce travel times for people who live and work in the East Bronx, an area currently without any rail service. The project also will improve regional transportation connectivity, enhance network resiliency by providing a second Metro-North terminal in Manhattan, promote sustainability and bridge communities. By using Amtrak's existing Hell Gate Line, the project will maximize the potential of existing infrastructure, while minimizing impacts on the community.

It will bring the Hell Gate Line into a state of good repair and improve reliability and on-time performance for intercity passengers and prepare the corridor for high speed rail in the future. Amtrak will contribute \$500 million toward the project, thanks to the efforts of Majority Leader Schumer. Amtrak has also agreed to pay the costs of delay if they fail to meet commitments to provide outages or workforce.

In addition to the four new stations, the project will turn the existing two-track railroad into a largely four-track railroad, with over 19 miles of new and rehabilitated track work. The project also includes four bridge rehabilitations, the reconfiguration of Metro-North's New Rochelle Yard, four new and one reconfigured interlockings, five new and two upgraded substations, and the modernization of signal, power and communication infrastructure.

The current project construction schedule is estimated at 63 months and \$2.87 billion. It is estimated the project will create or retain approximately 4,500 direct jobs and another 10,000 indirect jobs.

