



Empire State Passengers Association

Working For A Balanced Public
Transportation Network
For All New Yorkers
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ESPA EXPRESS

News From The Empire State Passengers Association



White House

President Joe Biden

Response to a question posed by re-elected Rep. Matt Cartwright (PA-8-D) representing Scranton, PA – “Can you help us make sure we’re able to have high-speed rail service from Scranton to New York City?”

President Biden - "We can!"

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Scranton Service Offers An Opportunity

- Benjamin Turon

Could intercity passenger rail service be restored to New York’s Southern Tier this decade? Possibly to Binghamton?

The states of Pennsylvania and New Jersey have made a collaborative effort to connect Scranton, Pennsylvania to New York City and the Amtrak system; according to the Pennsylvania Northeast Regional Railroad Authority (PNRRA), all environmental and preliminary engineering approvals have been completed. Amtrak included Scranton in its 2021 [‘ConnectsUS’](#) corridor vision plan. President Joe Biden even cited the project which could be funded by the bi-partisan Infrastructure Investment and Jobs Act (IIJA) during his November 2022 post-mid-term election speech.

Amtrak estimates 3 to 5 years and \$2.9 billion in funding to complete the project. The current plan is for three daily round trips with a 3:25 running time via the pre-Amtrak, 136-mile, mostly ex-Delaware, Lackawanna & Western (DL&W) Railroad’s Hoboken – Scranton “Road of Anthracite”, albeit originating across the Hudson River at New York’s Pennsylvania Station via New Jersey Transit’s (NJT) Mid-Town Direct route. DL&W passenger service to Scranton ended in 1970.



w/Amtrak

(Continued on Page 5 - Scranton)

FRA Starts Long Distance Train Study

- Tony Rudmann

The Federal Railroad Administration has begun a study of daily long-distance intercity passenger rail service. The federal review was mandated by Section 22213 of the Bipartisan Infrastructure Law (BIL) adopted last year.

According to the FRA: “The Long-Distance Service Study presents an opportunity to establish and bolster essential intercity passenger rail service and build a stronger rail network overall – one that would allow people to get where they need to go safely and efficiently”.

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Long Distance (Continued From Page 1)

The study is required to evaluate the restoration of daily Amtrak passenger service and the potential for new Amtrak long-distance routes. Long-distance routes are those longer than 750 miles and are fully funded by route ticket sales, service fees and federal funds.

New route considerations include: linking large and small communities as part of a regional rail network and advancing the economic and social well-being of rural areas. Added evaluation factors are: enhanced connectivity for the long-distance passenger rail system and local and regional support for restored passenger rail service. The study is not limited to current Amtrak service but will examine any discontinued Amtrak route. For example, the study could examine bringing back the Seattle to Denver "Pioneer" or the Kansas City to New York "National Limited.")

The two-year study is expected to produce several outcomes. It would select preferred options for restoring or enhancing service, develop a prioritized inventory of capital projects and actions required, and identify Federal and non-federal funding sources to restore or enhance service. In addition, the FRA would develop recommendations by which Amtrak could work with local communities and organizations to develop activities and programs to continually improve public use of intercity passenger rail service along each route.

Executive Director's Report: Steve Strauss

As the year 2022 winds to a close, I want to thank our members for their continued financial support of our organization. Membership renewals are steady; about 22 percent of you contribute at the Sustainer (\$60) or Patron (\$100) level, which greatly assists ESPA in meeting our basic financial needs, funding the Albany advocacy work, printing and distributing the newsletter, and generally spreading the message for more and better passenger train service in New York State.



ESPA has also seen more new members this year, perhaps the result of our expanded outreach activities with the "Take-one" card explaining what we are all about, the return of in-person events such as our open in-person Officers and Coordinators meetings, ESPA tables at Upstate train shows, Farmer's Markets in the Hudson Valley and more viewers of our Facebook page.

I also want to thank our many volunteers who staff ESPA tables at events, distribute ESPA Take-one cards at train stations, call their elected officials to talk about the advantages of passenger trains, or serve on the ESPA Board of Directors. Their time and efforts are invaluable to furthering the goals of our organization.

ESPA saw a lot of forward movement this year on more train service in the region and investment in critically needed capital improvement projects. In January, Governor Hochul announced her intention to advance Albany's Livingston Avenue Bridge replacement project into construction. This summer, service was re-extended into Canada from Niagara Falls to Toronto, newly-extended from Rutland to Burlington and seasonally extended from Rensselaer to Pittsfield. In December, two additional roundtrips began operating between Albany and New York City.

In November, two strong supporters of better trains, State Senator Michele Hinchey and Assemblymember Carrie Woerner, won competitive re-election campaigns. The new Assemblymember representing Rhinecliff, Sarahana Shrestha, ran on a strong environmental platform. We look forward to working with all these women on better Amtrak service in New York.

In late November, NYS DOT applied for federal funding to begin design of new high-level platforms at Hudson station, the fourth busiest station in the state. In early December, the State applied for several CRISI grants (more details to be provided in our next newsletter); and by end-of-month, the Long Island Railroad should inaugurate its East Side Access below New York City's Grand Central Terminal (called Grand Central Madison) bringing more connectivity between Long Island points (including Queens) and Manhattan.

2022 has laid the groundwork for even bigger accomplishments in 2023!

Visit ESPA At These Upcoming Events...

Toy Train Collectors Society Utica Show

Sunday, January 15, 2023 – 9:30am - 3:30pm – Utica Union Station

Western New York Railway Historical Society Winter Train & Toy Show

Saturday & Sunday, February 18 & 19, 2023 – 10:00am - 5:00pm – Hamburg (NY) Fairgrounds Events Center

Year-End Ridership Stats Show Strong Covid Recovery

New York ridership has largely recovered from the Covid pandemic as indicated by the year-end FY 2022 passenger counts (covering the October 2021 – September 2022 period).

The big ridership growth winner continues to the West of Albany trains (listed as ‘Maple Leaf’ by Amtrak) with the three daily rounds carrying 99% of the pre-covid FY 2019 counts and over 18,000 more passengers than in FY 2018. The reduction in intercity bus services across upstate New York is a factor in this strong performance, with ridership solely between upstate stations significantly higher than in the recent past.

The other big winner is the Ethan Allen Express, which in FY 2022 carried 125% of the FY 2019 counts. This significant gain can be attributed in part to passengers who used the Ethan Allen this past year, but who would have ridden the Adirondack to & from Saratoga Spring and Fort Edward in FY 2019. The July launch of service to Burlington, VT also helped boost the positive year-end result.

Hudson Valley only trains (listed as ‘Empire Service’ by Amtrak) in FY 2022 carried a very respectable 84% of the FY 2019 counts, given that the full schedule of trains did not operate for all of the 2022 reporting period.

And even with capacity constraints on the Lake Shore Limited for much of the FY 2022 year, the daily New York/Boston to Chicago train carried 89% of the FY 2019 count.

FY 2023 (which started October 1, 2022) is off to a strong start and it could well surpass FY 2019 totals if the current trends continue.

New York State Ridership Stats October - September Year-End

| Route | 2022 | 2021 | 2020 | 2019 | 2018 |
|------------------|---|---------|---------|-----------|-----------|
| Empire Service | 1,019,200 <small>84% of 2019 #</small> | 613,200 | 655,000 | 1,214,200 | 1,150,500 |
| Maple Leaf | 385,000 <small>99% of 2019 #</small> | 245,100 | 231,100 | 389,800 | 366,700 |
| Adirondack | 0 | 0 | 44,200 | 117,500 | 111,700 |
| Ethan Allen Exp. | 63,400 <small>125% of 2019 #</small> | 12,500 | 23,300 | 50,500 | 49,700 |
| Lake Shore Lim. | 319,300 <small>89% of 2019 #</small> | 195,900 | 220,200 | 357,700 | 337,900 |

Data Source - Amtrak Monthly Performance Reports

FRA Issues NEC Project Inventory List - Tony Rudmann

The Federal Railroad Administration (FRA) has released its 2022-24 priorities for the Amtrak Northeast Corridor (NEC) between Washington and Boston. The inventory consists of 68 projects divided into 15 major backlog projects and 53 capital renewal, stations and improvement projects.



“Modernizing and expanding the NEC through a transparent and well-organized approach will mean faster trips, fewer disruptions, improved safety and an overall better experience for the hundreds of thousands who depend on the corridor daily” said FRA Administrator Amit Bose. The inventory is said to “... allow FRA, states, and stakeholders to fully capitalize on the transformative opportunities afforded by the Bipartisan Infrastructure Law by clearly defining our rail development goals and targeting investments where they are most needed” Bose noted. According to Amtrak CEO Stephen Gardner, “ The project will deliver the modern infrastructure needed to improve the reliability and performance of train travel throughout the Northeast and establish a pipeline of future critical future improvement projects.”

Of the 15 major backlog projects, 8 with an estimated total cost of \$30.9 million are in construction or to begin construction by 2024. Six projects, with an estimated cost of \$8.4 million, are in development by 2024. A single \$2 million project is listed as not started by 2024. Total project cost is defined by the inventory document as “the estimate of cost provided by the FY23-FY27 NEC Capital Investment Plan.” Of special interest to New Yorkers in the backlog category are the Gateway Hudson Tunnel, the East River Tunnel Rehabilitation and the Pelham Bay Bridge Replacement.

Of the 53 projects classified as “Capital Renewal, Stations or Improvement”, 21 are reported as in construction or beginning construction by 2024 at an estimated cost of \$16 million. In development by 2024 are 23 projects with an estimate cost of \$41 million. Nine projects with an estimated cost of \$6 million will not be started on 2024. The New York projects in this category are the Penn Station Master Plan Reconstruction and the Penn Station Central Corridor improvement.

The [NEC Project Inventory](#) interactive tool is available on the Federal Railroad Administration website by scanning this QR code.



New York State Ridership Stats

| Route | Sep 22 | Sep 21 | Sep 20 | Sep 19 | Oct 22 | Oct 21 | Oct 20 | Oct 19 | Nov 21 | Nov 20 | Nov 19 | Oct 22 OTP |
|-------------------------|---|--------|--------|--------|---|--------|--------|---------|--------|--------|---------|------------|
| Empire Service | 96,900 <small>97% of 2019 #</small> | 65,900 | 31,800 | 99,600 | 106,000 <small>96% of 2019 #</small> | 93,300 | 37,800 | 110,700 | 89,800 | 32,600 | 105,500 | 85.0% |
| Maple Leaf | 33,400 <small>112% of 2019 #</small> | 26,000 | 13,500 | 29,900 | 36,300 <small>114% of 2019 #</small> | 30,400 | 15,100 | 31,900 | 32,100 | 15,300 | 30,800 | 67.7% |
| Adirondack | 0 | 0 | 0 | 9,600 | 0 | 0 | 0 | 11,300 | 0 | 0 | 7,500 | n/a |
| Ethan Allen Exp. | 7,200 <small>195% of 2019 #</small> | 3,600 | 0 | 3,700 | 7,800 <small>181% of 2019 #</small> | 4,200 | 0 | 4,300 | 4,200 | 0 | 4,200 | 75.2% |
| Lake Shore Lim. | 30,400 <small>106% of 2019 #</small> | 23,600 | 14,400 | 28,600 | 34,600 <small>112% of 2019 #</small> | 26,900 | 12,300 | 30,900 | 28,100 | 6,400 | 30,500 | 68.0% |

Data Source - Amtrak Monthly Performance Reports

Customer OTP



See New York and Save 15%

Reminder... The popular 'I Love New York' 15% Discount continues to be offered for travel to/from all New York State destinations on Empire Corridor trains & the Ethan Allen Express. The current promotional offer is valid through May 2023. Reservations must be made at least 5 days in advance of travel; black-out dates and other restrictions apply. The 15% discount is not available for travel on the Lake Shore Limited.

Visit [Amtrak.com](https://www.amtrak.com); click on 'Deals' at the top, then click on 'Deals & Promotions' and scroll down to the '[See NY & Save 15%](#)' option to take advantage of this great offer.

Get Carried Away on the Lake Shore Limited with fares within the state of Massachusetts as low as \$9 and fares between Boston and select Upstate New York destinations starting at \$13. That's a savings of up to 50% off the base fare. An advance purchase of at least 14 days is required. Trip must begin or end in the state of Massachusetts to receive this discount. Tickets cannot be modified or changed 24 hours after purchase. Other terms & conditions apply.



Lake Shore Limited Saver Fares

Fares Starting at Just \$9

Visit [Amtrak.com](https://www.amtrak.com); click on 'Deals' at the top, then click on 'Deals & Promotions' and scroll down to the '[Lake Shore Limited Saver Fares](#)' option to take advantage of this great offer.



Save on Group Travel with Share Fares
Up to 60% Off

Amtrak Share Fares make it easy to bring the whole crew by helping you save with each plus one. Share Fares provides a group discount of up to 60% off tickets for 8 passengers traveling together on the same reservation.

Passengers will receive the following discounts off the adult rail fare: Passenger One (1) - full price (or lowest available fare); Passenger Two (2) - full price (or lowest available fare); Passenger Three (3) will receive a 50% discount; Passenger Four (4) will receive a 70% discount; Passenger Five (5) will receive a 75% discount; Passenger Six (6) will receive an 85% discount; Passenger Seven (7) & Eight (8) will receive a 100% discount! Valid through September 30, 2023 - 2-day advance purchase required. Other terms & conditions apply.

Visit [Amtrak.com](https://www.amtrak.com); click on 'Deals' at the top, then click on 'Deals & Promotions' and scroll down to the '[Save on Group Travel with Share Fares](#)' option to take advantage of this great offer.



Thanks To Our 2022 Corporate Members For Their Generous Support!



Save The Date

ESPA 2023 Annual Meeting & Lunch
Saturday, March 11, 2023 - 11am - 4pm - Schenectady, NY

Scranton Service (continued from page 1)

Trains from New York City would connect to NJT's (former DL&W) Morristown Line off Amtrak's Northeast Corridor (NEC) Kearny Connection. At Port Morris Junction, New Jersey, trains would diverge onto the mostly abandoned high-speed 28-mile Lackawanna Cut-off right-of-way before crossing the scenic Delaware River Water Gap into Pennsylvania.

In Pennsylvania, trains would run over PNRRA-owned tracks serving freight and excursion trains operated by the regional Delaware-Lackawanna Railroad via the 40-mile Pocono Mainline to access Scranton. The Commonwealth of Pennsylvania is currently spending \$7.4 million of federal and state-matching grant money to install 43,000 new railroad ties.

New Jersey still needs 21-miles of their state-owned Cut-off route's infrastructure restored by an NJT project partly funded by federal and state funds. The Cut-off tracks were removed in 1984 by then-owner Conrail, and the infrastructure sold to private interests; only years later did New Jersey re-acquire the route for future state use.

Rollingstock would need to be dual-mode powered – likely using the Siemens trainsets that Amtrak has ordered for the NEC – running off overhead electrified catenary on Amtrak (and perhaps NJT-owned tracks to Morristown), then switching to diesel power over the Lackawanna Cut-off and Pocono Mainline to Scranton.

Of interest to New York State advocates, extending this Scranton service to Binghamton would require only track access and improvements to Norfolk Southern's 59-mile Sunbury Line. This section of the former DL&W mainline is noted for its superb engineering, including the magnificent Tunkhannock Viaduct with its multiple towering concrete arches.

The DL&W postwar streamliner Phoebe Snow ran over this once 70-mph double-track railway with a 55-mph average speed, racing over rolling terrain of steep hills and valleys. With a 10-minute layover in Scranton, a Binghamton to Penn Station train could have a 4½ hour travel time averaging 43 mph.



www.discovernepa.com

Access to New York's Southern Tier could be a catalyst for other rail or bus connection routes radiating from Binghamton. The Greater Binghamton region (Broome and Tioga counties) is the largest urban center in New York's Southern Tier, with nearly a quarter-million residents, and home to several technology & defense manufacturers and a major public research university.

Binghamton is similar in size and economy to Burlington, Vermont, where Amtrak's Ethan Allen state-funded train was recently extended in July 2022. Any work necessary to extend the upcoming Scranton service to Binghamton is similar to Vermont's \$115 million Ethan Allen expenditure for extension to Burlington: upgrading 68-miles of track and grade crossings, tunnel reconstruction, the building of three stations and a layover facility.

Previously, passenger rail service to Binghamton had received high-level political endorsement. During the period of federal funding for passenger rail in 2009, US Senators Charles Schumer & Kirsten Gillibrand of New York, and Robert Casey and Arlen Specter of Pennsylvania, sent a joint letter to President Barack Obama in support for Binghamton-Scranton-New York City rail service.

Hopefully President Biden's administration will indeed make the President's recent statement 'We Can' a reality.

Empire Corridor Environmental Impact Statement Update

As of press time, the release of the Empire Corridor Final Tier One Environmental Impact Statement (EIS) & Service Development Plan has once again been pushed back, now to January 1, 2023. The target date for the Record of Decision for the Statement & Plan is now listed as being March 15, 2023.

Given that this EIS process started in 2009 (ONLY fourteen years ago) perhaps the Federal Railroad Administration is trying to set a record for the longest such environmental review ever undertaken?

You can track the progress (or lack there of) of the EIS process on the Federal Infrastructure Permitting Dashboard at this link - <https://bit.ly/3jfeRZF> - or by scanning this QR code.



New York Takes First Steps On Hudson Station Platform Project -Steve Strauss

In late November 2022, the New York State Department of Transportation (NYS DOT) took the first steps towards advancing the Hudson Station platform project. The agency applied to the Federal Railroad Administration for financial assistance to begin the environmental review and preliminary design for new high-level platforms at the Amtrak Hudson station.



Current Boarding Situation At Hudson - Passengers Must Cross An Active Track To Board Southbound Trains

DOT took a somewhat unique approach of applying for federal funding under a grade crossing elimination and safety program that Congress greatly expanded funding for in the Infrastructure Investment and Jobs Act (IIJA). If funded, the project will assess any environmental concerns associated with building high-level platforms at Hudson; closing a lightly used, unprotected, local street grade crossing; and rehabilitating an existing, but weight-restricted roadway bridge over the tracks just north of the station.

Under existing federal environmental guidelines, the high-level platform project should only require an Environmental Assessment because the work is within or predominantly within the existing railroad right-of-way. ESPA appreciates DOT's thinking a bit outside the box to advance this project, which was included in the 2005 Hudson Line Railroad Corridor Transportation Plan.

ESPA encourages NYS DOT and the City of Hudson to begin discussions with riders and residents on where the new platforms should be sited and other related station and platform access improvements. High-level platforms will improve safety, reduce station dwell time and provide easier access for disabled riders at New York's third busiest Amtrak station.

Two Hudson Valley Round Trips Added

Amtrak added two New York to Albany-Rensselaer rounds trips starting on December 5, 2022; runs which had been suspended during the Covid pandemic.

The added northbound trains are:

- #69 which departs Penn Station at 8:15am Monday – Friday, arriving at Albany-Rensselaer at 10:47am.
- #235 which departs Penn Station Sunday – Friday at 3:15pm, arriving at Albany-Rensselaer at 5:45pm

The added southbound trains are:

- #240 which departs Albany-Rensselaer Sunday – Friday at 11:10am, arriving at Penn Station at 1:45pm
- #68 which departs Albany-Rensselaer Sunday – Thursday at 5:30pm, arriving at Penn Station at 8:05pm

With these additional trains, Amtrak now offers 12 weekday round trips between New York and Albany; only one less than prior to the pandemic.

#68 and #69 are on the Adirondack's Hudson Valley schedule. Amtrak officials have indicated that the Albany to Montreal segment of the Adirondack may re-start in the spring of 2023.

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 2023

ESPA Working Group Meetings

**January 7 - 12:00n to 3:00pm Via Zoom
Advance Registration Required**

[Visit The Events Page On The ESPA Website](#)

Dates, times & locations are subject to change!

ESPA Membership

- Introductory Membership (\$15.00 for first year)
- Regular Individual Membership (\$30.00 per year)
- Student, Senior, Fixed-Income Membership (\$20.00 per year)
- Family Membership (\$40.00 per year)
- Sustaining Membership (\$60.00 per year)
- Patron Membership (\$100.00 per year)
- Association/Non-Profit Org. (\$300.00 per year)
- Corporate Membership (\$500.00 per year)
- Lifetime Membership (\$500.00 One Time)

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Send A Check Made Payable To 'ESPA' To 'ESPA', P.O. Box 434, Syracuse, NY 13209

TAKE A RIDE ON THE RICHFIELD SPRINGS SCENIC RAILWAY - Stanley J. Kozaczka

Ben Gottfried, a long-time ESPA member and the Association's Susquehanna Valley Coordinator, has accomplished the almost impossible feat of building a narrow-gauge railroad (and walking trail) on the historic track bed of the former Utica, Chenango and Susquehanna Valley Railroad near Richfield Springs, NY. The route is over eighteen miles long and although new trackage at this stage is less than two miles in length, the hour-long ride is a joy to experience as is the hiking. The views are altogether quite beautiful passing by ponds, wetlands, forest and pasture. It's what was experienced 150 years ago by passengers along the line. A line that was eventually absorbed into the Erie-Lackawanna Railroad. Furthermore, Ben has acquired the 2-foot gauge railroad rolling stock once used by the Frontier Town theme park in the 1950s and 60s situated in the Adirondacks. That experience is still fondly remembered by many people during the summer vacation season back then, but unlike the old Fronter Town railroad, this one operates year-around. They have an excellent web site at ucsvroute.com that gives particular train days and times and where tickets can be purchased online.

Besides the original locomotive – an internal combustion engine that appears to be an old-fashioned steamer – there are two passenger cars. One is an open-air bench car cleverly configured, and the other a stunning “chair car” with movable – and very comfortable – ratan chairs. Both cars have been nicely rebuilt from the bottom-up. The crew includes a car host, a flagman and the engineer. They are all very knowledgeable of the operation and history of the rebuilding efforts. Ben adds that “The project required full NYSDEC compliance due to the proximity of wetlands for the extension project. A collapsed railroad bridge needed replacement and a long-abandoned highway crossing at Dropp Road would need to be reopened which required permitting by NYSDOT.”



Ben, still needed to comply with a plethora of rules and regulations and informs us that “The Federal Railway Administration (FRA) re-instated the Utica, Chenango and Susquehanna Valley Railroad once again in October of 2020. The new [Utica, Chenango and Susquehanna Valley Railroad](#) is the only FRA certified narrow-gauge railway in New York State.” It is certainly a case of the little railroad that could.

Ben’s final word is an upbeat one, “Today the railroad property is a growing and vibrant enterprise with an eye towards expansion of our park and railway services for years to come.” Take a ride today, the train awaits you.

Are Amtrak Fares Too High? - Bruce Becker

We at ESPA are often asked 'Why are Amtrak fares so high'? Of course, none of us wants to pay more than we have to for anything, but this questions begs for an historical look at whether today's fares are really that high.

For comparison sake, I looked at the published coach fares in 1983 vs. today's advance purchase coach fares in absolute dollars and also when inflation is factored in the 1983 fares. The results are very interesting!

| City Pair | Lowest Coach Fares | | | | |
|-----------------|--------------------|---------------------|-----------|-----------------------|----------------------|
| | 1983 Act. | '83 Inflated to '22 | 2022 Act. | '83 Act. vs. '22 Act. | '83 Inf. vs '22 Act. |
| NYC - Albany | \$ 19.10 | \$ 56.36 | \$ 36.00 | +\$16.90 | -\$20.35 |
| NYC - Syracuse | \$ 37.50 | \$ 110.65 | \$ 53.00 | +\$15.50 | -\$57.65 |
| NYC - Buffalo | \$ 51.00 | \$ 150.48 | \$ 54.00 | +\$3.00 | -\$96.48 |
| NYC - Toronto | \$ 62.00 | \$ 182.94 | \$ 134.00 | +\$72.00 | -\$48.94 |
| NYC - Cleveland | \$ 72.00 | \$ 212.44 | \$ 43.00 | -\$29.00 | -\$169.44 |
| NYC - Chicago | \$ 100.00 | \$ 295.06 | \$ 90.00 | -\$10.00 | -\$205.06 |

Let's take New York to Syracuse as an example: The Amtrak one-way fare in 1983 was \$37.50; today the best advance purchase fare is \$53.00. Yes, this is an absolute increase of \$15.50 over the 40 years. But when we adjust the 1983 fare for inflation we find that the 1983 fare would become \$110.65 and that today's fare is \$57.65 less than the adjusted 1983 fare.

How about New York to Chicago? The published fare in 1983 was \$100.00; today's best fare is only \$90.00 - \$10.00 less in absolute dollars! And today's best fare is a real bargain when compared against the 1983 adjusted for inflation fare of \$295.06 - a whopping \$205.06 less!

So, in some cases today's fares are less then in 1983 and when adjusted for inflation all of today's fares are much lower. Thus the answer to the 'Are fares high' question is **'Amtrak fares are very reasonable! Book a trip today!'**

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Ground Broken For Metro North Penn Station Access

On December 9, 2022 Governor Kathy Hochul announced the groundbreaking for the [Metro-North Penn Station Access](#) project alongside leaders from the Metropolitan Transportation Authority during a ceremony in the Bronx.

With four new stations in the Bronx, this project will bring rail service within one mile of 500,000 residents and will be the largest expansion of Metro-North Railroad since it was founded in 1983. By offering rail service to and from Manhattan, Westchester and Connecticut, this will expand access to jobs, education and entertainment for East Bronx communities. Additionally, the project will greatly reduce travel times, provide reverse commuting opportunities and offer a critical second route into Manhattan for the first time ever through Metro-North.

The four new stations will be in Hunts Point, Parkchester/Van Nest, Morris Park, and Co-Op City and will be accessible to all in accordance with the Americans with Disabilities Act.

The expansion will use Amtrak's Hell Gate Line to access Penn Station, optimizing existing infrastructure and minimizing the construction impact on surrounding communities. Metro-North trains stopping at the four new Bronx stations will serve as an extension of the New Haven Line from the New Rochelle Station, offering transit options in the East Bronx to Midtown Manhattan as well as points in Westchester, Connecticut and inversely.



Governor Hochul

December 6th Groundbreaking



Artist Rendering Of Hunts Point Station



Artist Rendering Of Parkchester/Van Ness Station



Artist Rendering Of Morris Park Station



Artist Rendering Of Co-Op City Station



Artist Rendering Of Typical Station Platform

All Renderings - MTA