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ESPA EXPRESS

News From The Empire State Passengers Association

Livingston Avenue Bridge Replacement Contract Awarded - Bruce Becker

Governor Kathy Hochul, at a [press conference](#) held on July 12, 2024, announced that the State has awarded a \$635 million contract to Skanska USA for the construction of a new rail bridge over the Hudson River connecting Albany and Rensselaer. The new structure will replace the current Livingston Avenue bridge, some of the piling of which date back to the mid 1860's.

The new seven-span bridge which will meet modern standards for height, width & load capacity is to be constructed just south of the existing bridge. Train speeds across the river will be increased significantly and two trains will be able to use the new bridge at the same time. The vertical lift span will more reliably accommodate marine traffic.



NYS DOT

The project will include a separated shared-use walkway on the new bridge that will provide a much-needed and long-sought crossing over the Hudson River for pedestrians and cyclists. (Continued On Page 3 - LAB)

New York By Rail's 20th Anniversary Issue

The 2024/2025 edition of [New York By Rail](#), the 20th anniversary edition of an Amtrak publication, has been published by Content Studio New York. The beautiful commemorative edition of the Empire State's favorite train publication is full of overnight itineraries, exclusive Amtrak offers, scores of restaurants, hotels, theaters and attractions in nine New York State, Vermont and Canada regions serviced by Amtrak's Adirondack, Empire Service, Ethan Allen Express and Maple Leaf service routes, as well as a special section featuring New York's Top 20 theaters, eateries, resorts, pubs, train views, Amtrak facts and more.

The 20th edition also includes letters from Amtrak Chief Executive Officer Stephen Gardner and New York State DOT Commissioner Marie Therese Dominguez. Copies are available at NYS Amtrak stations!



Also In This Issue...

- Empire Corridor Service Reductions
- Siemens To Build Trainsets In Southern Tier
- Amtrak Board Nominees
- Empire State Passenger Foundation Formed
- Planning For New Amsterdam Station Advances
- In Memoriam for Jacob Adams & Steve Salatti

Notice:

Due To Unexpected Circumstances The Publication Of This Issue Of The 'ESPA Express' Has Been Delayed. We Thank You For Your Patience! The 'Fall 2024' Issue Will Be Published In Mid-November

Join ESPA, Renew Your ESPA Membership Or Donate To Support ESPA On-Line At www.esparail.org

Executive Director's Report: Steve Strauss

Possibly the biggest rail-related news this year is the appointment of Senator Jeremy Cooney (Rochester) as Chair of the New York State Senate Transportation Committee. Senator Cooney replaces Tim Kennedy (Buffalo) who won a Special Election to the US Congress on April 30th. In a recent string of comments about the opportunity for High-Speed Rail in the Empire Corridor, and the State's lack of enthusiasm in implementing its own improvement plan on LinkedIn, Senator Cooney posted his remark, "It is a new day."



Making legislators and their staff knowledgeable that New York State must take the lead on Upstate passenger rail improvements, and that federal financial assistance is crucial to this effort, are critical for advancing any projects. ESPA is hopeful that Senator Cooney will lead a more aggressive effort from the Transportation Committee in pushing Governor Hochul's Administration to gear up its rail improvement efforts.

While ESPA is an enthusiastic supporter of vastly improved passenger rail service in New York State, we often find ourselves having to tamp down unrealistic expectations. We can't just snap our fingers and roll out a construction plan for 125 mph service. That's why ESPA's mission to better educate elected officials, community activists, economic development officials, and rail supporters, about constraints that hold back faster service, and more trains is so important.

In the spring, ESPA member Lou Venech and I met with 103rd Dist. Assemblymember Sarahana Shrestha, who represents most of Ulster & parts of Dutchess counties (including Rhinecliff station), at her Kingston office to discuss the state's Service Development Plan and the need to restore food and beverage service on local Hudson Valley Amtrak trains. It was a productive meeting; the Assemblywoman is supportive of many of ESPA's objectives. Importantly, she serves on the Assembly Transportation Committee.

I had a Zoom session with the legislative aide for 92nd Dist. Assemblymember Mary Jane Shimsky (Westchester) who sits on the Transportation Committee and has made infrastructure investments a large part of her Albany agenda. In March, at least seven ESPA members who serve on the Rail Passengers Association (RPA) Council of Representatives attended the DC-area Spring Conference including a visit to Capitol Hill to meet with our Congressional representatives. We focused on some of our Republican House members and had good meetings with staff for Representatives Garbarino, Molinaro, Lawler, Stefanik and Williams. We met with staff of our Democratic Representatives as well.

Lastly, I took Amtrak to the Niagara Falls Spring Meeting of the NYS Tourism Industry Association (NYSTIA) whose members are great allies who recognize the value of better and more frequent Amtrak service connecting Upstate with Downstate, providing mutual benefits. I had five minutes to address the attendees on passenger rail matters. After the conference, ESPA Director of Communications Bruce Becker provided me with a highly informative 4-hour tour of rail and architectural assets in both Niagara and Erie counties.

Westerners Nominated for Amtrak Board - Tony Rudmann

Two individuals, Ron Batory and Elaine Clegg, have been nominated by President Joe Biden to serve on the Amtrak Board of Directors. New Mexico resident Batory and Montana resident Clegg are the first nominees to the 10 member Amtrak Board to live west of the Mississippi River.

The western representation is a product of 2022 legislation mandating the national passenger rail corporation have Board members representing the state-supported, long distance and Northeast Corridor business lines.

Mr. Batory is no stranger to the railroad industry with two decades working for both Eastern and Western Class 1 railroads. He served as President and Chief Operating Officer of Conrail after its creation to operate several bankrupt freight railroads. After his industry retirement, Batory was appointed as Federal Railroad Administrator by Transportation Secretary Elaine Chao in 2018.

Ms. Clegg is CEO of Valley Regional Transit in Boise, Idaho and a former member of the Boise City Council. She is a long-time advocate for more and better transit and rail service for both urban and rural passengers.

Under federal law, the 10 member Amtrak Board has eight voting members with no more than 5 belonging to the same political party. Mr. Batory is a Republican and Ms. Clegg is a Democrat so the statutory format means the next Board Member will be a Republican.

Amtrak Board members serve a 5-year term but continue serving until their replacement is confirmed by the Senate.

Establishment Of Empire State Passengers Foundation Advances - Steve Strauss

The plan to create an Empire State Passengers Foundation (ESPF) as a parallel organization to the Empire State Passengers Association is moving forward. In late May, the ESPF had received its Certificate of Incorporation from the New York Secretary of State's Office. Subsequently, the Foundation applied for Federal Tax Identification number and it will be seeking IRS 501(c)3 non-profit status in the near future.

The Foundation's new Board of Directors held a formal organizing meeting in early September. Elected as the Foundation's officers were: Bruce Becker - President; Andrew Cabal - Treasurer & Steve Strauss - Secretary. The Directors elected were Tom Martinelli and Lou Venech. The Foundation's initial Bylaws were adopted along with other legally required resolutions.

As noted in our previous newsletter, the Foundation will seek to receive contributions from other foundations and community trusts, as well as contributions from individuals on a beneficial tax basis. And of particular interest, seniors will be able to contribute to the Foundation from their retirement account required minimum distributions (RMDs).

Funds raised by the tax-exempt Empire State Passengers Foundation will be used for educational & informational programs and campaigns to promote the benefits of improved intercity passenger rail in New York State. Over the coming months a dedicated Foundation website and a comprehensive outreach campaign will be launched.

If you are interested in making a contribution to the Foundation by the end of the 2024 tax-year please contact Bruce Becker at bbecker@clearblockconsulting.com. Bruce will be happy to assist you!

Plans For New Amsterdam Station Move Forward - Benjamin Turon

The process of building a new intermodal rail station in downtown Amsterdam progresses per Daniel Grey, that city's Community and Economic Development Director. The Schenectady Daily Gazette stated that he hoped by the Spring of 2025 to have a firm station design in hand.

The engineering firm Greenman-Pedersen was awarded a \$3 million contract last year to develop the plans for the new downtown station; the money coming from a federal grant supported by NY 20th District Congressman Paul Tonko (D).

Another \$29,290 was granted by the City's Common Council this spring to cover the expenses of freight railroad CSX in reviewing project design. The participation and approval of Amtrak and New York State DOT is also necessary before final design documents are approved and presented to the public.

The [new intermodal rail station](#) is estimated to cost between \$30 to \$50 million. In addition to intercity rail, the facility would function as a local transit hub for buses and taxi/rideshare services, with a pedestrian connector bridge from downtown over the tracks to the Riverlink Park and the Mohawk Valley Gateway pedestrian bridge.



**Concept View Of The Potential New Station.
A Final Design Will Likely Include Dedicated Siding Tracks.**

The building site would be assembled from land freed up by a redesign of NYS Route 5 through the city, restoring the highway to a single two-way street through downtown, instead of the current multiple lanes and ramps.

LAB (continued from page 1)

The construction of the new bridge is being funded as part of the current \$33 billion, five-year NYS Department of Transportation Capital Plan. In addition to funding from the state capital plan, NYSDOT continues to seek federal grant funding for the project from the Bipartisan Infrastructure Law.

The anticipated completion of this project is in the summer of 2028. The new bridge will be constructed alongside the existing structure before shifting train traffic to the new bridge upon its completion. The current Livingston Avenue Bridge will remain in use until that time, thus limiting disruptions before being eventually removed.

Six daily Amtrak round trips currently use the bridge, along with a number of local service freight trains and other Amtrak equipment moves. Under the state's Empire Corridor Service Development Plan, passenger trains crossing the river are expected to at least double in the coming years.

Empire Corridor Schedules To Be Reduced In November - Bruce Becker

Effective Monday, November 11, 2024, Empire Corridor Hudson Valley trains will be reduced to 10 round trips daily. Currently 13 round trips are offered!

This reduction in service is being necessitated by the [East River Tunnel Rehabilitation Project](#) which is poised to get underway in earnest later this year. The project will restore the two East River tubes that were damaged by Superstorm Sandy. The work will modernize the tunnel infrastructure, improving safety, reliability, and security and bring the tunnels to a state of good repair. The project will involve demolishing the existing tunnel systems down to the concrete liners, followed by reconstructing and modernizing all tunnel systems. One tube will be reconstructed at a time (there are 4 tubes under the river, but not all tubes have access to every platform track at Penn Station). The overall project is anticipated to take 42 months to complete. (Continued On Page 5 - Train Reductions)

Empire Corridor - Effective 11-11-24												
Train Number	63	69	281	233	283	291	49	237	239	241	243	245
Frequency	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	M-F	S&S
NY Penn - NYP	Dp	7:15a	10:20a	11:20a	1:20p	2:19p	3:40p	4:45p	5:47p	6:46p	8:55p	10:45p
Yonkers	Dp	7:43a	-	11:44a	1:44p	2:42p	-	-	-	7:08p	9:19p	-
Croton-Harmon	Dp	8:02a	11:01a	12:03p	2:03p	3:00p	4:23p	5:27p	6:32p	7:26p	9:38p	11:24p
Poughkeepsie	Dp	8:43a	11:43a	12:45p	2:45p	3:42p	5:07p	6:08p	7:22p	8:08p	10:20p	12:06p
Rhinecliff	Dp	8:58a	12:00n	12:58p	2:58p	3:58p	5:24p	6:20p	7:36p	8:23p	10:34p	12:22a
Hudson	Dp	9:20a	12:25p	1:19p	3:20p	4:19p	-	6:41p	7:57p	8:44p	10:55p	12:42a
Albany-Rensselaer	Ar	↙ 9:50a ↘	12:50p	1:51p	3:45p	4:49p	6:20p	7:10p	8:28p	9:15p	11:25p	1:15a
	Dp	10:10a	11:40a	1:15p		4:10p	5:04p	7:05p				
Schenectady	Dp	10:34a	12:03p	1:39p		4:34p	5:28p	7:33p				
Saratoga Springs	Dp	↓	12:28p	↓		↓	5:56p	↓				
Fort Edward	Dp	↓	12:51p	↓		↓	6:17p	↓				
Amsterdam	Dp	10:52a	To	1:57p		4:52p	To	-				
Utica	Dp	11:50a	MTR	2:55p		5:50p	BUR	8:50p				
Rome	Dp	12:03p		3:11p		6:05p	-					
Syracuse	Ar	12:57p		4:02p		6:59p		9:51p				
	Dp	12:57p		4:02p		6:59p		10:05p				
Rochester	Dp	2:13p		5:28p		8:15p		11:29p				
Buffalo-Depew	Ar	3:19p		6:34p		9:21p		12:29a				
	Dp	3:19p		6:34p		9:21p		12:39a				
Buffalo-Exchange	Dp	3:32p		6:55p		9:42p		To				
Niagara Falls, NY	Ar	4:42p		7:35p		10:28p		CHI				
		To										
		TOR										

Train Number	232	234	236	280	240	284	290	48	244	68	64
Frequency	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
											From TOR
Niagara Falls, NY	Dp			3:52a		6:47a		From			11:50a
Buffalo-Exchange	Dp			4:28a		7:22a		CHI			12:25p
Buffalo-Depew	Ar			4:45a		7:39a		8:53a			12:36p
	Dp			4:45a		7:39a		9:05a			12:40p
Rochester	Dp			5:40a		8:34a		10:06a			1:34p
Syracuse	Ar			6:57a		9:49a		11:28a			2:44p
	Dp			7:06a		9:59a		11:42a			2:54p
Rome	Dp			7:45a		10:38a		-			3:36p
Utica	Dp			7:59a		10:52a	From	12:42p		From	3:53p
Amsterdam	Dp			9:01a		11:54a	BUR	-		MTR	4:55p
Fort Edward	Dp			↓		↓	1:00p	↓		5:33p	↓
Saratoga Springs	Dp			↓		↓	1:22p	↓		6:02p	↓
Schenectady	Dp			9:21a		12:17p	1:58p	2:21p		6:38p	5:39p
Albany-Rensselaer	Ar			9:42a		12:39p	2:21p	2:53p		7:00p	6:05p
	Dp	5:55a	6:50a	8:25a	10:05a	11:15a	1:05p	2:48p	4:10p	4:30p	↘ 7:40p ↙
Hudson	Dp	6:15a	7:10a	8:45a	10:26a	11:35a	1:26p	3:08p	-	4:50p	8:01p
Rhinecliff	Dp	6:37a	7:34a	9:07a	10:49a	11:57a	1:49p	3:29p	4:55p	5:12p	8:23p
Poughkeepsie	Dp	-	7:51a	9:20a	11:10a	12:15p	2:10p	3:48p	5:13p	5:30p	8:40p
Croton-Harmon	Dp	7:31a	8:31a	9:59a	11:50a	12:54a	2:50p	4:28p	5:53p	6:10p	9:19p
Yonkers	Dp	-	8:55a	10:21p	-	1:16p	3:11p	4:50p	-	-	9:42p
NY Penn - NYP	Dp	8:15a	9:21a	10:50a	12:45p	1:45p	3:45p	5:24p	6:42p	7:05p	10:15p

Train Reductions (continued from page 4)

Currently all Empire Corridor trains use the East River tunnels to reach the Sunnyside Yard loop track in order to reverse direction. With train movement capacity under the East River being reduced by 25% during the rehabilitation, Amtrak has made the hard decision to reduce the number trains which need to make this time consuming movement. In addition to dropping 3 daily round trips between Albany & New York City, many of the remaining trains will reverse direction at Penn Station utilizing locomotives on both ends. And the Maple Leaf & Adirondack will be combined in each direction between Albany & New York. Reportedly Amtrak will be maintaining the same overall passenger capacity by adding cars to the remaining trains during the project.

Of particular concern to ESPA in the revised schedules is the excessive dwell time at Albany-Rensselaer for the northbound Adirondack (1' 50") and for the southbound Maple Leaf (1' 35"). In addition, a popular early morning southbound trip is eliminated along with a later evening northbound weekday trip. It is unclear how many (if any) other Amtrak Northeast Corridor and Long Island Railroad trains are being effected or suspended. In addition, Amtrak has not released any information as to how long the reduced Empire Corridor service will be in effect.

ESPA has highlighted its concerns with the Governor's staff and issued a Press Statement in mid-October. While immediate adjustments to the November 11th reductions are unlikely, ESPA is hopeful that Amtrak & NYSDOT will modify the schedules in future months.

Adirondack Service Update - Bruce Becker

For a second summer in a row, Amtrak's New York to Montreal Adirondack was affected by deteriorated track conditions on the Canadian National Railway's segment of the route north of the border.

In 2023, service north of Saratoga Springs was disrupted for over two months due to heat-related slow orders imposed by the CN (as low as 10mph for over 25 miles). Service ultimately resumed on September 11, 2023.

The underlying issues between Amtrak & CN remained unresolved into 2024 however. Amtrak had criticized CN for its inconsistent application of its own historical heat order policy, while CN claimed that Amtrak had failed to pay for track access & maintenance during the covid service suspension period.

Negotiations continued in 2024 and on May 17, 2024, Amtrak & CN announced an agreement under which Amtrak would pay CN to perform track work on the CN segment which would reportedly mitigate, but not fully eliminate heat-related slow orders. In order to allow for this track work to be performed, service north of Saratoga Springs was again suspended on May 20, 2024. Full service was initially expected to resume at the end of June, as CN claimed that it had planned for several months to expedite the necessary work. But the suspension was abruptly extended for the entire summer of 2024, as CN said the work would take much longer. Service finally resumed on September 9, 2024.

It is unclear how much track work has actually been completed as reportedly CN has refused to release any detailed information. It's important to note that the Amtrak funded agreement only allows for upgrades to bring the CN track segment back up to the previous top speed of 50mph including during high heat periods. The current track work will not permit an increase in overall top speeds, the installation of power switches or improved signaling along the route.

But based on the current schedule, since the resumption of service in September the northbound train has arrived into Montreal as much as an hour early. It is expected that the service will operate normally in 2025, with only sporadic relatively minor delays during isolated periods of extreme high heat.

Op-Ed: Advancing Upstate Rail Service - Assemblyman Angelo Santabarbara (A111-D)

As a civil engineer, infrastructure projects are more than just a job—they're a personal passion. Recently, I played a role in restoring Amtrak service beyond Albany, extending into Saratoga and the North Country. This accomplishment shows what can be achieved through teamwork and perseverance. Last year's disruptions to rail service, including the partial suspension of Amtrak's Adirondack route due to disputes with Canadian National Railway (CN), highlighted the ongoing need for advocacy.

While the restoration of the Adirondack Service is in progress, there's more work ahead. I'm staying in touch with Amtrak's CEO, Stephen Gardner, emphasizing the importance of connectivity for residents and visitors alike.

Public transportation is vital for countless New Yorkers' daily lives. That's why I fought for crucial funding in this year's state budget for passenger rail, underscoring our commitment to a more accessible, efficient, and eco-friendly transportation network. I'll keep fighting for this cause in the days, months, and years ahead. (Continued On Page 7 - Op-Ed)



New York State Ridership Stats

Route	FY YTD October - August							Aug '24 Customer O'	Route Definition	
	Aug '24	Aug '19	2024	2023	2022	2021	2020			2019
Empire Service	123,500 <small>114% of 2019 #</small>	108,500	1,245,900 <small>112% of 2019 #</small>	1,135,500	922,300	547,300	623,200	1,114,600	88.4%	New York to Albany-Rensselaer Trains ONLY
Maple Leaf	57,300 <small>137% of 2019 #</small>	43,200	467,300 <small>130% of 2019 #</small>	411,300	351,600	219,100	217,600	359,900	69.1%	New York - Albany - Syracuse - Buffalo - Niagara Falls - Toronto Trains
Adirondack	3,000* <small>21% of 2019 #</small>	14,700	63,900 <small>59% of 2019 #</small>	19,500	0	0	44,200	107,900	76.7%	New York - Albany - Saratoga - Montreal Train
Ethan Allen Exp.	9,200 <small>135% of 2019 #</small>	6,800	82,300 <small>176% of 2019 #</small>	80,100	56,200	8,900	23,300	46,800	59.9%	New York - Albany - Saratoga - Rutland - Burlington Train
Lake Shore Lim.	36,100 <small>95% of 2019 #</small>	38,000	368,700 <small>120% of 2019 #</small>	329,700	288,900	148,200	205,800	329,100	69.1%	New York/Boston - Albany - Buffalo - Cleveland - Chicago Train

* Adirondack Suspended North Of Saratoga Springs
Data Source - Amtrak Monthly Performance Reports

Thanks To Our Corporate Members For Their Generous Support!



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 2024. 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](#); 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.

Amtrak Share Fares make it easy to bring the whole crew by helping you save with each plus one. The more family, friends, loved ones you bring, the more you all save.

Share Fares provide a group discount of up to 60% off tickets for 8 passengers traveling together on the same reservation. Here's how the discount works: Passenger 1 – full price (or lowest available fare); Groups of 2 – full price (or lowest available fare); Groups of 3 – 15% off all tickets; Groups of 4 – 25% off all tickets; Groups of 5 – 37% off all tickets; Groups of 6 – 47% off all tickets; Groups of 7 – 54% off all tickets; Groups of 8 – 60% off all tickets. 2-day advance purchase required. Other terms & conditions apply.

Visit [Amtrak.com](#); click on 'Deals' at the top, then click on 'Deals & Promotions' and then 'Share Fares'



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



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 2024 ESPA Meetings

Working Group/Board Meeting

Saturday, November 16 - In-Person - Schenectady
12:00n - 4:00pm

2025 ESPA Annual Meeting

Schenectady - Date To Be Announced!

Dates, times & locations are subject to change!

ESPA Membership

- Introductory Membership (\$20.00 for first year)
- Regular Individual Membership (\$35.00 per year)
- Student, Senior, Fixed-Income Membership (\$25.00 per year)
- Family Membership (\$45.00 per year)
- Sustaining Membership (\$65.00 per year)
- Patron Membership (\$120.00 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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In Memoriam...

ESPA Board Member Jacob Adams, 52, of Rochester passed away on April 27, 2024, Jacob was 52 years old and he is survived by his wife Heather, parents Leonard and Phyllis Adams, brothers David and Bruce, and many other beloved family members and friends. Born in Chicago, and raised in Deerfield, Illinois, Jacob was a proud resident of Rochester, NY. He had an inquisitive nature, a natural smile, quick wit, and enduring optimism and empathy.

Jacob graduated from Washington University (1993), Johns Hopkins Medical School (1997), and completed his medical internship year in Pediatrics at the University of Rochester Medical Center, where he became the program director of the General Preventive Medicine and Public Health Residency at URM. He was actively involved as a Fellow in the American College of Preventive Medicine (ACPM) and other professional organizations devoted to public health and to supporting children and families affected by childhood cancer.

Jacob was both an ESPA Director and was designated to serve on the board of our new Empire State Passengers Foundation. An avid railfan, Jacob loved being trackside and sharing train trips with family and friends all around the globe, including Canada, Switzerland, and Australia. He recently organized the first meeting of Monroe County ESPA members to better advocate for passenger train service improvements in Western New York.

Donations in Jacob's honor be sent to the American College of Preventive Medicine Jacob and Heather Adams Resident Scholarship Fund (www.acpm.org/); C.U.R.E. Childhood Cancer Association-Rochester (www.curekidscancer.com); or Temple B'rith Kodesh (www.tbk.org).

Former ESPA President Steve Salatti, 79, of Mexico, NY, passed away peacefully at his home on September 8, 2024 after enduring a brave fight against Glioblastoma.

Steve was born on May 6, 1945, to Lewis J. and Ida M. (Bresadola) Salatti in Syracuse, NY. Surviving are his beloved wife of 16 years, E. Lynn (Hutton) of Mexico, NY; two daughters, Erin Lynn of Mexico, NY, and Beth Anne (Ryan Barbeau) of Syracuse, NY; stepchildren, Dawn Caroline (Michael Odrzywolski) of Buffalo, NY, and Benjamin Robert Boyle of Denver, CO; grandchildren, Louis, Charles and Eleanor Barbeau, and step grandchildren, Evalyn, Thomas and Cecilia Odrzywolski,; his sister, Bonnie J. Salatti of Denver, CO and many cherished relatives and friends.

Steve received an A.A.S in Forestry (1965) from Paul Smith's College and then received his B.S. in Fisheries Management (1967) at Utah State College. Following graduation, Steve was accepted to Officer Candidate School and proudly joined the U.S. Navy as an officer attaining Captain rank (5 years active and 20 years reserve) before retiring in 1992. He was employed as Territory Sales Manager and District Sales Trainer for Bristol-Meyers Squibb where he worked for 33 years, until his retirement in 2005.

A strong advocate for passenger rail and a frequent rail traveler, Steve was active in ESPA since its founding in 1980, serving as president for 8 years. He also served as a member, and eventual Board Member and Secretary for Rail Passengers Association (formerly National Association of Rail Passengers) for which he received the John "Jack" R. Martin Passenger Train Advocacy Award in recognition of his 40 years of commitment and dedication to the improvement and expansion of rail passenger service.

Memorial contributions may be made to Gray for Glioblastoma Attn: Katherine Snedeker, 7272 Wisconsin Ave, Fl.9, Bethesda, MD 20814 or St. Anne Mother of Mary Catholic Church in Mexico, NY.

Op-Ed (continued from page 5)

Investing in transportation infrastructure isn't just about facilitating travel—it's about spurring economic growth, fostering connections, and promoting fairness across our state. As a father of a son with a disability, I know firsthand the importance of ensuring transportation is accessible for all.

Looking ahead, I'm dedicated to making sure all Amtrak services in New York continue to serve our communities. During this legislative session, I'll keep working with Amtrak and other stakeholders to find solutions that address the concerns of local businesses and travelers, which helps support the Capital Region's economy.

I want to thank the Empire State Passengers Association for their collaboration and each of you for your commitment to shaping a brighter future for New York. Your ongoing support and advocacy for a robust and reliable rail system mean the world.

My team and I are always here to help in any way we can. Please don't hesitate to reach out by calling 518-382-2941 or email me at SantabarbaraA@nyassembly.gov.

Ed. Note: This was submitted for publication prior to this past summer's Adirondack service suspension.



ALL - NYS DOT



Additional Renderings Of The New Livingston Ave. Bridge

Top Left - Separated shared-use path for pedestrians & cyclists.

Left - View looking north from the Albany side of the river.

Above - Ground level view looking north from the Albany side.

The State is also funding the demolition of the long-dormant Central Warehouse structure adjacent to the rail line in Albany.

This deteriorating building has caused numerous rail service disruptions in recent years.

News In Brief...

Chicago to Florida 'Floridian' Amtrak has announced that effective November 11, the Capitol Limited and Silver Star will be combined to offer through, one seat/room service between Chicago & Florida. The new service will utilize single level cars (including Viewliner sleeping and dining cars) to connect over 40 city-pairs along the route. Complimentary traditional dining service meals will be offered to all sleeping car passengers in addition to limited availability for coach passengers who will pay for the meals.

The new service is described by Amtrak as being 'temporary' and it will free up Superliner cars for use on western long distance trains. Unfortunately, the change ends through Silver Star service from New York City and other Northeast Corridor points. In addition, there are concerns with the assumed reduced sleeping car capacity on the new trains heading into the busy Florida winter travel season.



Brightline West

Siemens To Open NYS High Speed Rail Plant Siemens Mobility will be creating a new manufacturing center in Horseheads, NY to accommodate the building of America's first true high-speed trainsets for Brightline West. Siemens will be investing approximately \$60 million in the new facility which will span nearly 300,000 square feet and will create roughly new 300 jobs.

The Horseheads site will be dedicated to producing the American Pioneer 220 (AP220) trainsets which will be capability of operating at speeds of up to 220 miles per hour.

The new Siemens plant will join the nearby Alstom facility in Hornell currently building the Avelia trainsets for Amtrak, in making New York State's Southern Tier as the center of high-speed equipment production in the United States.