



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*

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2022 ESPA Annual Meeting

**Saturday, March 12, 2022
11:00am
Live On-Line Webinar
See Complete Details
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Amtrak & Canadian Pacific Forge Deal

- Tony Rudmann

In an unusual agreement announced in early January, Amtrak and Canadian Pacific Railway (CP) said they had agreed to expand passenger rail service should the U.S. Surface Transportation Board (STB) allow the freight railroad to buy the Kansas City Southern Railroad (KSC). If approved, the merger would unite the two smallest of the seven major North American freight carriers creating a single rail network connecting Canada, the U.S. and Mexico.

Amtrak will formally support the CP petition to assume KSC control in the STB hearing process.

Amtrak President Stephen Gardner said: "we welcome CP's commitment to our efforts with states and others to expand Amtrak service and are pleased to have reached an agreement formalizing CP's support of Amtrak expansion in the Midwest and South." (Continued on Page 2 - CP - Amtrak)



ESPA Leadership Seeks By-Laws Update Approval At Annual Meeting

- Steve Strauss
Executive Director

After extensive deliberation, review and revision, the Empire State Passengers Association (ESPA) Officers and Regional Coordinators are recommending a series of revisions and updates to the Association's By-Laws that will modernize the structure of the organization; transition the Association's governing body to a more traditional Board of Directors model; provide a more formalized succession process for Officers & Directors and comply with New York State statutory requirements for non-profit business corporations. ESPA was founded in 1980 and has essentially been operating under the original By-Laws since that time.

The [proposed By-Laws update](#) is the culmination of nearly a year's worth of research, review and re-writing by a task force of ESPA members. The Executive Director would like to especially thank Phil Antweiler for his detailed review of drafts and research on changes in New York non-profit law affecting the Association. ESPA members Jacob Adams, Tony Rudmann, Chris Nadelbach and others also provided comments on earlier drafts to the Officers and the Executive Director. (Continued On Page 3 - By-Laws)

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

CP - Amtrak (Continued From Page 1)

He noted that CP has a “consistent record” as a host of Amtrak trains on CP tracks. The freight carrier received a “A” grade in the most recent Amtrak on-time report.

Amtrak will formally support the CP petition to assume KSC control in the STB hearing process.

CP President Keith Creel said: “CP is pleased to continue to support Amtrak and its infrastructure projects to provide capacity needed to accommodate additional service.” Among the specific service expansions were:

- Providing passenger service through the Detroit River Tunnel linking Michigan and Ontario to Windsor and Toronto with connections to Via Rail Canada.
- Increasing the frequency on Amtrak’s Hiawatha service between Chicago and Milwaukee.
- Extending Hiawatha service from Milwaukee to St. Paul, Minnesota creating a second round-trip on the Twin Cities-Chicago corridor.
- Supporting efforts of the Southern Rail Commission to establish passenger service between New Orleans and Baton Rouge, Louisiana’s state capital.
- Studying the potential of Amtrak service between Meridian, Mississippi and Dallas, Texas connecting the eastern Crescent train with the western Texas Eagle train.

Canadian Pacific already hosts passenger rail services on the Adirondack route between Schenectady and Montreal (via Plattsburgh) and the Ethan Allen route within New York State, albeit no New York passenger rail improvements were mentioned in the agreement announcement.

Executive Director’s Report: 2021 Year in Review - Steve Strauss - Executive Director

Notwithstanding the many difficulties of COVID for our members and our state, 2021 was a good year for ESPA and better year for intercity passenger rail. On November 15th 2021, President Biden signed the bi-partisan Infrastructure Improvement and Jobs Act that will provide \$66 billion in guaranteed funding for rail projects and improvements and authorizes an additional \$35.8 billion over the next five years, subject to Congressional appropriations.

The addition of the part-time Executive Director position this past year allowed ESPA to expand our advocacy and education work. We organized two well-attended press conferences in the spring and early summer in [Saratoga Springs](#) (with the Saratoga Chamber of Commerce) and in [Schenectady](#) (with tourism agencies, venues and elected officials) to call for restoration of the pre-COVID Amtrak schedules. NYS DOT and Amtrak listened and restored the Ethan Allen in July and additional Empire Corridor trains later that summer. Restoration of the Adirondack remains stalled by border crossing COVID protocols; we are hopeful that service will resume in the first half of 2022, along with the ViaRail operated Maple Leaf segment between Niagara Falls, Ont. and Toronto.

During the year, ESPA leadership had meetings with the Chair of the Assembly Transportation Committee, senior staff of the Senate Transportation Committee, the Chair of the Senate Finance Committee and state legislators from the Capital Region to educate legislators and staff about Section 209 funding requirements and discuss necessary capital projects to bring the Empire Corridor into a state of good repair and remove service bottlenecks.

In September, [ESPA President Gary Prophet testified at an Assembly Transportation Committee hearing](#) on intercity passenger rail along with NYS DOT, Amtrak and CSX representatives. Early this year, Governor Hochul confirmed that replacement of the Livingston Avenue railroad bridge that connects Rensselaer and Albany would be a priority of her administration.

ESPA’s Officers, Coordinators and Executive Director also spent time finalizing the first-ever update of the Association’s By-Laws (covered elsewhere in this newsletter). We invested in a new ‘Eastern NY’ ESPA banner to join our ‘Western NY’ banner that “resides” in Buffalo. We took our banners to the press conferences and train shows along with new ‘Join ESPA’ rack cards that were printed for the first time in nearly ten years. These give us new ways to reach potential members on trains, at community events and at stations.

With our website upgrades completed in 2020, including on-line membership sign-up and renewal and renewed USPS postcard renewal notices, membership has remained stable. We recruited four corporate members in 2021 and hope to expand that number this year, but we need your help in encouraging people in your communities who are interested in better passenger rail service to join us.

Thank you for the support that you have given ESPA in 2021; don’t hesitate to reach out to me with rail advocacy ideas and suggestions. And if you have some time, we’ve got a project for you to work on too.

By-Laws (continued from page 1)

Highlights of the significant proposed By-Law changes include:

- Maintains the four legally required officer positions (President, Vice-President, Secretary & Treasurer) and establishes nine Directors positions (with no geographical distribution requirements) for a total of thirteen members of the Association’s governing Board of Directors.
- Establishes policies for: Officer & Director vacancies & in-active Directors; holding meetings via electronic means and creating an Executive Committee of the Board.
- Creates two-year terms for the Officers and Directors with elections to be held in even-numbered years and for the confirmation of any Board vacancy appointments at the next Annual Meeting.
- Includes a Conflict-of-Interest Policy for Officers & Directors as required by state statute
- Broadens options for providing notice of meetings, conforms quorum requirements to state law and allows for the creation of ESPA committees with both Directors and general members eligible to serve.

The current Association Officers & Coordinators recommends the adoption of the proposed revisions.

As this year’s Annual Meeting is being held virtually due to public health considerations, all current Association members are strongly encouraged to submit a proxy ballot in advance of the Annual Meeting. [For a copy of the proposed revised By-Laws and to submit your proxy, visit www.esparail.org under 'Events'](#) or send your request to esparailinfo@gmail.com.

Slate Of ESPA Officers & Directors For 2022 – 2024 Term:

- | | |
|---|---|
| President - Gary Prophet - Westchester | Vice-President - Benjamin Turon - Saratoga |
| Secretary - Christopher Nadelbach - Queens | Treasurer - Andrew Cabal - Onondaga |
| Director - Jacob Adams - Monroe | Director - Kevin Jones - Dutchess |
| Director - Phillip Antweiler - Tompkins | Director - Richard Kulla - Dutchess |
| Director - Bruce Becker - Erie | Director - Tom Martinelli - Dutchess |
| Director - DeWain Feller - Monroe | Director - Kent Patterson - Westchester |
| Director - Anthony Rudmann - Albany | |

Register Today!

2022 ESPA 'Virtual' Annual Meeting
Saturday, March 12, 2022 11:00am to 3:00pm
On-Line Live Webinar

A Highly Informative Line-up Of Speakers & Presentations Of Interest To All Passenger Rail Advocates Is Being Planned.

The Full List Of Confirmed Speakers Is Posted On The ESPA 'Events' Webpage & The ESPA Facebook Page

There will also be a formal business session of the Association's members held during the meeting for the purpose of:

- Revisions To The Association's By-Laws
- Electing Association Leadership

[Advance Registration Is Required By Friday, March 11](#)

\$10.00 per person (\$8.00 for Students)

Visit www.esparail.org → 'Events' To Register Or Scan This QR Code



New York State Ridership Stats

Route	Nov 21	Nov 20	Nov 19	Dec 21	Dec 20	Dec 19	Jan 21	Jan 20
Empire Service	89,800 <small>85% of 2019 #</small>	32,600	105,500	81,700 <small>76% of 2019 #</small>	27,400	108,700	25,300	90,900
Maple Leaf	32,100 <small>104% of 2019 #</small>	15,300	30,800	32,500 <small>78% of 2019 #</small>	12,900	41,800	12,200	29,300
Adirondack	0	0	7,500	0	0	10,700	0	7,400
Ethan Allen Exp.	4,200 <small>100% of 2019 #</small>	0	4,200	4,200 <small>75% of 2019 #</small>	0	5,600	0	3,600
Lake Shore Lim.	28,100 <small>92% of 2019 #</small>	12,300	30,500	28,900 <small>78% of 2019 #</small>	12,300	37,200	7,700	23,100

Date Source - Amtrak Monthly Performance Reports

NYS Ridership Stats For December 2021!

After very strong ridership results in November 2021 (the west of Albany trains carried more passengers in November 2021 than in 2019 – 32,100 vs. 30,800), the Omicron variant’s post-Thanksgiving surge significantly dampened overall passenger demand in December. For the second year in a row, interest in traveling to/from New York City for holiday seasons activities took a nose-dive in the weeks leading up to Christmas & New Years.

The west of Albany ridership in December 2021 (listed as Maple Leaf by Amtrak) totaled 32,500 (78% of the comparable pre-Covid December 2019 count of 41,800). The Ethan Allen Express recorded 4,200 passengers in December (75% of the comparable pre-Covid December 2019 count of 5,600). Hudson Valley ridership for December 2021 came in at 81,700 (76% of the comparable pre-Covid December 2019 count of 108,700).

And the Lake Shore Limited carried 28,900 passengers over its entire New York/Boston to Chicago route during December (78% of the comparable pre-Covid December 2019 count!). Coach capacity on the Lake Shore continued to be limited throughout December, though an additional New York car was added at the end of the month.

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 December 2021 ridership was 78% of the 2019 count, the December ‘passenger miles carried’ statistic came in at 6.2 million vs 12.0 million in December 2019 (only 52% 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. ‘Passenger miles carried’ is the number of miles traveled by all paying passengers.

The Lake Shore Limited’s total passenger miles of 11.9 million in December 2021 vs. 16.0 million in 2019 (74%) was in line with the 78% comparable ridership.

On a positive note, the Hudson Valley trains generated 13.8 million passenger miles in December 2021 vs. 13.3 million in December 2019, thus indicating that even with fewer actual passengers carried those that did use the services traveled greater distances.



See New York and Save 15%

[Book Now](#)

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; 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.](#)

Governor Hochul Resurrects 2 Rail Improvement Studies - Tony Rudmann

[Governor Kathy Hochul used her first State-of-the-State](#) message on January 5th to resurrect two long-sought transportation improvements in the New York City area. In delivering her in-person “Message to the Legislature”, the Empire State’s first female governor announced she had directed the MTA to study use of lightly-used freight lines to build a new passenger connection between Brooklyn and Queens and the Port Authority to complete an environmental review for a cross harbor freight tunnel linking New Jersey with Brooklyn.

The Governor re-enforced her commitment to transform the ideas into reality during the mid-January introduction of the State Budget for Fiscal Year 2022-23.

The notion of a Brooklyn-Queens transit concept dates back to a mid-1990’s proposal by the Regional Plan Association (RPA) for an above-ground connection of Brooklyn, Queens and the Bronx which was dubbed the Triboro RX. That project was estimated to cost between \$1 billion and \$2 billion at that time.

Governor Hochul’s charge to the MTA is to study the best option for an [“Interborough Express”](#) – heavy rail, light rail or bus rapid transit. The 14-mile study area runs from Bay Ridge, Brooklyn to Jackson Heights, Queens over a lightly used freight rail line. Because of the historic development of existing rail transit lines, residents of the impacted area too often must travel into Manhattan to reach their adjacent borough.

Reliable public transit is important because 57 percent of Brooklyn households and 36 percent of Queens households do not own cars, the Governor pointed out. If constructed, the “Interborough Express” would connect 17 subway lines and the Long Island Rail Road expanding transit access to almost 100,000 commuters in the area.

The new study is not the first time the Metropolitan Transportation has reviewed the feasibility of the project. In 2020, the MTA awarded a \$1.3 million contract to an entity called AECOM to look at the idea. But the COVID-19 pandemic hit a short time after the contract award and it was not clear what came from that effort. On January 20th the Governor released a feasibility study on the Interborough Express.

That study is available on the New York State website in the Governor’s newsroom section. More information and cost estimates may become available as the project moves forward.

The Port Authority of New York & New Jersey was told to complete an environmental review of a proposal to build a freight rail tunnel from New Jersey to Brooklyn.

Historically, freight came to Brooklyn, Queens and Long Island by rail on cross-harbor barges or bridges. In recent decades, freight traffic has shifted to trucks which has created noticeable traffic and environmental issues in the Governor’s view.

For more than a decade, Congressman Jerrold Nadler – whose district includes the Brooklyn waterfront -- has been a strong advocate of the cross-harbor freight tunnel. Early in his political career he served in the New York State Assembly where he served as Chairman of the Committee on Mass Transit and Rail Freight. The Congressman’s current official biography includes a section saying such a tunnel would “fundamentally decrease New York’s over-dependence on truck-borne freight by taking up to 1 million trucks off City streets.

The completion of the 32-mile-long English Channel freight and passenger tunnel seems to suggest a shorter tunnel crossing of New York Harbor is possible. With the passage of a significant multi-year federal infrastructure improvement fund, the Governor’s advocacy of two long-sought improvements in both passenger and freight transportation seems a possible reality.



Overview map of the existing freight rail corridor, subway connections, and the primary study area. Note that while most of the IBX corridor runs along the Bay Ridge Branch, a portion includes the Fremont Secondary.

New Maine Passenger Service Proposed By Finger Lakes Railway Unit

-Tony Rudmann

Midcoast Rail Service (MRS), a subsidiary of New York's Finger Lakes Railway (FLR), has offered to establish passenger service between Brunswick and Rockland, according to a late January report by Maine Public Radio. In a presentation to Maine's public rail authority, George Betke – FLR co-founder – said the MRS would like to begin passenger service this summer between Brunswick and Rockland offering two round trips a day on summer weekends and one round trip per day at all other times.

The new passenger service on this run would use a self-propelled rail car that MRS has already acquired. "This type of equipment has been used with great success between Dallas and Fort Worth in recent years; successful enough so that the patronage warranted going to conventional-length trains to replace the single cars, I think, speaks for itself," Betke said.

Brunswick is currently the northern terminus of Amtrak's popular Downeaster service connecting coastal Maine with southeast New Hampshire and Boston. Midcoast trips would be timed at Brunswick to provide a connection with that service.

Midcoast Rail would also provide freight service on the line. Parent Finger Lakes Railway operates freight railroads in New York and Pennsylvania and has run special passenger service in both states.

The MRS "would provide better intra-state connectivity between Rockland and certainly Portland as well as other potential destinations in Southern Maine," Mr. Betke said. "It would also be a pioneering experiment from Amtrak's standpoint."

Attention! You can now renew your membership; join the Association or donate to ESPA (all with a credit/debit card) on-line, in addition to updating your membership information (address; e-mail, etc.) anytime!

To access your ESPA membership account please follow these steps:

- Go to www.esparail.org
- Select "Join" & Then "Renew/Donate"
- Click on "Contact Us" For Assistance With Your ESPA User Name & Password (*if needed*)
- Complete The Contact Form With Your Name, E-Mail Address And Enter 'Yes - I Need Help' & Click "Send"
- The ESPA Membership Help Desk Will Respond (As Quickly As Possible) Via E-Mail With Your Membership Account User Name & A Temporary Password
- You Can Then Log-Into Your ESPA Membership Account By Selecting "Join" - "Renew/Donate" & "Access My Account - For Security Purposes Please Change Your Password To One Of Your Own Selection
- If You Forget Your Password In The Future You Will Be Able To Re-Set It Using Your E-Mail.

If You Have Questions Or Need Assistance With Your Account, Simply Complete & Submit The "Contact Us" Form!

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 Working Group Meetings

April 30 - 12:00n to 3:00pm - Via Zoom

June 2 - Location/Format To Be Announced

August 13 - In-Person - Utica

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.

- 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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New Cold War Could Save Former D&H Adirondack Branch - Benjamin Turon

In an unexpected turnaround, the future of the former D&H Adirondack Branch, some 90 miles of track stretching from Saratoga Springs to the Adirondack High Peaks at Tahawus, looks a lot brighter after a failed tourist and freight service during the last decade.

During WW2 the line was extended 30 miles north from North Creek to the titanium mine at Tahawus as part of the federal war effort. The federal government sold this segment to NL Industries, the Tahawus mine operator. When the Tahawus mine shut down in the 1980s due to low demand for titanium and cheaper sources, the D&H ended all freight operations on the Adirondack Branch.

In the 1990s federal grant money allowed the branch line to be purchased by Warren County and partially repaired, with a local company, the Upper Hudson River Railroad, operating tourist trains mostly on a short section of track from North Creek. From summer 2011 to spring 2018 the county leased the line to tourist and freight railroad operated by shortline rail holding company Iowa Pacific, which operated it as the Saratoga & North Creek Railway (SNCR). Iowa Pacific also bought the dormant northern end of the line from NL Industries.

However, Iowa Pacific's plans to build up a freight business in hauling mine tailings (crushed stone) from Tahawus to the Port of Albany for use in construction failed to come to fruition. Iowa Pacific Holdings and its subsidiaries filed for Chapter 7 bankruptcy in March 2021. This has led to the 30-mile northern segment being placed on the auction block by the appointed trustees.

According to the Albany Times Union, as of January 22, 2022, there are four bidders, including two freight rail carriers, a large local landowner and an environmental organization. The most prominent bid is by Revolution Rail and SMS Rail Lines, who wishes to purchase the segment for use by recreational railbikes during daylight hours and by freight trains at night that would service Mitchell Stone Products gravel pit at the Tahawus mine & the Barton garnet mines near North Creek. Revolution Rail has operated railbike tours for several years from North Creek over tracks owned by Warren County. SMS Rail Lines, a short line rail company founded in 1994, operates industrial switching operations in New Jersey, Pennsylvania, and Guilderland, NY – where it has (since 2006) served the Northeastern Industrial Park, interchanging with CSX, Norfolk Southern, and Canadian Pacific Railway.

Essex County officials, where the Tahawus mine is located, are in favor of maintaining the railroad to support efforts to revitalize the mine which was once a major source of employment and tax revenue. Mitchell Stone Products estimates it has a 20-year supply of crushed stone lying in tremendous piles around the former mine site. With the passage of the \$1.2 trillion infrastructure bill in November 2021, the market for the crushed stone for construction may see a big increase. Rail service would replace heavy dump trucks that currently haul out the stone today.

While New York State and some environmental groups ('Open Space Institute' and 'Protect the Adirondacks') are continuing their push for track removal, the bankruptcy judge for the Iowa Pacific case noted that demand for titanium, and other factors, could necessitate the need for future rail service. The judge also noted that the federal Surface Transportation Board, which will have to approve the deal, is hesitant to see railroad tracks removed. In 2020 Warren County voted to begin its own abandonment proceedings for the tracks they own south from North Creek but was advised by the STB to wait until the Tahawus issue was settled.

With global tensions heating up by China and Russia, the U.S. federal government is scrambling to secure domestic sources of strategic metals and minerals, vital for use in batteries, super-magnets, medical apparatus, renewable energies, and advanced defense and aerospace systems. China has secured domestically and globally – including mines in Africa – two-thirds of all the existing sources of rare earths elements. China also produces by far the highest amount of titanium, with other major producers including Russia, Kazakhstan, and Ukraine.

Recent airborne and ground surveys conducted by the U.S. Geological Survey of former mining sites in the Adirondacks confirm it as a major potential source of rare earth elements. The McIntyre Mine at Tahawus has an estimated billion dollars' worth of titanium left in the ground, with two unexploited rich titanium ore veins in the big open pit mine. In February 2021, President Joseph R. Biden signed an executive order designed to review gaps in the domestic supply chains for rare earths and other key resources. In the U.S. Senate, bipartisan legislation has been introduced in January 2022 that would force defense contractors to stop buying rare earths from China by 2026, requiring the Pentagon to create a permanent stockpile of the strategic minerals.

Thus, it seems that the fate of the some ninety-odd miles of railroad track winding along the fast-flowing waters of the upper Hudson River through the Great North Woods may circle back to where it was during World War 2: a vital transport link of the American military-industrial complex, and may include tourist trains and railbikes.



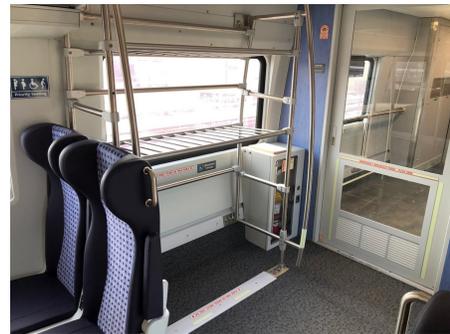
Chris Dong/The Points Guy



Bob Johnston - TRAINS



Chris Dong/The Points Guy



Chris Dong/The Points Guy



Chris Dong/The Points Guy

New Siemens Ventura coaches built for Midwest corridor routes entered service on February 1, 2022. The Amtrak trainsets now on order for future use on the the Empire Corridor will likely be very similar. Left - Full color video displays convey passenger information; Top Left - Wider aisles provide full ADA access; Top Center - Car-mounted retractable steps replace the age-old step box; Top Right - Large restrooms feature fully touchless operation; Above - End of car luggage storage rack and automatic glass sliding door to restroom & vestibule area

ESPA Information Cards NOW Available!

Help Spread The Word About ESPA! New full-color, 'rack cards' are now available to help you inform & recruit new members to ESPA and to the cause of improved passenger rail service for New York State!

The 4" x 9" double-sided cards conveniently fit in most brochure racks & can be easily placed in pockets & handbags.

If you would like a small supply of the cards to distribute in your area, please send a message to esparailinfo@gmail.com with your name, mailing address, e-mail address & phone number!

Join ESPA Today!
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 ESPA, PO Box 434, Syracuse, NY 13209

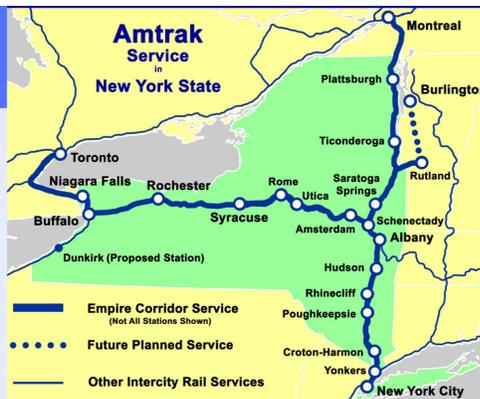
Annual Membership Dues

<input type="checkbox"/> \$15.00 Introductory (1st Year)	<input type="checkbox"/> \$100.00 Patron
<input type="checkbox"/> \$30.00 Individual	<input type="checkbox"/> \$300.00 Association
<input type="checkbox"/> \$20.00 Senior/Student	<input type="checkbox"/> \$500.00 Corporate
<input type="checkbox"/> \$40.00 Family	<input type="checkbox"/> \$500.00 <i>Lifetime</i> Individual
<input type="checkbox"/> \$60.00 Sustaining	

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 City, State, Zip _____
 E-Mail _____
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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



ESPA

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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