

# **Amtrak Operating Plan**

**Boston – New York – Washington DC**

## **1. Operating Plan: Boston – New York – Washington DC**

This service currently utilizes 16 Trainsets to be available every day Monday through Friday with one trainset on long term maintenance. Less Trainsets are needed on Saturday and Sunday. The current fleet consists of 20 Acela Trainsets.

The initial operating plan for the expansion of service on the NEC is the introduction of a half hourly Acela service in the peak hours between Washington DC and New York to supplement the existing service. There would be no change to the other services on the corridor. This is called Phase 1 below.

Later there would be further expansion of the service with the half hourly service between Washington and New York extended throughout the day. This is Phase 2 below.

### **1.1 Phase 1**

With the introduction of a half hourly service the daily requirement is for 22 Trainsets and the plans initially call for this to be 16 of the existing Acela Trainsets and 6 of the new Next Generation type. The additional 6 Trainsets operate another 12 Trains daily making a total of 45 and the total miles run each day by the 22 Trainsets would be 14,539. This is Alternative 1 in the ITO Section 2.

An alternative option is to gain additional seats on the Washington DC to New York corridor by the replacement of the existing Acela that has approximately 300 seats with Next Generation (400 – 450) seat trainsets. This option would be to run the current timetable with new equipment. This is Alternative 2 in the ITO Section 2

The next step would be the replacement of the existing Acela Trainsets with Next Generation Trainsets plus the number of additional Trainsets to work the additional half hourly peak service identified above. This is Alternative 3 in Section 2 of the ITO.

### **1.2 Phase 2**

The service will continue to grow until a half hour service all day will be provided and this will call for 25 Trainsets to be in service every day, Monday to Friday. This service has 61 individual trains being run each day and the daily miles run by all the 25 Trainsets is 18,139 miles.

This plan would be all Next Generation trainset operated. It is Alternative 4 in Section 2 of the ITO.

The total miles run and the other data for each of these Alternatives is set out in the below Table.

RAM Analysis Factors					
No.	RAM Factor	Alternative #1 Peak Half-hour Service - Six New Sets	Alternative #2 Replace Acela Trainsets- Sixteen New Sets	Alternative #3 Expanded Half-hour Service and Replace Acela - Twenty-two New Sets	Alternative #4 Expanded Half-hour Service (NYC-Wash.), Hourly (NYC-Boston) and Replace Acela - Twenty-five New Sets
1	Revenue hours per day	195.3	165	210.2	267
2	Off-peak revenue hours per day	88.45	84.4	107.8	133.5
3	Peak revenue hours per day	106.9	76.9	102.4	133.5
4	Non-revenue train operating hours per day	0	0	0	0
5	Off-peak service headway minutes	NY-60/ Bost-90	NY-60/ Bost-90	NY-30/ Bost-90	NY-30/ Bost-60
6	Peak service headway minutes	NY-30/ Bost-60	NY-60/ Bost-60	NY-30/ Bost-60	NY-30/ Bost-60
7	Longest revenue service trip miles, one way	457	457	457	457
8	Longest trip time, all station stops, one way <sup>1</sup>	6:37	6:37	6:37	6:37
9	Stations, per direction	12	12	12	12
10	Average annual trainset miles	168,530	188,700	184,161	204,000
11	Maximum daily revenue trainset miles	914	914	914	914
12	Average annual trainset operating hours	3,269	3,218	3,474	3,478
13	Average number of revenue service trainset trips per day	2.14	2.06	2.32	2.52
14	Average non-revenue service trainset miles per day	0	0	0	0
15	Average number of non-revenue service trainset trips per day	0	0	0	0

Note: 1 - Trip time based on January 13, 2014 schedule. Includes 15 minute station dwell at New York Penn Station. Current run times assume 7" Eu New Haven to Boston and 6" Eu between NYP and Washington Union Station.