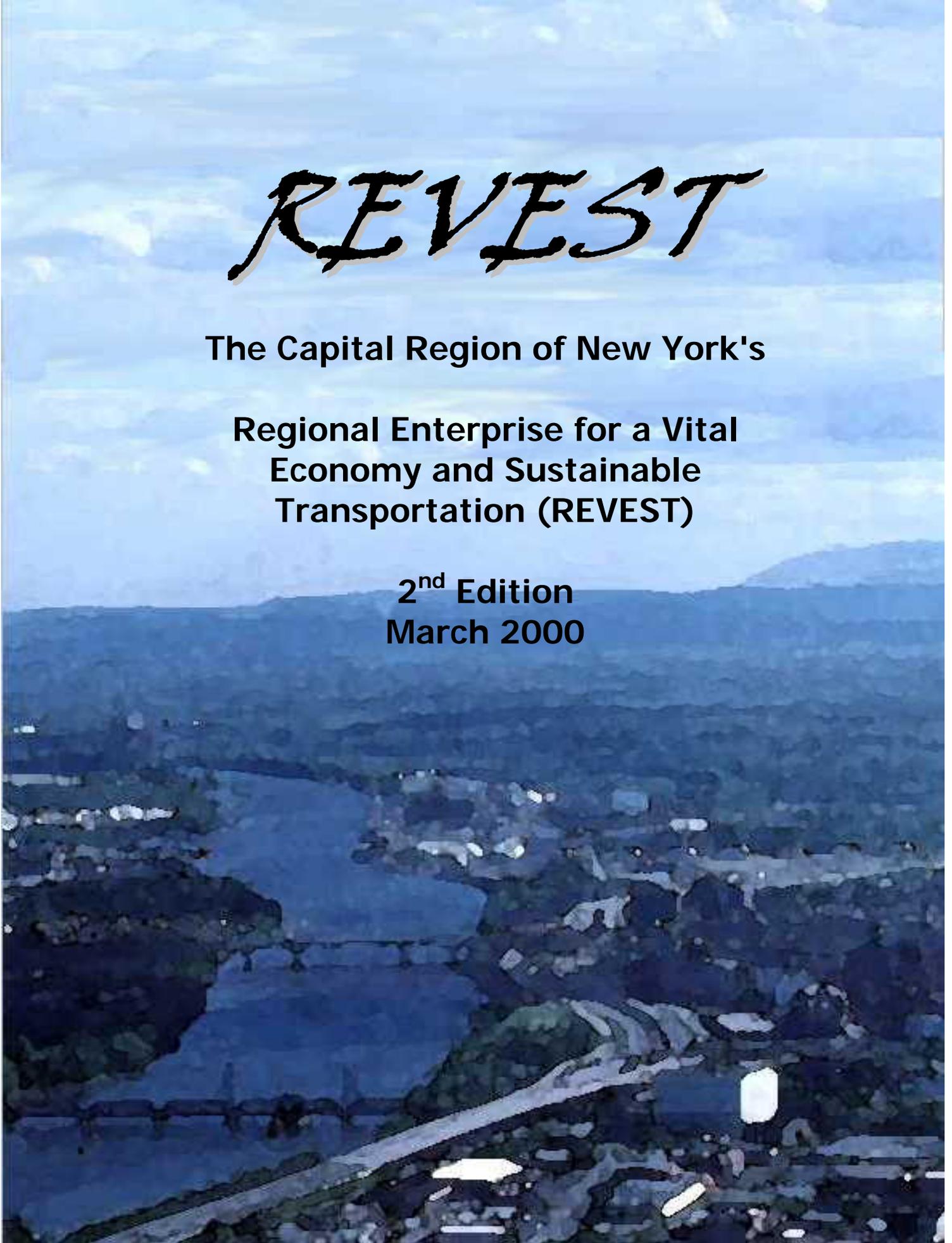


REVEST

The Capital Region of New York's

**Regional Enterprise for a Vital
Economy and Sustainable
Transportation (REVEST)**

**2nd Edition
March 2000**



The Capital Region of New York's Regional Enterprise for a Vital Economy and Sustainable Transportation (REVEST)

Re•vest (re vest') *vt.* 1. to vest (someone) again with possession, power or office; reinvest; reinstate. 2. to vest (office, powers, etc.) again --*vi.* to become vested again (*in*); revert to a former owner or holder. (New World Dictionary of the American Language, Second College Edition.)

Executive Summary

For over 300 years, the Capital Region of New York has repeatedly reflected innovation and national leadership in transportation. Its economic stature and prospects have been directly related to this role. In response to current challenges facing the region, the region has revested itself in its leadership role. The REVEST initiative has become, in the tradition of the Erie Canal and other historic investments, a transformational enterprise for the region and a model for the nation.

The REVEST initiative consists of nine coordinated elements, each with a specific role in enhancing economic health and livability in the Capital Region through investment in sustainable transportation. The nine elements reflect a uniquely complementary blend of local initiatives and regional policy. They are summarized below and located on the map on the following page.

REVEST Elements

	Location	Description	Lead Party	Total Cost	Amount Secured
1	Rensselaer	Amtrak station replacement	CDTA	\$48.0 M	\$32.5M
2	Schenectady	Western Gateway Transp Center	City	\$15.5 M	\$6.0M
3	Saratoga Springs	Amtrak station replacement	CDTA	\$5.0 M	\$2.9M
4	Renss. to Schenectady	Completion of funding package for phase 1 high speed rail / double tracking	NYSDOT	\$14.0 M	\$14.0M
5	Albany	Relocation of bus terminal in conjunction with development of an intermodal facility	City	\$17.0 M	\$17.0M
6	Albany/Renss.	Rehabilitation of Livingston Ave rail bridge; pedestrian accommodation; waterfront master planning in Albany and Rensselaer.	NYSDOT	\$15.5 M	\$15.0M
7	Saratoga Springs to Albany	Commuter rail demonstration project	CDTA	\$10.65 M	\$5.3M
8	Troy	South Troy Passenger Rail Facility	City	\$1.0M	\$0M
9	Saratoga Springs to North Creek	Scenic Train	CDTA	\$8.5M	\$4.0M
TOTAL				\$135.15M	\$96.7M

Regional Setting

The Capital Region of New York is a dynamic, multi-county metropolitan area containing a number of diverse, livable communities. The strength of the region draws from its stability as a center of government, its noted educational institutions and well-educated work force, its overall quality of life, recognition of its heritage and its strong potential for economic and environmental health. Over 800,000 residents enjoy the benefits of a region composed of four central cities, several additional small cities, strong and well-defined suburbs, healthy rural areas and nearby recreational locations.

The REVEST initiative is addressing the pressing challenges that the Capital Region is facing.

At the same time, the region faces pressing challenges: maintaining and restoring vitality in its numerous older urban areas; ensuring access for workers to jobs; providing well-paying jobs to the coming generation of high school and college graduates; carefully managing suburban development to encourage economic growth while preserving agricultural activity, open space and community livability; and fostering civic pride, responsibility and regional identity. Overall, the region has lagged the nation in economic growth in recent years and is witnessing increasing economic disparity among its communities, caused by industrial decline in older areas and commercial and residential growth in newer areas.



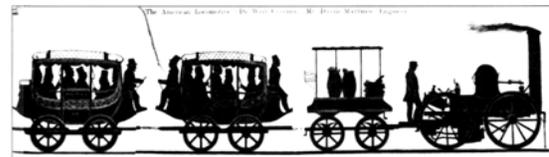
Albany and Saratoga Counties at the Mohawk River

The REVEST initiative has helped meet these challenges by leveraging the region's strategic location in the national transportation system, by reinforcing the economic value of effective intermodal centers as focal points for urban revitalization, and by nurturing the tourist economy of the region.

Historic Context

A significant aspect of both the region's heritage and its prospects for future health is its inextricable connection to its transportation system and, more specifically, leadership in the field of transportation. The connection between transportation and the region is substantial and has had a profound effect on both the local economy and the shape of the nation. Consider the following facts:

- This region provided a unique inland tidal river port to a young nation, serving the nation's earliest expansion to the west.
- This region influenced the nation's transformation further through its role as both the origin and focal point of the Erie Canal.
- This region also introduced intercity passenger train operation to the nation, between Albany and Schenectady, ushering in an era of unprecedented overland transport speeds.



Mohawk and Hudson RR 1831

- Over nearly a century, this region manufactured a vast bulk of the locomotives that powered the nation's growth.
- This region further initiated the concept of municipal ownership of airports, converting aviation from a novelty to a substantial travel mode.
- This region later enjoyed a pivotal role in the creation of the \$450 M (1950 \$) New York State Thruway, helping introduce the nation to the safety and economic benefits of limited access highway design.
- Over the past twenty years, this region has led the nation in high-speed ground transportation through New York State and federal financial commitments, providing the nation's only high-speed passenger rail service serving an international market.

The region's economic stature and prospects have always been tied to a leadership role in transportation.

Today, the region continues to recognize its dependence on transportation and its tradition of transportation leadership. New York State continues to lead the nation in support for balanced transportation, providing the greatest funding among all states for public transportation in general and passenger rail in particular. The statewide canal

recreationway plan promises to leverage the state's historic investment in the canal system for the benefit of communities in the canal corridor through recreation and economic development actions. Additionally, the recently completed new terminal,

parking garage, control tower and air cargo facility at the Albany International Airport have restored the region's aviation status and prospects. In fact, the widely acclaimed new airport facility put the Albany International Airport in a position to bring in a national low-fare passenger airline.

The Capital District Transportation Committee (the metropolitan planning organization), through cooperation among elected officials, transportation agencies and the general public has led to the adoption of unparalleled commitments to use transportation investment *primarily* to build strong communities and knit these communities together into a vibrant metropolitan area. The communities' vitality and the region's economic and environmental prospects are paramount in this region's transportation policies. The level of integration between transportation and community health reflected in the CDTC's *New Visions* regional transportation plan is gaining national attention as a model for other areas.

Through local and state initiatives and the Capital District Transportation Committee's planning and programming process, the region has begun to reaffirm its traditional role as a national transportation leader by using flexibility provided in the ISTEA legislation in the following ways:

The REVEST initiative builds on the region's leadership in sustainable transportation policies.

- Initiating one of the nation's first regional, inter-municipal, multi-modal programs for Intelligent Transportation System (ITS) deployment;
- Providing financial resources for commuter travel demand management at what may be the largest voluntary level in the nation;
- Pioneering the practice of connecting land use and access management plans to highway repair and construction projects;
- Allocating an unparalleled portion of flexible funds to urban revitalization initiatives, goods movement projects, pedestrian and bicycle accommodations, transit system modernization, intercity transportation and urban park connections.

The region's transportation providers, notably the New York State Department of Transportation (NYSDOT) and the Capital District Transportation Authority (CDTA), have stepped forward energetically to implement these policies and projects.

The REVEST initiative reflects the region's historic and current transportation leadership and creates a national model for the coordination of substantial transportation investment with both local and regional economic growth plans and long-range sustainability.

Progress to Date

The REVEST initiative has made incredible progress since its inception in April 1998. The Rensselaer Amtrak station is one-third complete. Additional track work, including a new bypass track is scheduled for the 2000 construction season. The project is "on track" for substantial construction work throughout 2000, with project completion in early 2001. Its design and size are not only impressive to locals, but this station is the largest station to be built in the nation in over 50 years.

The re-design and construction of the Saratoga Springs Amtrak station is also progressing at a quick pace. The environmental review process for the project has been initiated and will take 3 - 6 months to complete. During that time, matters of land acquisition and site occupancy will be resolved. Once cleared, the station construction will take approximately 12 months to design and 14 months to build. The new Saratoga Springs train station will improve its functionality for intercity travel, establish Saratoga Springs as a terminal for tourist trains, and provide access to demonstration commuter services.

The REVEST initiative has made incredible progress since its inception in April 1998.

The City of Schenectady has completed its feasibility study and proposed the development of the Western Gateway Transportation Center. The Center includes an intermodal facility, four-story office building (80,000 square feet), transportation-related museum, restaurant/retail shop (20,000 square feet) and a public plaza. The intermodal facility will link intercity rail and bus service, local bus service, commuter rail, automobile and bicycle and pedestrian traffic at a single location in the Downtown. A Master Plan has been completed and adopted for the Gateway. The City is proceeding with site acquisition and environmental review of the project. The project is anticipated to take approximately one year to design and two years to construct.

The Scenic Rail Project is also progressing swiftly. This project was not part of the original REVEST initiative, but was funded through former Congressman Solomon's efforts. Warren County has contracted with the Upper Hudson River Railway (UHRR) for operation of the segment between North Creek and Riparius. The UHRR carried over 20,000 people last season, and has two more years in its operating contract. The Transportation Equity Act for the 21st Century (TEA-21) has provided funding for a steady program of capital improvements that will lead to a Scenic Train connection to Saratoga Springs. A goal of issuing the first construction contract in the 2000 season has been set. The level of enthusiasm for this project is very high. The hamlet of North Creek has already created a master plan for their community that supports an early Adirondack train community theme; other towns along the

rail line are doing the same. Local officials can't recall another single economic development project that has had such a positive acceptance.

Finally, in cooperation with Amtrak and the state's Metropolitan Planning Organizations, the Governor has earmarked money for a program of projects that will improve high speed rail on Amtrak's Empire Corridor. For the Capital Region, this includes two REVEST projects--the double track from Rensselaer to Schenectady and the rehabilitation of the Livingston Avenue Bridge. The Department of Transportation has begun formal discussions with Amtrak on the double-track project and anticipates that work will begin sometime in 2000.

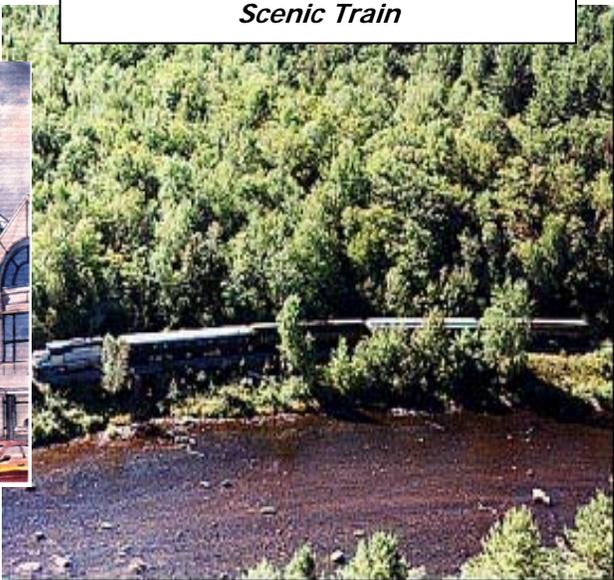
Most recently the Governor called for \$80 million for new rail (both passenger and freight) programs across the state. About \$10 million is proposed to be spent in the first year. The governor specifically identified the Rensselaer Amtrak Station and Commuter Rail projects as high priority projects, but no allocation to specific projects has been announced.

In sum, the REVEST initiative is a synergetic commitment. However, despite the overwhelming progress that has been made to date, more work needs to be done. As outlined in the individual project write-ups starting on page 11 of this document, funding gaps still exist. Key decisions regarding the thrust and direction of some of the projects need to be made.



Edwards
Westgate
SYNTHESIS ARCHITECTS
WESTERN GATEWAY TRANSPORTATION CENTER

Western Gateway Transportation Center



Scenic Train



Rensselaer Amtrak Station

Opportunities

Opportunities to link to local initiatives: Entering the 21st century, the region is well positioned to demonstrate to the nation a successful balance of preservation and technological progress. This region possesses the livable, walkable, mixed-use neighborhoods that boom areas of the nation are unlikely to reproduce. At the same time, there is an abundance of land -- both redevelopment space and new development space -- that is appropriate and available to support economic growth.

In the region's suburban areas, innovative land management and economic planning is taking root to an extent seldom seen -- the town of Colonie, which sits in the geographic center of the region, is a recognized national leader in the use of Generic Environmental Impact Statements to pre-plan development and identify mitigation efforts; in North Greenbush, the town has preserved a corridor within a stone's throw of the state capitol for the planned ITS test bed facility to serve the RPI

Grass roots planning in the region's cities and towns is mutually complementary and combines into a regional enterprise.

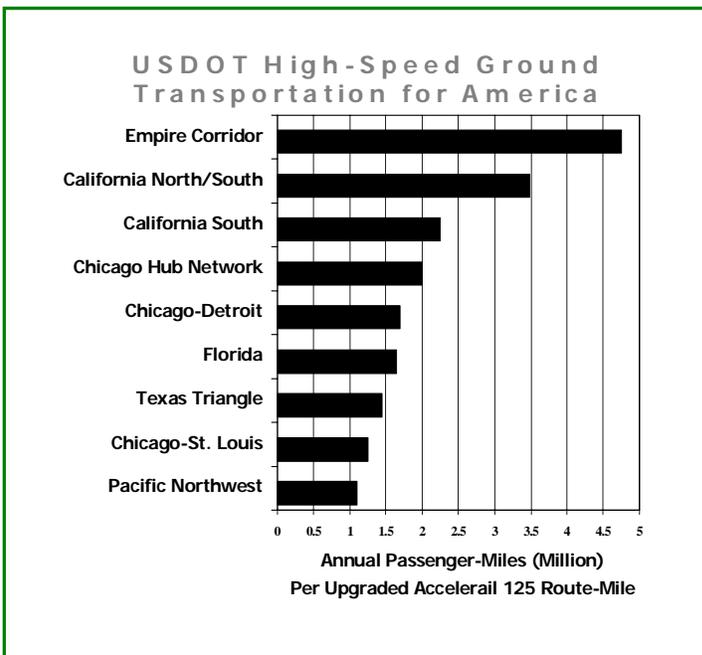
Technology Park and other development; in Clifton Park, conservation and agricultural easements are used to focus development along I-87 while preserving open space, again at a critical location in the heart of the metropolitan area; further north in Saratoga County, the strategic geographic position of I-87 access points is leading to the county's emerging role as a distribution center for the northeast United States.

Of direct relevance to the REVEST initiative, the region's cities are actively pursuing revitalization efforts -- the city of Albany is implementing many aspects of its recent Capitalize Albany plan, with numerous office building and public works projects; Schenectady has leveraged its Schenectady 2000 grass-roots plan into a major downtown initiative; Troy is moving forward with downtown, riverfront and industrial initiatives; Saratoga Springs continues to enhance its national reputation for charm and style, recently becoming the first city in the nation to be honored by the American Heritage magazine.

The REVEST program builds upon the significant local time, finances and creativity invested in developing and implementing local grass-roots plans by knitting these initiatives together with regional policy as a regional enterprise which not only achieves local objectives but proves greater than the sum of its parts.

Opportunities to leverage the region's strategic location and existing high-speed service: The strategic location of New York's Capital Region offers unique opportunities. The region has a legitimate claim to many gateway titles: as a gateway to Canada to the north, as a gateway to New England to the east, as a gateway to Western New York, the Great Lakes and Canada to the west, and as a gateway to New York City to the south. Changes taking place with freight transportation will provide opportunities for the Capital Region to serve a greater role as a freight crossroads and distribution center. With prospects of increased economic ties to Quebec and Ontario in the wake of free trade agreements, this is a potentially significant shift in the region's role.

On the intercity passenger side, the region already holds an enviable position, with the Albany-Rensselaer Amtrak station **ranking tenth nationally in passenger boardings**. New York's Empire Service is among only a few true high-speed rail corridors in the nation. Empire Corridor ridership in fiscal year 1998 was 1,116,148 trips, the highest figure since Amtrak's creation in 1971. This represented a 10.3% jump from 1997. Overall, Northeast Corridor ridership grew 7.1%. Further, the Federal Railroad Administration, in its September 1997 report, High Speed Ground Transportation for America, ranks the upgrade of the Empire corridor to "Accelerail 125F" operation (125 mph speed) as potentially **the most cost-effective high speed investment in the nation** (when connected to a high speed Northeast corridor investment). Investments in these corridors will potentially double ridership by increasing train frequencies and decreasing running times.



These increased travel speeds and improved intermodal accommodations hold the promise of restoring the Capital Region to a prominent role as a passenger gateway, strengthening its economic ties to the New York metropolitan area and beyond while building stronger economic connections with Canada and positioning the region to also serve New England markets.

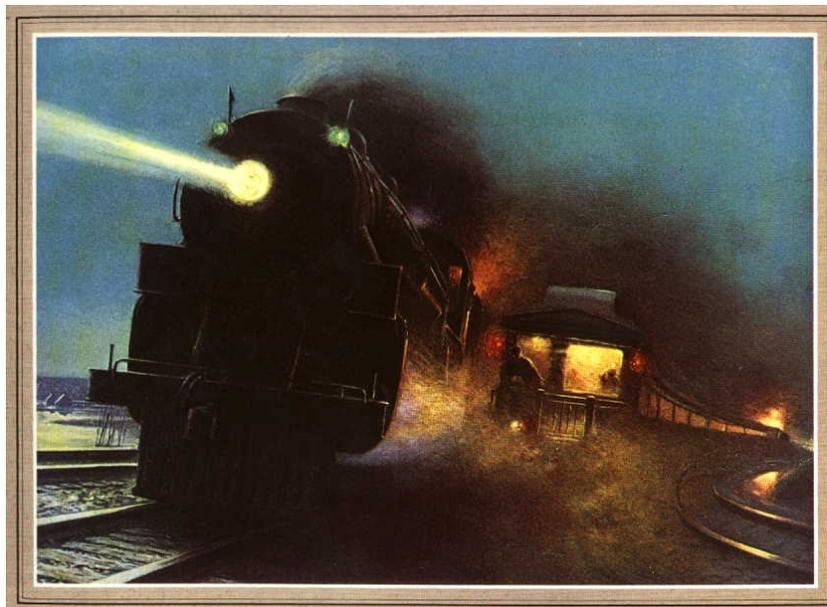
The REVEST initiative capitalizes on the Empire corridor's high speed potential and the region's proximity to major markets in

the Eastern United States, Quebec and Ontario by restoring the region's gateway function and linking intercity activity with local and regional economic growth.

Enterprise Objectives

The nine elements of the REVEST initiative focus on the following objectives:

1. Increase the region's economic connections to major markets in the Eastern US, Quebec and Ontario through an enhanced role in intercity and international passenger transportation.
2. Use intermodal centers as a stimulus for and complement to other urban revitalization investments in Rensselaer, Albany, Schenectady, Troy and Saratoga Springs.
3. Explore the synergy between commuter operations and intercity operations and demonstrate the potential of intra-regional rail travel to manage congestion and reduce resource consumption.
4. Build the tourist economy of the region through linkage of tourist rail and bus operations with inter-city rail and bus operations.
5. Position the region to capitalize on further high speed ground initiatives.



"As the Centuries Pass in the Night" from the 1924 NY Central RR Calendar

1) Rensselaer Amtrak Station Project

OBJECTIVE: Rebuild the 10th busiest Amtrak Station in the country in a manner that will stimulate the regional economy and be integrated with the local community.

PROJECT JUSTIFICATION:



The need and benefits of the Rensselaer Intermodal Station project have been well documented through CDTA's efforts in recent years. This project has the highest regional priority of all REVEST elements, as reflected by CDTC's recommendations in its New Visions regional plan and in its funding assignments in the 1999-2004

Transportation Improvement Program (TIP).

The Capital District Transportation Authority has been working with its partners -- the City and County of Rensselaer, the New York State Department of Transportation and the National Railroad Passenger Corporation to develop the Rensselaer Amtrak Station into a project that serves the strategic transportation terminal and contributes to urban revitalization. This project recognizes the station as a regional transportation asset that can make a significant contribution to the Rensselaer City and County economy. As the 10th busiest station on the Amtrak system, the project builds on investments by the State of New York in track and locomotive upgrades for high-speed service between the Capital Region and New York City. The Rensselaer Station also serves a gateway function, with key connections to Western New York, Vermont, and Canada.

DESIGN/SCOPE: The project includes:

1. Construction of a new train station just south of the existing train station. This will include retail space for hospitality and travel related businesses. This project component is about one-third complete.

2. Replacement of the Herrick Street Bridge for autos and pedestrians to improve access to the site and reconnect the city now divided by the railroad tracks. This project component is 90% designed, with construction anticipated in the 2000 construction season.
3. Replacement of track at the site to accommodate high-level platforms. This improves the safety of the service since customers will not be required to cross tracks to board trains. This project component is 40% designed and scheduled for 2000/2001 construction.
4. Construction of a 650-car parking garage at the site in addition to providing surface parking for 450 cars. This will improve the safety and security of train station users. The parking garage is currently under construction.

Of all the REVEST elements, the Rensselaer Amtrak Station project is furthest along in development and the region's highest priority to complete.



Artist's Rendering of Station

BUDGET: This project is estimated to cost \$48 million.

Table 1 - Project Financial Requirements

Trackwork	\$ 10,000,000
Station	\$ 15,000,000
Bridge	\$ 5,000,000
Parking garage	\$ 13,000,000
Engineering and Administration	\$ 5,000,000
	\$ 48,000,000

Table 2 -Project Revenue

Federal Section 3 funds – 1996	\$ 7,500,000
Federal Section 3 funds – 1998	\$ 1,875,000
Federal Section 5309 –1999	\$ 1,000,000
Federal Section 5309 –2000	\$ 6,000,000
State Transit Aid	\$ 1,171,875
State Intermodal Fund	\$ 1,200,000
State Rail Fund	\$ 2,000,000
State Funds	\$ 2,000,000
Federal ISTEAs funds (TIP)	\$ 9,737,000
	\$ 32,483,875

Funding Gap	\$ 15,516,125
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To date the Capital District Transportation Authority has received commitments for about \$32.5 million of the project cost. This has been made available largely through the assistance of the region's congressional and legislative delegation and action by CDTC.

STATUS/SCHEDULE: The Capital District Transportation Authority is in the final stages of design. The project is well under construction. CDTA has established a strong record of contract awards to local contractors and to Disadvantaged Business Enterprises through the construction management process to date. Amtrak crews completed the relocation of the "Post Road" branch track. Additional track work, including a new bypass track is scheduled for the 2000 construction season. The project is "on track" for substantial construction work throughout 2000, with project completion in early 2001.

RESPONSIBLE AGENCY: Capital District Transportation Authority

Contact Person: Jack Reilly, CDTA Deputy Director, 518-482-4199.

Partner Agencies: New York State Department of Transportation; Rensselaer County; City of Rensselaer; National Railroad Passenger Corporation (Amtrak).

2) Western Gateway Transportation Center

OBJECTIVE: In response to the transportation, economic and tourism needs of the region, the City of Schenectady has proposed the development of the Western Gateway Transportation Center.

PROJECT JUSTIFICATION: The Center will help to address a number of needs, including the revitalization of Downtown Schenectady, replacement of outdated rail and bus facilities and the introduction of high speed rail service between New York City and Buffalo. There is also substantial need to upgrade transportation facilities in Schenectady based on the existing and forecast ridership for the different modes of travel using the facility. The ridership data is summarized below.

Total annual ridership from the Schenectady Amtrak Station in FY 97 was 73,000, up 8% from the FY 96 total of 67,000 (Amtrak personnel, 1998). Ridership is forecast to grow 33% by 2015 at Schenectady, resulting in approximately 95,000 passengers annually (Source: Amtrak, 1999). The High Speed Rail improvements to the Empire Service corridor will contribute substantially to this ridership increase. Amtrak is forecasting a 150% increase in ridership along the NYC to Buffalo corridor due to the High Speed Rail improvements.

The primary destinations for weekday travelers are evenly split between New York City and Buffalo. On weekends, the most popular destinations are Montreal and New York City. Most passengers who drive to the station are residents of Schenectady, southern Saratoga and northwestern Albany counties.

A two-year demonstration project to provide commuter rail service between Saratoga Springs and Albany is currently being planned. The anticipated demand for this service has been incorporated into the Master Plan.

Thirteen bus routes operated by the CDTA serve the project vicinity. The Route 55 is the most significant route in the vicinity of the facility. The route provides service between downtown Schenectady and downtown Albany, via Route 5/Central Avenue. It also has the highest ridership in the CDTA system, with over 4,500 average weekday passengers.

Intercity bus service will be provided by Adirondack Trailways and Greyhound. The estimated ridership is approximately 20,000 - 22,500 passengers annually based on observed use. A conservative estimate of slightly more than one percent annual growth through 2015 would result in approximately 27,000-30,000 passengers. The majority of passengers are bound to and from New York City.

DESIGN/SCOPE: The proposed Center will include an intermodal facility, four story office building (80,000 square feet), transportation-related museum, restaurant/retail shop (20,000 square feet) and a public plaza. The intermodal facility will link intercity rail and bus service, local bus service, commuter rail, automobile and bicycle and pedestrian traffic at a single location in the downtown. A 275 space parking structure will be constructed to serve the office building and long term rail and bus passengers.

A Master Plan has been completed for the Gateway Center. The development of the Master Plan involved a broad array of representatives of the City, county, regional, state and private interests. The Master Plan has been adopted by the City and has been endorsed in the City's Downtown Comprehensive Plan.



Artists' Concept
November 1999

**Edwards
AND
Kelcey**
THE WILLIAMS GROUP

SYNTHESIS ARCHITECTS
LANDSCAPE ARCHITECTS
Jambhekar Strauss Architects PC

WESTERN GATEWAY TRANSPORTATION CENTER
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The City has prepared a Request for Development Proposals and financial pro forma analysis for the project. The City intends to invite the private development community to participate in construction and/or ownership of all or part of the Center.

BUDGET: The total project cost is estimated at \$33,000,000, which includes anticipated substantial private funding. The costs and expected initiation date for each phase is outlined below:

Package I (\$15.5 million - Year 2000 Start Date) includes:

- Site Acquisition/Design/Environmental Assessment
- Construction of the Intermodal Facility
- Construction of Public Plaza/Clock Tower (\$2.0 M)
- Site/Circulation Development
- Parking Garage (\$4.0 M)

Package II (\$11.5 million - Year 2000 Start Date) includes:

- Office Building (Private Funding)

Package III (\$6.5 million - Start Date pending funding) includes:

- Museum Train Shed Construction
- Gazette Press Building Revitalization for Museum

STATUS/SCHEDULE: The City is proceeding with site acquisition and environmental review of the project. The project is anticipated to take approximately one year to design and two years to construct. Development may occur in three phases as funding becomes available.



RESPONSIBLE AGENCY: The City of Schenectady

Contact Person: Commissioner Milton G. Mitchell, City of Schenectady, Department of Engineering and Public Works, 518-382-5093.

Partner Agencies: New York State Department of Transportation, Capital District Transportation Authority, National Railroad Passenger Corporation (Amtrak).

3) Saratoga Springs Amtrak Station Upgrade

OBJECTIVE: Reconstruct the Saratoga Springs train station to improve its functionality for intercity travel, establish Saratoga Springs as a terminal for tourist trains, and provide access to demonstration commuter services.

PROJECT JUSTIFICATION: The new Saratoga Springs Train Station is an integral part of several larger plans and economic revitalization efforts. The City of Saratoga Springs adopted the West Side Master Plan and Action plan in December 1997. In conjunction with a federal-aid project to redesign and reconstruct West Avenue, a revitalized station will be a focal point for this new neighborhood commercial district.

Revitalization of the train station is also integral to the success of other larger scale plans and programs. Amtrak provides daily passenger service from New York City to Albany and Montreal. Saratoga Springs is a scheduled stop. A rejuvenated train station would be attractive to train travelers and increase the desirability of train travel through the Saratoga Springs Station.

The project will also accommodate the development of the Saratoga to Corinth to North Creek rail line as a scenic tourism run. The plan, discussed as REVEST element #8, will include refurbishment of the line all the way to North Creek, a major tourism destination point for hikers, skiers and recreational enthusiasts.

DESIGN/SCOPE: The project will include replacement of the Saratoga Springs Train Station with a new facility consistent with the West Side Master Plan. In addition to station work, site improvements including sanitary sewer connections and track modifications will be made.

The current facility is owned and operated by the Delaware & Hudson Railway, a subsidiary of Canadian Pacific Railway, as an active facility supporting their existing maintenance of way operations, as well as Amtrak operations. The new facility will be publicly owned, and negotiations are underway regarding the potential for relocating the freight maintenance facility. In addition, the D&H may be interested in relocating its administrative offices to the site.

BUDGET: The total cost, including design and construction is estimated at \$5,000,000.

Table 1 - Project Financial Requirements

Sitework	\$1,850,000
Trackwork	\$750,000
Station	\$1,000,000
Office Building	\$1,000,000
Engineering and Administration	\$400,000
	\$5,000,000

Table 2 -Project Revenue

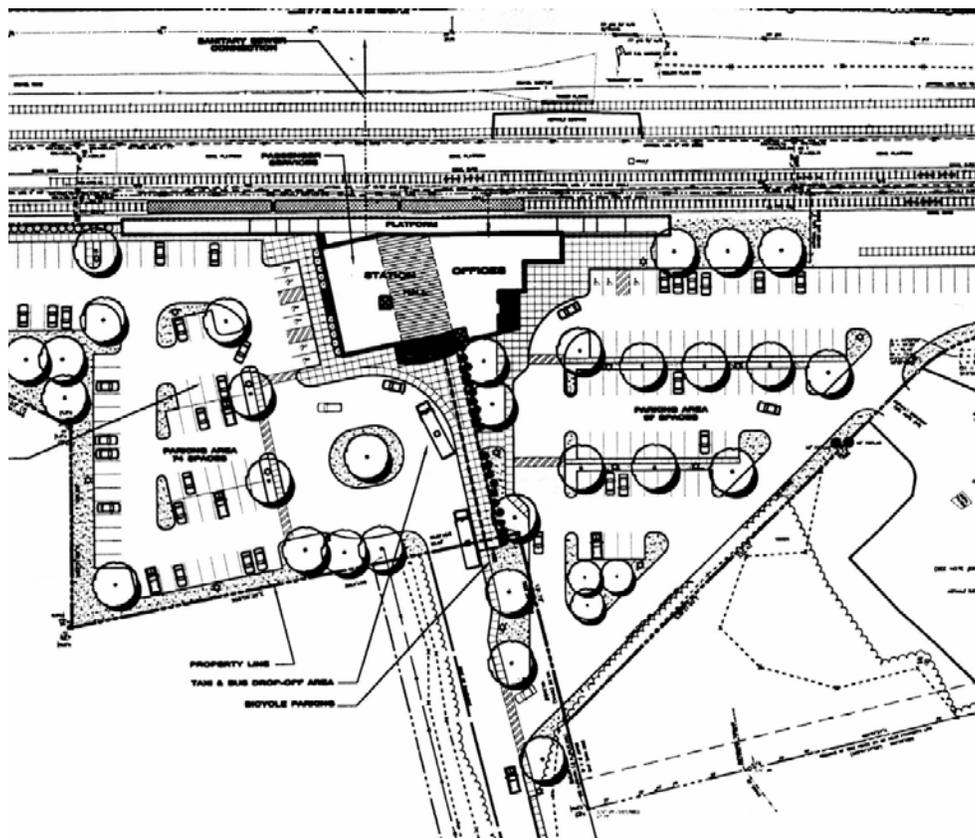
Secured Funds	
Federal Demonstration Funds	\$2,880,000
	\$2,880,000
Funding gap	\$2,120,000

STATUS/SCHEDULE: The environmental review process for the project has been initiated and will take 3-6 months to complete. During that time, matters of land acquisition and site occupancy will be resolved. Once cleared, the station upgrade itself will take approximately 12 months to design and 14 months to build. The sketch shown in this outline represents the preferred alternative for environmental review purposes.

RESPONSIBLE AGENCY: Capital District Transportation Authority

Contact Person: Kristina Younger, CDTA Manager of Planning, 518-482-4199.

Partner Agencies: City of Saratoga Springs; CPR/D&H; National Railroad Passenger Corporation (Amtrak).



Proposed Master Plan Layout of Saratoga Springs Station and Property

4) Double Track from Rensselaer to Schenectady

OBJECTIVE:

To provide a second track next to the existing Chicago Main line between Rensselaer and Schenectady to eliminate the majority of passenger train delays in the Empire Corridor and allow for full implementation of high speed train operation.

PROJECT JUSTIFICATION:

The track between Rensselaer and Schenectady is critical to the Capital District's rail infrastructure – and to passenger service throughout the State. The present single track configuration causes delays between Schenectady and Rensselaer to cascade throughout Amtrak's entire system – as far away as Chicago and Cleveland!

New York State has already completed significant work on the line to bring the track up a operating level to accommodate current operating speeds. However, to realize the full benefits of faster, more reliable service, the double track is needed to remove scheduling bottlenecks.

Track work on this line ties the REVEST initiative together. It is part of a package that will make many of the REVEST projects work more effectively. The double track project will eliminate delays and allow for expanded passenger service. When the grade crossing consolidations are added, this project will result in safe, faster operation for trains and motorists.

DESIGN/SCOPE:

Double tracking would begin at the new Rensselaer Station and proceed westward. The cost estimate for double tracking the entire 17.7 mile corridor, including signalization and trackwork associated with the new station, is approximately \$40 million. However, the most crucial area is from Rensselaer to West Albany (up a substantial hill) and around the Schenectady station. With attendant signal, switching and crossing work, this project will eliminate the largest passenger train delay along the Empire Corridor.

BUDGET:

The double tracking between Rensselaer and Schenectady will cost an estimated \$14 million. The project will be jointly funded by the Department of Transportation and Amtrak, as outlined in a Memorandum of Understanding signed by Amtrak and the Department of Transportation in September 1998. For its share of project costs

the Department will use funds obtained through the Congestion Mitigation/Air Quality (CMAQ) Program.



This project will also be helped by \$10 million in additional federal-aid as shown on the CDTC Transportation Improvement Program (TIP) for the elimination and/or consolidation of the last three at-grade crossings of this line.

STATUS/SCHEDULE:

Preliminary design is underway with six months of engineering work remaining before construction can begin.

RESPONSIBLE AGENCY: New York State Department of Transportation and CSXT.

Contact Person: Mr. John Reed, New York State Department of Transportation, High Speed Rail Group, 518-457-1046.

Partner Agencies: National Railroad Passenger Corporation (Amtrak).

5) Albany Intermodal Facility

OBJECTIVE: Initially, this project was conceived as a facility that would combine and relocate the Trailways and Greyhound bus terminals to the north end of Albany's downtown. Presently, this project is expected to become a multi-modal facility which in the long range will include: an interstate bus station; a commuter rail stop; a local/CDTA staging facility and shuttle system; and pedestrian and bicycle access to riverfront and downtown. This project will provide alternatives to single occupancy automobile travel and will help solve the attendant parking issues associated with that mode of transportation.

PROJECT JUSTIFICATION: As the seat of State government, downtown Albany attracts a substantial number of business and political visitors. The City serves as a destination for over one million tourists per year and functions as the regional employment center for over 60,000 workers. The north end of the City provides a rare and important opportunity to create a state-of-the-art intermodal center. Such a center will reinforce the north end's strategic regional location for a transportation network, its heritage of urban and pedestrian oriented development and its original connections to the Hudson River and Lock 1 of the Erie Canal. The re-introduction of the Hudson River at this site as a recreational amenity could be a part of this project.

The development of an Intermodal Center in the north end will complement the access network for Amtrak's corridor service and will integrate regional mobility, by providing a connection to the Albany International Airport. The Intermodal Center is envisioned as a primary local and regional multi-modal transportation terminal. The new AMTRAK station in Rensselaer will provide long-distance rail service; the Schenectady and Saratoga stations, through the demonstration project will identify commuter rail patterns; the Albany Intermodal Center will provide a consolidated local transportation hub with improved bus, auto and pedestrian circulation. Together these facilities will bring the Region's transportation alternatives into the 21st century.

DESIGN/SCOPE: This project is part of a larger regional transportation strategy which calls for investment in sustainable transportation and provides for the development of a balanced and efficient transportation system for commuters, residents, and visitors to Albany. Development in Downtown Albany has been progressing north from the central business district. As growth moves northward, there will be new demand for an efficient means of getting across town. The Intermodal Center will meet this demand and spur job opportunities for north end residents.

BUDGET: The cost is estimated at \$17 million for site acquisition; design; engineering; construction and related fees for the development of a state-of-the-art facility.

STATUS/SCHEDULE: A \$110,000 planning level assessment is included in CDTC's draft 2000-01 Unified Planning Work Program (UPWP). A search is underway to identify sources of funding for this project. Currently the project is in the conceptual stage.

RESPONSIBLE AGENCY: City of Albany

Contact Person: George E. Leveille, Commissioner, Albany Local Development Corporation, 518-434-2532.

Partner Agencies: New York State Department of Transportation; Greyhound; Trailways; Capital District Transportation Authority.



Albany Waterfront with Intermodal Site at Right

6) Livingston Avenue Bridge Rehabilitation and Waterfront Master Planning

OBJECTIVE:

This project will preserve a critical link in the State and national rail system. It will accomplish this in a manner that allows consideration of a future upgrade of the bridge to accommodate pedestrians and a major intercity initiative for waterfront revitalization.

PROJECT JUSTIFICATION:

The Livingston Avenue Bridge is a critical link in New York’s rail infrastructure and Amtrak’s national rail passenger network. It connects New York City and New England with Buffalo, Chicago and the western United States. The viability of this structure is therefore essential to providing passenger rail service within the State.

The Livingston Avenue Bridge is a critical part of the region's rail infrastructure. Addressing its fate presents an opportunity and a challenge.

This initiative also supports the City of Albany’s desire to re-establish the historic link between downtown Albany and the Hudson River. Unfortunately, the City’s Central Business District (CBD) and adjacent downtown neighborhoods are virtually isolated from the riverfront by the interstate arterial system (I-787), constructed during the mid-1960’s. While the interstate highway offers a substantial transportation value to the Capital Region, it greatly limits access to the Hudson River, Corning Preserve (an 18 acre riverfront park), and the Hudson/Mohawk five mile recreational trail--a component of the Hudson River Greenway Trail.

The City of Rensselaer is engaged in a number of waterfront projects. The Waterfront Plan was last updated in the 1980’s and it is time for another comprehensive look at port-related industrial development, recreation, and other economic development along Rensselaer’s greatest asset.

Connecting Albany and Rensselaer across the River for foot traffic will be a significant step in integrating the two waterfronts.

DESIGN/SCOPE:

The Livingston Avenue Bridge crosses the Hudson River and connects the Rensselaer Amtrak station to Albany and points west. It was originally constructed in 1866 and the superstructure was replaced in 1901. The bridge is a “swing” bridge that pivots to allow ships to pass--a design which is not commonly used any longer. The bridge

is staffed 24 hours a day by an operator who opens and closes the bridge and coordinates train movements between the Station and West Albany yard. CP Rail and CSXT operate freight trains over this bridge, but the freight volume in general is dwarfed by Amtrak passenger train volumes.

The major investment required to rehabilitate the bridge also provides an opportunity to provide a pedestrian river crossing. The Cities of Albany and Rensselaer have developed a plan for a 2.5 mile riverwalk in which the rail bridge plays a critical role. Along with the rehabilitation phase, master planning and adaptive reuse studies are needed for the feasibility and design analysis of the north-end district and appropriate Rensselaer parcels to support transportation-oriented development.

BUDGET:

The rehabilitation of the Livingston Avenue Bridge for high speed rail is estimated to cost \$15 million. Project funding has been secured through an agreement between the New York State Department of Transportation, using CMAQ funds, and Amtrak.

Waterfront master planning efforts - a crucial element required to meet the economic development goals for the REVEST initiative - are estimated at \$500,000. The pedestrian project would be eligible for the federal Transportation Enhancement Program. Aspects of the waterfront revitalization are part of a current Transportation Enhancement Project that the City of Albany has applied for. This project ranked second out of thirty-four in the Capital District (ranked by CDTC). In addition, several Hudson River Regional projects have been funded by NYS. These include a \$70,000 cooperative project of the Capital District Hudson River municipalities to identify regionwide projects for a Waterfront Vision, a \$95,500 North Waterfront Park planning study for the northern portion of Albany's Hudson River Park and an update of the Port of Albany's Master Plan and Development Study (\$80,000).

STATUS/SCHEDULE:

The Department of Transportation commissioned an in-depth inspection of the structure in 1998 that found the bridge to be in fairly sound condition. Based on the results of this inspection, it was determined that replacement alternative, estimated at \$50 million was not an appropriate course of action. Amtrak staff are preparing a preliminary design for a rehabilitation project which will address only the railroad needs for the structure. Following completion of the preliminary design, the project will require one year of final design, leading to a two year construction period.



The Cities of Albany and Rensselaer have contacted both Amtrak (as the primary operator over the bridge) and CSX Transportation (as the bridge owner) regarding pedestrian use of the bridge. Amtrak noted the challenges inherent in the project, while CSX expressed opposition to placing pedestrians and trains in such close proximity. These issues

still remain and must be resolved.

RESPONSIBLE AGENCY:

High Speed Rail: New York State Department of Transportation

Contact Person: Mr. John Reed, High Speed Rail Group, 518-457-1046.

Pedestrian Walkway: City of Albany and City of Rensselaer

Contact Person(s): City of Albany--Mr. George Leveille, Commissioner of Economic Development, 518-434-2532; City of Rensselaer--Ms. Judy Breselor, Planning Director, City of Rensselaer, 518-465-1693.

Partner Agencies: CSX Transportation; National Railroad Passenger Corporation (Amtrak).

7) Commuter Rail Demonstration Project

OBJECTIVE: Implement a recommended action of the CDTC New Visions regional transportation plan by operating commuter rail service from Saratoga County to Albany for up to two years, using existing rail alignments.

PROJECT JUSTIFICATION: The project derives from both local interest and regional policy. In CDTC's New Visions for Regional Transportation plan, adopted as regional policy in 1997, CDTC calls for pursuit of "low risk opportunities to test commuter rail options" (p. 143). Commuter rail is held by CDTC to be one of the prime candidates for long-range large-scale investment to help manage growth and congestion in the I-87 corridor through Saratoga County. Further, CDTC's Transit futures report which led to the CDTC policy, noted that commuter rail options have the potential to serve urban revitalization objectives, given existing track alignment through the older cities.

In CDTC's technical work leading up to the New Visions plan adoption, significant effort was made to identify primary markets. This led CDTC to look at service both through Schenectady and through Mechanicville and other Hudson River communities – to best offer the service as an alternative to Northway use. Ridership estimates could not attempt to assess the "intangible" attractiveness of rail over bus service. As a result, a demonstration effort is necessary to assess market dynamics and determine the scale of capital and operating expenses for permanent operation.

DESIGN/SCOPE: The Commuter Rail Demonstration Project will be designed to explore service options using existing rail alignments. Two routes are potentially feasible. One is via the St. Lawrence and Hudson (D&H) through Glenville Junction to Mechanicville, Cohoes, Watervliet, and Albany. The other option is to continue on the St.L&H (D&H) to Mohawk Junction to intersect with the Chicago Main Line owned by CSXT and used extensively by Amtrak for high speed service. A loop serving both routes has the potential to minimize needed track improvements.

Some track work will be inevitably required to support commuter rail service. This could include new sidings, a freight bypass track of the Saratoga Yard, signals, grade crossing upgrades and other work. The exact scope of these improvements has not yet been determined and will vary with the service plan.

There are a number of undetermined items in the project scope including equipment to be used, the operator, and temporary station locations. The inclusion of a strong local marketing component, as well as ample feeder and distributor bus service will be crucial to the demonstration's success.

BUDGET: The following budget contains a number of assumptions. Because the project is early in the scoping phase, these assumptions, and thus the budget is subject to change. These assumptions include:

- Two year demonstration period
- Two peak direction train trips in the morning and evening peaks
- Four temporary stations
- Feeder/Shuttle bus at all stations
- Push/pull, cab signaled equipment (lease or purchase, undecided)
- Negotiated trackage rights and dispatch fees
- Administration includes Operation Lifesaver education, fare collection, engineering, and other overhead expenses associated with contract administration
- NYSDOT-Amtrak MOU will pay for Saratoga to Schenectady \$4M upgrade and Rensselaer to Schenectady Double Track (\$15M)
- Capital costs of upgrades to the Colonie Main Line (Mechanicville to Albany) not included

Table 1 - Project Financial Requirements

Train Operations and Maintenance (Includes equipment and fees)	\$6,500,000
Feeder/Shuttle Bus	\$1,300,000
Temporary Stations	\$450,000
Insurance	\$1,000,000
Marketing	\$800,000
Administration/Engineering	\$600,000
	\$10,650,000

Table 2 -Project Revenue

Federal Demonstration Funds	\$5,320,000
<i>Funding gap</i>	<i>\$5,330,000</i>

STATUS/SCHEDULE: CDTA has agreed to be the project administrator. The project is in the early stages of scoping. A goal of implementation in 2001/2002 has been set. Federal funds were secured with the assistance of former Congressman Jerry Solomon and TEA-21 funds. The Federal Transit Administration (FTA) is the agency with federal funding approval authority over the Commuter Rail Demonstration Project. The FTA is facing strong interest nationwide in rail transit service of all types, including commuter rail. The stiff competition for these limited "New Starts" funds are governed by a rigorous set of regulations. The FTA will

support the Demonstration project if its purpose is to gather data to provide input into the feasibility of a permanent commuter rail service. The FTA will be requiring specific assurances and evidence that the project is truly a "demonstration", or study of concept, rather than a permanent system.

CDTA is working cooperatively with its partners in the project to develop a project scope and schedule that will respect the federal funding restrictions while accomplishing the project goals.

RESPONSIBLE AGENCY: Capital District Transportation Authority

Contact Person: Kristina Younger, CDTA Manager of Planning, 518-482-4199.

Partner Agencies: New York State Department of Transportation; Saratoga County Economic Development; Amtrak.

8) South Troy Passenger Rail Facility and Access

OBJECTIVE: To use the existing South Troy Industrial Branch line at the south end of Troy to provide direct access for Troy residents, college students and visitors to the regional and intercity rail system. A modest passenger boarding facility will contribute to and complement ongoing neighborhood-based economic revitalization studies.

PROJECT JUSTIFICATION: The development of a modest rail passenger boarding facility in South Troy district will complement the access network for both the New York City –Buffalo - Montreal Amtrak rail service and the proposed regional rail service for northern Rensselaer County. This facility is envisioned primarily as a local access point to the system for residents, college students and visitors to the City's industrial heritage tourism resources. Recent track upgrades by CSX have

significantly improved travel times from South Troy to the Rensselaer Amtrak Station, making a passenger rail station in South Troy a viable and cost-effective option.



The new Rensselaer Rail Station, now under construction, is and will continue to be the region's major intermodal rail facility serving long-distance and interregional travel needs. Development of the local Troy boarding station will provide additional parking for Rensselaer County residents and others accessing rail service from the north. The project has been identified as an important enhancement to student life by Rensselaer Polytechnic Institute and Russell Sage College. The

City views the project as a significant amenity in the establishment of the city's downtown as a regional center for arts, cultural and retail uses.

Amtrak would serve the station by starting specific New York City bound trains in Troy. Developing South Troy will contribute to the Capital Region's unique position to evolve rail services concurrent with the Governor's High Speed Rail Initiative. This project is one component of a strategy that improves rail, pedestrian, and transit circulation for the purpose of supporting the region's economy.

DESIGN/SCOPE: The project is in the early stages of development, with a rough concept and preliminary cost estimates. The concept includes minor track upgrades to the existing low-volume freight track, with a modest boarding area and a parking lot located in South Troy. No additional track or structures would be required. Land acquisition for parking would likely be required.

BUDGET: The cost of the project is roughly estimated at \$1,000,000, with about half needed for track improvements and half for land acquisition, construction of a sheltered waiting area and parking lot. More refined cost estimates will be available when the South Troy transportation and land use plan is complete in June 2000.

STATUS/SCHEDULE: The project is being studied as part of a comprehensive waterfront planning effort, funded by the New York Department of State's Local Waterfront Revitalization Program, the federal Transportation Community and System Preservation Program and local contributions. The \$500,000 study led by the Troy-based River Street Planning & Development addresses transportation and land use and includes market and environmental assessments needed to attract new businesses to South Troy.

The envisioned rail component is part of a larger multi-modal transportation plan expected to be complete by June 2000. The schedule for implementation of the rail station will be determined by funding availability and regional priorities, and Amtrak service plans. Because the project is modest in scope, implementation would take only 12-18 months after funding becomes available.

RESPONSIBLE AGENCY: City of Troy

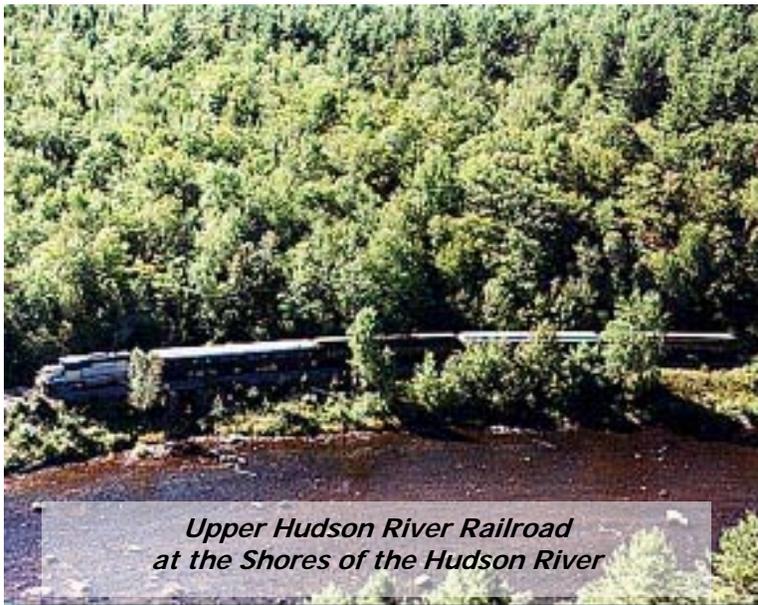
Contact Person: Walter VanDeLoo, City Engineer, Troy City Hall, 518-270-4604.

Partner Agencies: Capital District Transportation Authority; New York State Department of Transportation; CSX; Amtrak.

9) Scenic Train Project

OBJECTIVE: Build on the tourist economy of the region by providing needed capital improvements to the rail line formerly known as the Adirondack Branch from Saratoga to North Creek. Provide for the necessary linkages between the tourist rail operation and intercity rail service.

PROJECT JUSTIFICATION: Scenic Train operations are a cornerstone of economic development in the North Country. Tourism is without a doubt one of the primary industries in Saratoga and Warren Counties. The natural, scenic, and cultural



*Upper Hudson River Railroad
at the Shores of the Hudson River*

character of the counties combine to make the region one of the prime tourist attractions of Upstate New York. Plans by Warren County and Saratoga County incorporate both riverfront tourism and the potential for ski trains, leaf peepers, and other tourist rail excursions. A state waterfront planning grant is being used to develop community-based development plans that will enhance the quality of life and bring jobs to the North Country.

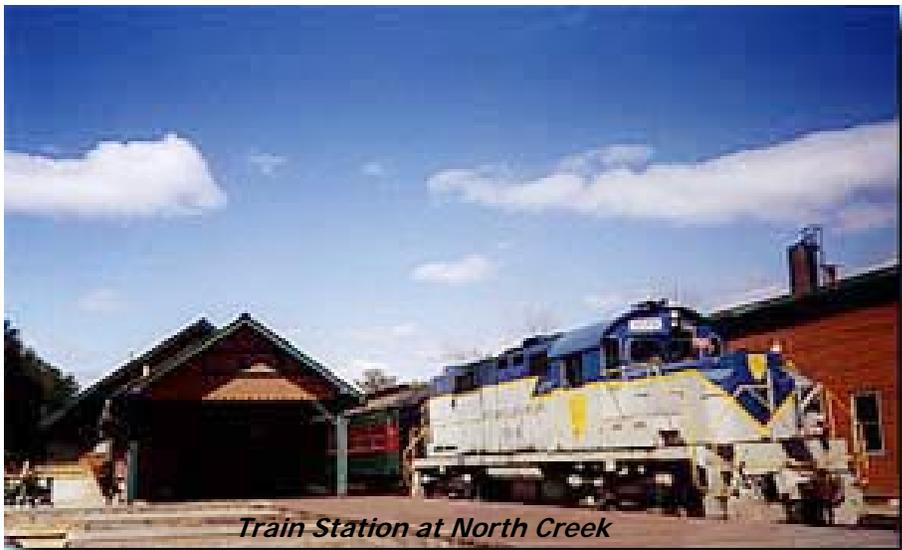
The nearly year-round convention and tourism business at Saratoga Springs brings hundreds of thousands of people into the Southern Adirondack Region each year. Coupled with major scenic vista along the Upper Hudson River and world class skiing centers at Gore Mountain, the concept of a scenic train excursion makes sense. Local government officials, business leaders and citizens believe that the scenic train is the economic “engine” that can bring prosperity to their part of the Southern Adirondacks.

The level of enthusiasm for this project is very high. The hamlet of North Creek has already created a master plan for their community that supports an early Adirondack train community theme and other towns along the rail line are doing the same. Local officials can’t recall another single economic development project that has had such a positive acceptance. Local residents are looking forward to ski trains coming to Gore Mountain. The Open Space Institute is expecting that hikers and other outdoor recreation people will use the train. Coupled with other plans that Empire State

Development has planned for Gore Mountain at North Creek, the scenic train has potential for creating hundreds of meaningful jobs in the Southern Adirondacks.

In addition, track and other upgrades that will be accomplished as part of this project will increase the possibility that the corridor can support freight operations again, as well.

DESIGN/SCOPE: Warren County purchased 40 miles of abandoned rail line, from Corinth to North Creek, in early 1990's with an ISTE A Enhancement Grant. ISTE A grants also funded project engineering, a station in North Creek, and track improvements for the first operating segment (North Creek to Riparius). Warren County has contracted with the Upper Hudson River Railway for operation of this first segment. The UHRR carried over 20,000 people last season, and has two more years in its operating contract. Warren County and the CDTA have worked out a Joint Service Agreement to allow CDTA to administer federal funds for capital improvements to the rail line. The Adirondack Branch from Saratoga Springs to



Train Station at North Creek

Corinth is currently an active freight line, owned by the Canadian Pacific Railway (CPR) and its Delaware & Hudson subsidiary. International Paper Corporation is a customer on the line. CPR has indicated a willingness to sell this portion of the line to a qualified operator.

The Transportation Equity Act for the 21st Century (TEA-21) provided funding for a steady program of capital improvements that will lead to a Scenic Train connection to Saratoga Springs. The scope of the project is limited to capital expenditures including engineering services, bridge repairs, grade crossing improvements, and track rehabilitation.

BUDGET: The following budget reflects an estimate of the cost of achieving a 40 mph operation.

Table 1 - Project Financial Requirements

Engineering	\$200,000
Vegetation Control	\$200,000
Trackwork North of Corinth	\$3,600,000
Undetermined Scope South of Corinth	\$1,000,000
Grade Crossings	\$2,500,000
Bridges	\$750,000
CDTA Administration	\$250,000
	\$8,500,000

Table 2 -Project Revenue

Secured Funds	
Federal Demonstration Funds	\$4,000,000
	\$4,000,000

<i>Funding Gap</i>	<i>\$4,500,000</i>
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STATUS/SCHEDULE: The project has been segmented into two pieces for implementation. The Warren County-owned track (Corinth to North Creek) has been environmentally cleared and can proceed to implementation as soon as CDTA executes a Memorandum of Understanding with NYSDOT, updates the engineering analysis, formulates an acceptable phasing plan, and prepares construction bid documents. A goal of issuing the first construction contract in the 2000 season has been set. Ownership issues of the piece of rail connecting Corinth with Saratoga Springs must be resolved before work can begin there. It is likely that additional engineering services and a separate environmental impact assessment will be required, as well.

RESPONSIBLE AGENCY: Capital District Transportation Authority (TEA-21 capital improvements); Warren County (North Country Operations); Unknown (Connecting Branch Operations).

Contact Person(s): Kristina Younger, CDTA Manager of Planning, 518-482-4199; Bill Thomas, Warren County Board of Supervisors, 518-251-2421; Jack Kelley, Saratoga Economic Development Corporation, 518-587-0945.

Partner Agencies: Saratoga Economic Development Corporation; New York State Department of Transportation.

APPENDIX A

REFERENCES AND CREDITS

This document was assembled by the staff of the Capital District Transportation Committee on behalf of the regional participants in the REVEST initiative. The REVEST initiative reflects adopted CDTC policy of urban revitalization, support for intermodal facilities and support for commuter rail demonstration. However, the overall REVEST package and the individual details do not represent policy of the CDTC, NYSDOT or other members of the CDTC.

Primary sources for project information packaged in the document include the following:

1. Rensselaer Intermodal Station: CDTA; artwork of conceptual design by Stracher-Roth-Gilmore Architects.
2. Western Gateway Transportation Center: City of Schenectady; Edwards and Kelcey Consultants; artwork by Edwards and Kelcey Consultants.
3. Saratoga Springs Amtrak Station: CDTA; Track and Station Diagram by Architecture and Preservation P.C.
4. Double Track from Rensselaer to Schenectady: New York State Department of Transportation; photo by NYSDOT.
5. Albany Intermodal Facility: City of Albany; photo by City of Albany.
6. Livingston Avenue Bridge Rehabilitation and Waterfront Master Planning: New York State Department of Transportation.
7. Commuter Rail Demonstration: CDTA; map by CDTC Staff.
8. South Troy Passenger Rail Facility: City of Troy; River Street Planning and Development Consultants.
9. Scenic Train: CDTA; photos from Upper Hudson River Railroad website.

Credits for artwork include: NYSDOT, reference photo used for cover artwork and photo of Mohawk River; USDOT, Federal Railroad Administration, High Speed Ground Transportation for America, September 1997 for chart on page 9. Satellite imagery of the region interpreted by the Capital District Regional Planning Commission and reproduced from CDTC's *New Visions for Regional Transportation Executive Summary*, February 1998. Map on page two prepared by CDTC staff from NYSDOT basemap.