

NYS DOT Empire Corridor Rail Development Plan

Final Tier One Environmental Impact Statement: Preferred Alternative 90B

PROGRAM COST

\$8.8 billion

ANNUAL RIDERSHIP

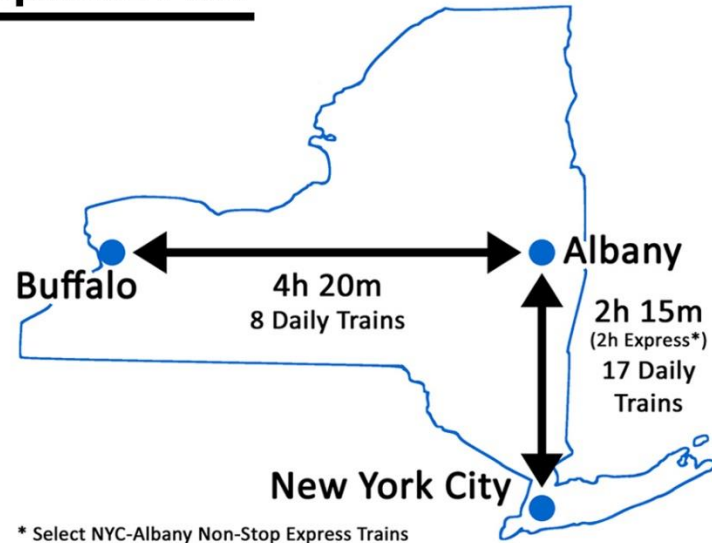
2.6 million (x2 BASE ALT)

OPERATING RATIO

81% (6% increase over BASE ALT)

ON-TIME PERFORMANCE

95% (12% increase over BASE ALT)



SELECT TRAVEL TIMES & FREQUENCY

	SERVICE TODAY		FEIS ALT 90B	
	Travel Times	Round-Trips	Travel Times	Round-Trips
New York–Albany	2h 25m	12	2h 15m (2h Express)	17
New York–Utica	4h 30m	4	3h 55m	9
New York–Syracuse	5h 31m	4	4h 50m	9
New York–Rochester	6h 47m	4	6h 00m	8
New York–Buffalo	7h 53m	4	6h 50m	8
New York–Niagara Falls	9h 00m	3	7h 36m	7



Empire State Passenger Association

Working For A Balanced Public Transportation Network For New Yorkers

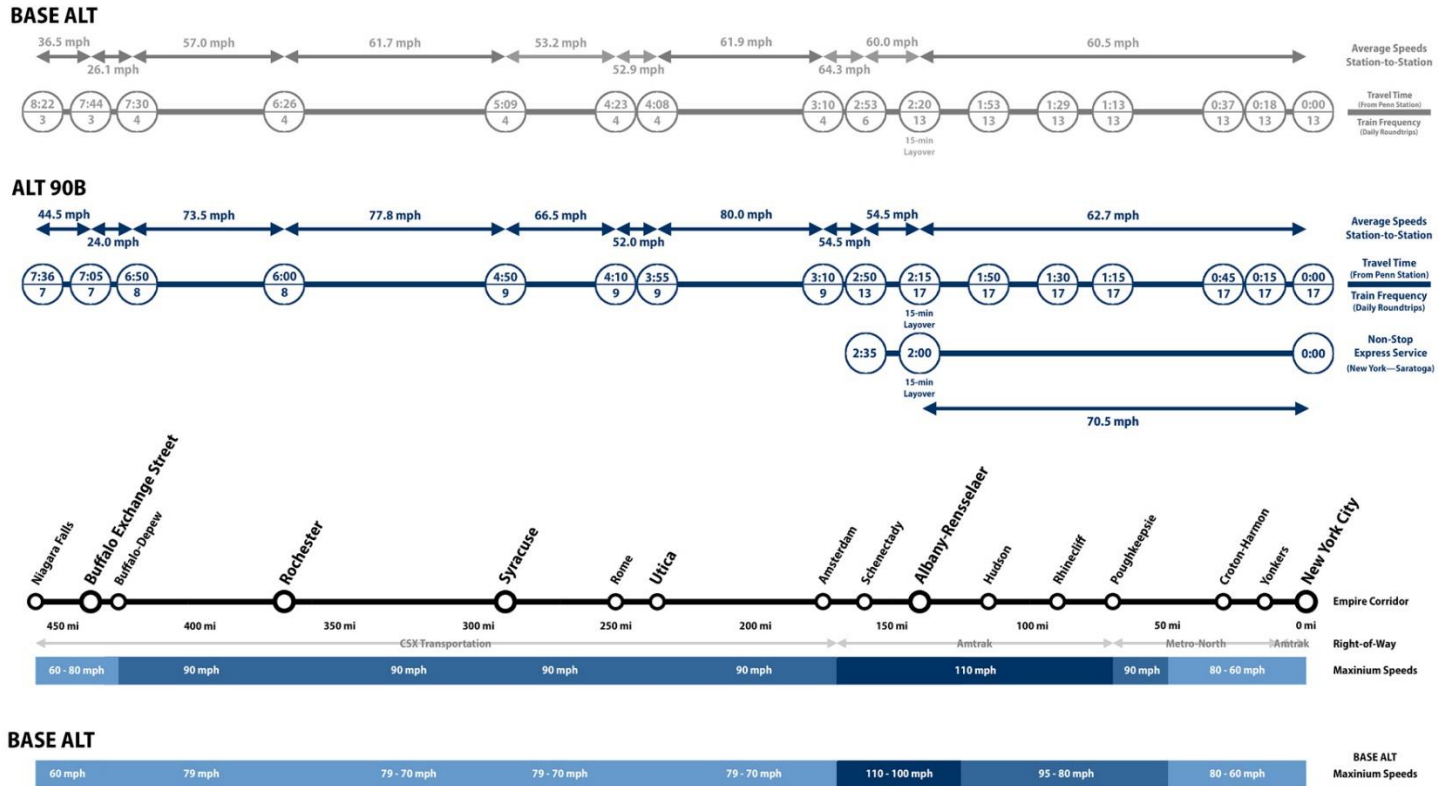
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Proposed Travel Times, Train Frequency, and Line Speeds



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Proposed Schedule for Additional Train Frequencies

	Short Term Capital Plan					Mid Term Capital Plan					Extended Term Capital Plan															
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25	
New York City — Albany	13	13	15	16	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
New York City — Schenectady	6	6	8	8	8	8	8	8	8	9	9	9	10	10	11	11	11	12	12	13	13	13	13	13	13	
New York City — Saratoga Springs	2	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
New York City — Syracuse	4	4	4	4	4	4	4	4	4	5	5	5	6	6	7	7	7	8	8	9	9	9	9	9	9	
New York City — Buffalo-Depew	4	4	4	4	4	4	4	4	4	5	5	5	5	5	6	6	6	7	7	7	7	7	7	7	8	
New York City — Niagara Falls	3	3	3	3	3	3	3	3	3	4	4	4	4	4	5	5	5	6	6	6	6	6	6	6	7	

Short Term Capital Plan

PROJECTS SUMMARY | YEARS 1-5
COST: \$1.2 BILLION

Start and complete numerous projects in the Hudson Valley to increase frequency, increase speeds, and reduce delays. This work includes:

Four miles of second mainline track for the Empire Connection and Spuyten Duyvil Bridge. A pocket track and interlocking improvements at Tarrytown. Eight miles of third track in three sections Cold Spring-to-Poughkeepsie; yard improvements at Poughkeepsie.

Track work to increase speeds to 90-and-110 mph, signaling and interlocking upgrades; rock slope stabilization; bridge replacements; and new high-level platforms at Rhinecliff and Hudson stations.

Construct new movable Livingston Ave Bridge across the Hudson River at Albany. Start construction of 8 miles of second mainline track Schenectady-to-Hoffmans and rehabilitate the Mohawk River Bridge.

Mid Term Capital Plan

PROJECTS SUMMARY | YEARS 6-10
COST: \$1.3 BILLION

Construct 48 miles of passenger dedicated passenger mainline tracks through in the Mohawk Valley, Hoffmans-to-Fonda and Herkimer-to-Vernon.

Rebuild the interlocking at CP 373 in Rochester.

Double track the Niagara Branch for 6 miles from North Tonawanda to MP 23 east of Niagara Falls.

Complete second the mainline track Schenectady-to-Hoffmans and rehabilitating the Mohawk River Bridge.

Extended Term Capital Plan

PROJECTS SUMMARY | YEARS 11-15
COST: \$1.6 BILLION

Construct 42 miles of dedicated passenger mainline tracks in the Mohawk Valley, Little Falls-to-Herkimer; west of Syracuse, Warners-to-Seneca River Bridge; Rochester Sub-division east of downtown Rochester and Chili Jct-to-South Byron.

Start constructing the Rochester 'West Shore Bypass' project of 21 miles of second mainline freight track south of Rochester.

Start constructing 24 miles of dedicated passenger tracks along the Syracuse Sub-division, Vernon-to-Dewitt Yard.

PROJECTS SUMMARY | YEARS 16-20
COST: \$1.7 BILLION

Construct 39 miles of dedicated passenger mainline tracks, Seneca River Bridge to Palmyra; rebuild the Seneca River Bridge to eliminate a 40-mph speed restriction.

Start construction of 66 miles of passenger dedicated mainline tracks through the Mohawk Valley, Fonda-to-Little Falls; and along the Buffalo Sub-division, South Byron to East Buffalo.

Complete construction of passenger tracks for the Syracuse Sub-division, Vernon-to-Dewitt Yard.

Complete Rochester 'West Shore Bypass' project of an additional mainline freight track south of Rochester.

PROJECTS SUMMARY | YEARS 21-25
COST: \$1.6 BILLION

Construct 38 miles of dedicated passenger mainline tracks along the Syracuse Sub-division East Syracuse-to-West Syracuse; and along the Rochester Sub-division, Rochester to Chili Jct.

Finish construction of passenger dedicated mainline tracks through the Mohawk Valley, Fonda-to-Little Falls; and along the Buffalo Sub-division, South Byron to East Buffalo.



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The Empire State Passenger Association (ESPA) is a volunteer network of citizens, founded in 1980, working to improve and expand Amtrak and public transit services across New York State, from Montauk to Niagara Falls and Dunkirk to Plattsburgh. Our aspiration is a modern, comfortable, and convenient transportation system with seamless connections between trains and rental cars, buses, ferries, airports and local transit options. The Association is guided by its elected officers and membership in the Association is open to all interested persons.

Website

www.esparail.org

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