

2014 FRA Rail Program Delivery



Decision Making During Project Process



STATE OF NEW YORK

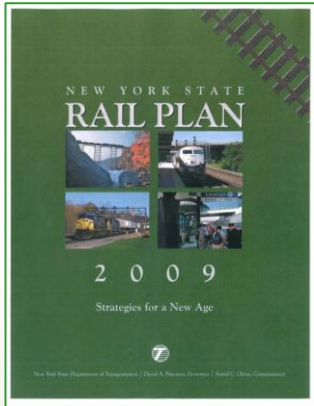
Andrew M. Cuomo
Governor

New York State DOT

Joan McDonald
Commissioner

Susan Andrews, P.E., New York State Department of Transportation

Rail Conditions in New York State



NEW YORK STATE RAIL PLAN
RAIL PROGRAM NEEDS IDENTIFIED OVER THE NEXT 5 YEARS
about \$4.8 Billion
In combined freight and intercity passenger needs

- 5% - To maintain existing conditions
- 14% - To address critical deficiencies through extensive rail line rehabilitation, railroad bridge reconstruction, and infrastructure replacements.
- 78% - To provide enhancements and expansion including: removing clearance obstructions to enable safe movement of high and or wide standards freight cars, constructing additional mainline tracks, removing rail network bottlenecks, and signal system problems.

Empire Corridor – Stakeholders ROW Ownership

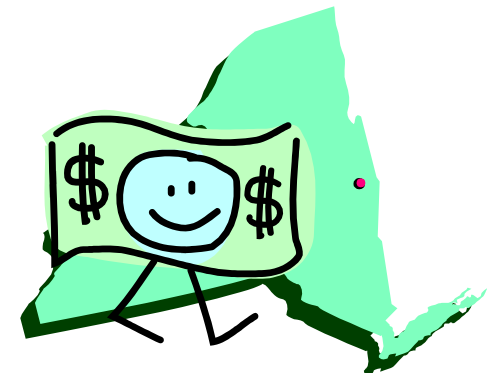


Sustained Effort to Secure Funding

- 2009 - Selected to receive \$151M for 6 projects (*January 2010*)
- 2010 - Selected to receive \$28.5M for 3 projects (*October 2010*)
- 2011 - Selected to receive \$354.4M for 5 projects from redistributed ARRA funding (*May 2011*)
- 2012 – Selected to receive TIGER Grant for Rochester Station

Total NY Project Funding (approximate):

- \$558M Federal Funds
- \$110M State Matching Funds

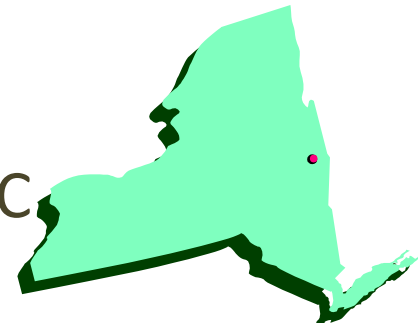


Northeast Corridor Region



New York State is Critically Important for Passenger Rail

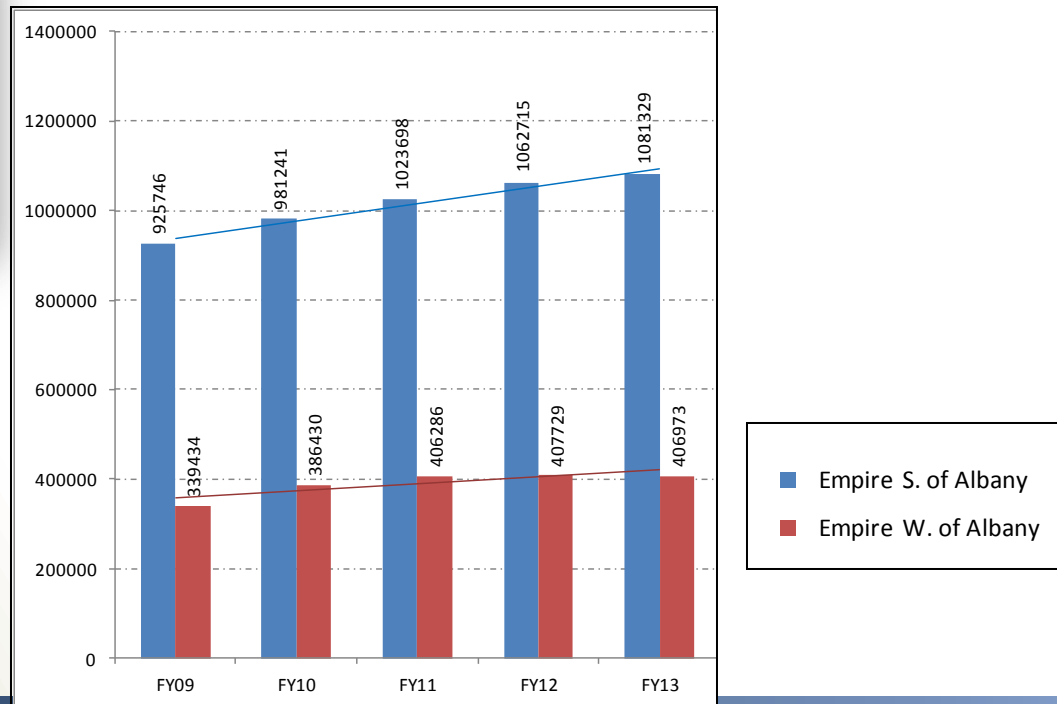
- Northeast Corridor is the most successful passenger rail corridor in the country
- Penn Station/Moynihan Station in New York is the busiest station on the NEC and in the country
- Penn Station/Moynihan Station is the origin or destination for 2 of 3 Amtrak passengers using the NEC
- The Empire Corridor from Albany to New York is the 5th highest Intercity Travel Market on the NEC



Empire Corridor - Ridership is Growing



- The city pair most traveled by rail in New York State is Albany to New York City
- Ridership on the Hudson Line has increased by 19% over the past 5 years (over 1.2 Million people)
- Ridership between Albany and Niagara Falls has increased by 20% in the past 5 years to over 400,000 people
- 90% of the NY population lives along the Empire Corridor.



Competing Values

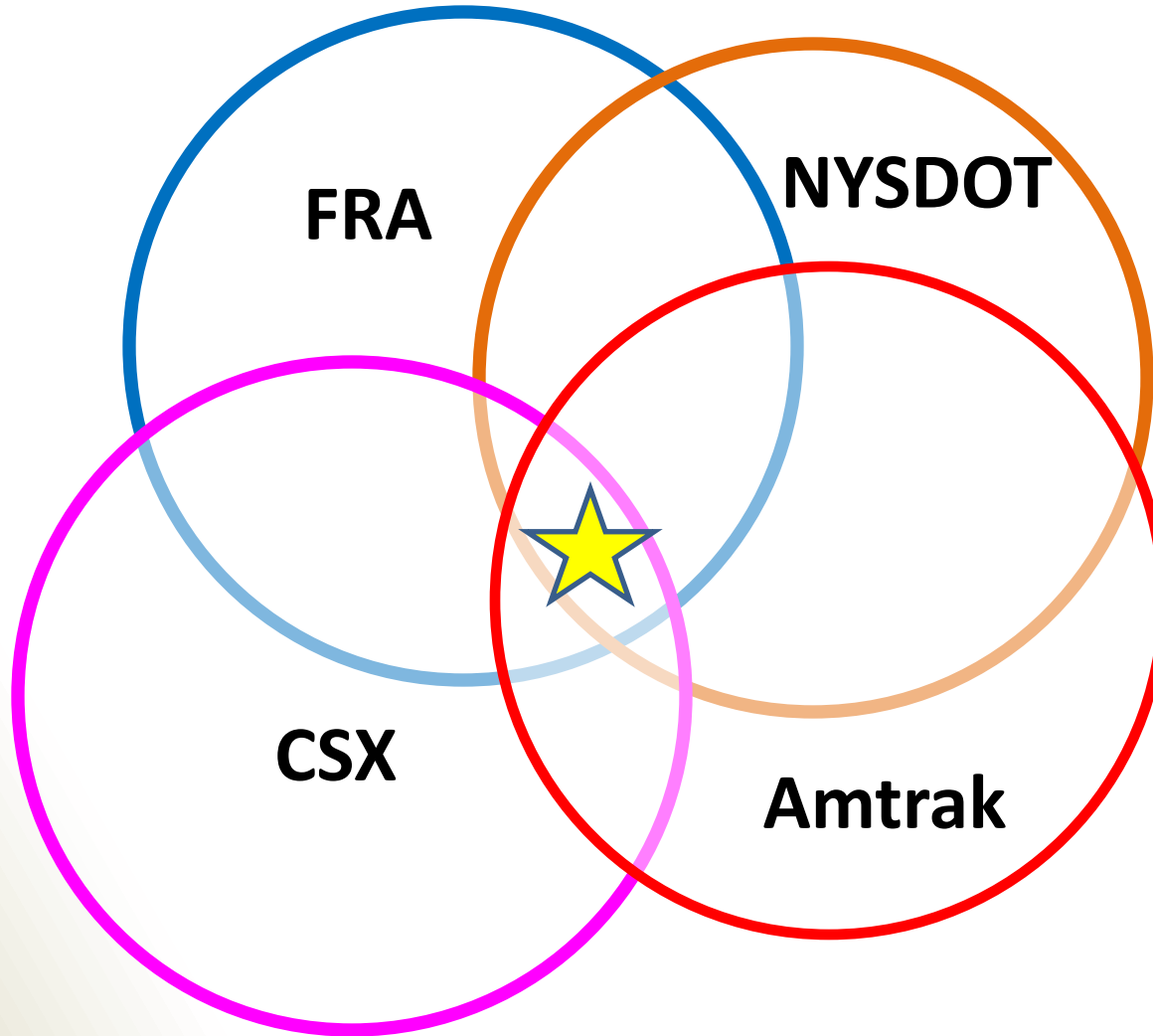
FRA

NYSDOT

CSX

Amtrak

Successful Projects



Framework for Decision Making

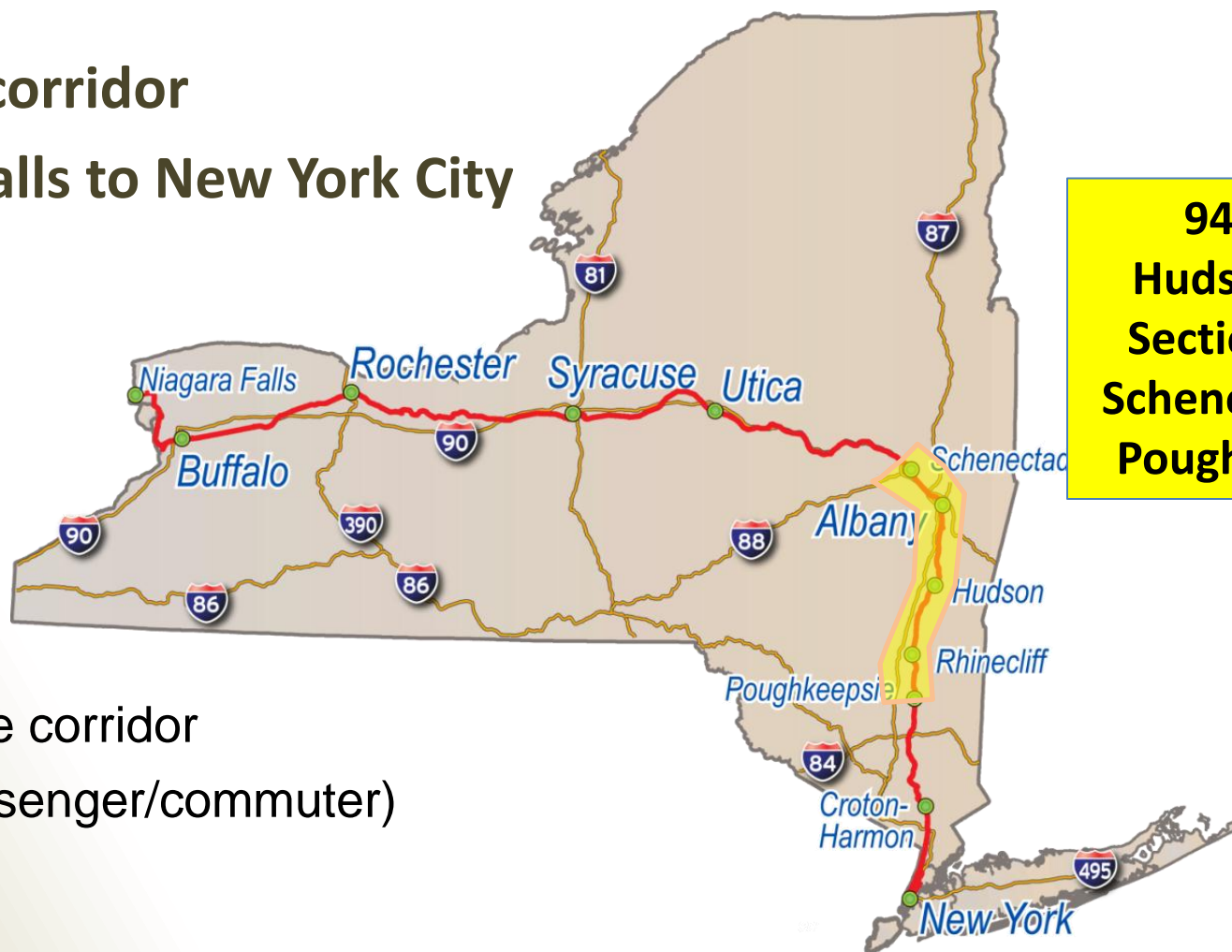
Changing Dynamic – Historic Agreements on the Hudson Line

- Lease of the Hudson Line from CSXT to Amtrak
- Maintenance and Dispatching Agreement between NYSDOT and Amtrak
- NYSDOT/FRA Cooperative Agreements
- NYSDOT/Amtrak/CSXT Implementing Agreements



Empire Corridor – Hudson Line

- 463 mile corridor
- Niagara Falls to New York City



**94 mile
Hudson Line
Section from
Schenectady to
Poughkeepsie**

- Shared use corridor
(freight/passenger/commuter)

Construction

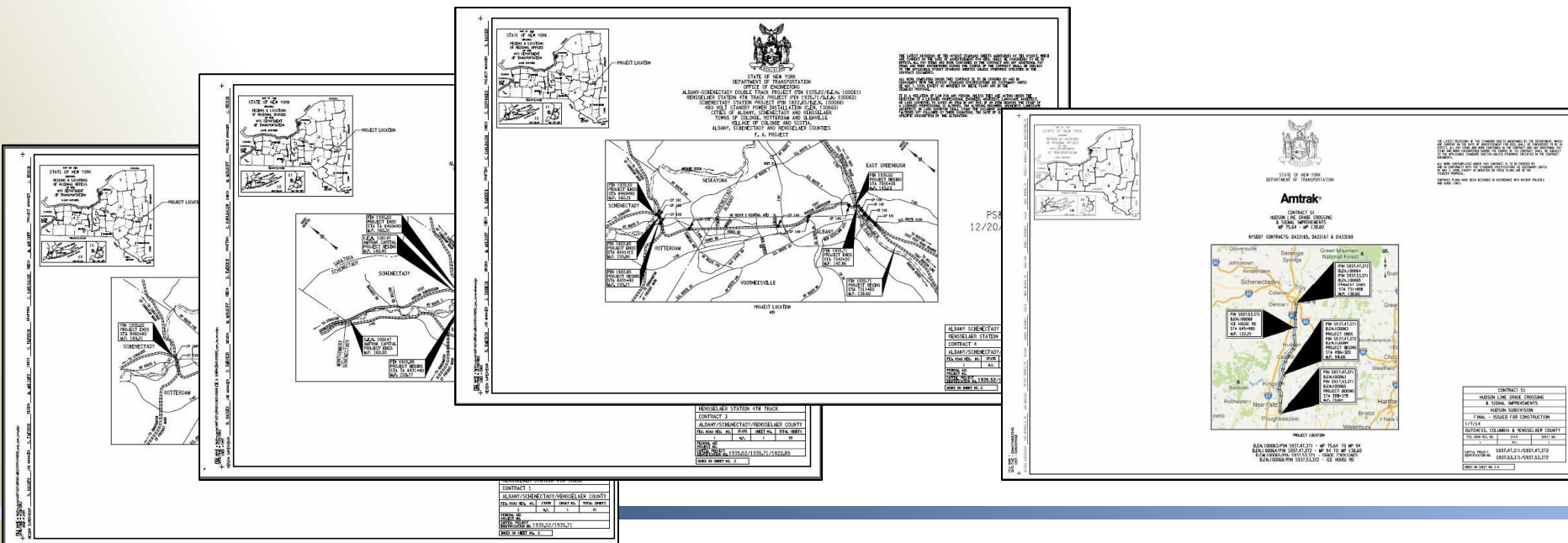
Construction is a Priority

It is only through completing construction that passengers realize the benefit of these projects



Final Design

- Moving projects to Construction is a priority!
- Working within available funds -
“the budget is the budget”
- Similar activities from multiple projects/grants are grouped into contracts



Preliminary Engineering

- **Choose projects aligned with past funding opportunities**
(compete well for final design/construction)
- **Great benefits**
- **More challenging engineering/NEPA work**
- **Critical to the future vision for rail in New York State**

Rochester Station



Livingston Avenue Bridge Project



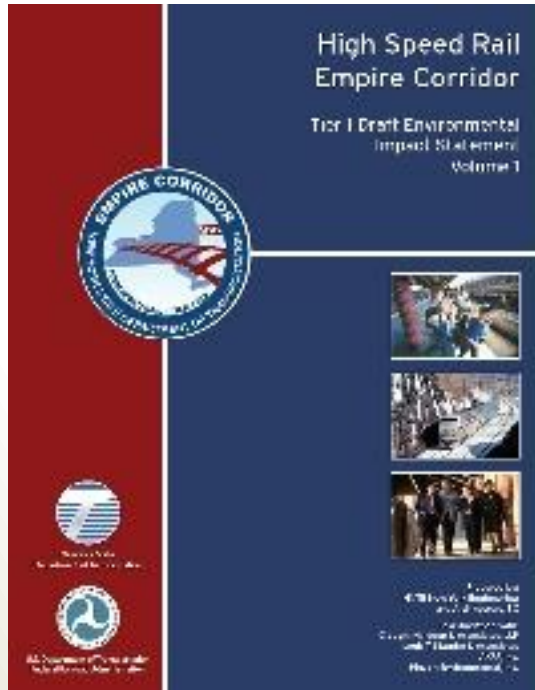
Environmental
Assessment
and
Preliminary Engineering

**The only Hudson River crossing on the
Empire Corridor**

Niagara Falls Maintenance Facility Project



Empire Corridor – Tier EIS Corridor Planning



- Draft Environmental Impact Statement
- Now Available on NYSDOT's website

<https://www.dot.ny.gov/empire-corridor/deis>

Planning for Success

- **Project Database**
 - Key characteristics
 - Cost
 - Benefits
 - Geography
 - Project Type
 - Origin –EIS, State Rail Plan, etc.
- **Help choose best project aligned with grant opportunities**

Project Database, Beta Edition

Project List

Project #	Project Name	Project Status	Total Cost Estimate	Year of Cost Estimate
NEC				
NEC-01	Moynihan Station Redevelopment - Farley Building	Active	\$280,000,000	2008
NEC-02	Harold Interlocking	Active		
Empire-South				
AMT-01	Timber and Surface Track 1 and 2 from 75.7 to 125.6	Future	\$12,753,625	2013
AMT-02	Ballast for Shoulders between 75.7 - 125.6	Future	\$400,000	2013
AMT-03	Tail Track	Future	\$200,000	2013
AMT-04	I.J. Removal	Future	\$250,000	2013
AMT-05	Rock Slope Stabilization	Future	\$200,000	2013
AMT-06	Timbers and Surface MP 125 - MP 169.7	Future	\$1,200,000	2013
AMT-07	RMF Direct Fix TRK	Future	\$250,000	2013
AMT-08	Spot Yard Ties	Future	\$105,000	2013
AMT-09	Culvert - Drainage Repair at MP 108.20	Future	\$200,000	2013
AMT-10	Curve Patch MP 87 - MP 169.7	Future	\$8,320,700	2013
AMT-11	Ditching MP 76 - MP 125 Slot Train and Off Track Ditching	Future	\$8,610,000	2013
AMT-12	Replace 12 Crossovers at CP 94 and CP 124 with all welded material	Future	\$3,300,000	2013
AMT-13	Mud Spot Remediation	Future	\$519,900	2013
AMT-14	Spot Surfacing MP 76 - MP 125	Future	\$3,780,000	2013
AMT-15	Insulated Joints Replacement Based on normal wear and tear	Future	\$500,000	2013



Suggestions

- Fund the full grant request
- Annual Allocation to each State for planning, engineering, environmental work to help identify and triage the best projects to compete for final design/construction funding
- Set aside discretionary funding for to add to projects for post award FRA identified enhancements and amenities
- Program to fund improvements for critical bridges where passenger service is constrained due to condition

