STAGE 2 PROJECT: ADIRONDACK CORRIDOR
PASSENGER RAIL SERVICE IMPROVEMENTS

PROJECT GOAL
The goals of this project include: (1) improve intercity passenger rail operations serving the Capital District (Albany to Schenectady and Saratoga Springs), to strengthen economic connections to the rest of the corridor and reduce the demand on I-87; (2) expand rail service to Schenectady and Saratoga Springs, a key corridor growth area, and (3) provide better public transit service between the Albany/Rensselaer train station and key Capital District destinations.

EXISTING PROGRAMS
Existing rail service in the I-87 Corridor includes frequent Empire Service from New York City to Albany (and extending to Buffalo/Niagara Falls), and Adirondack Service (1 train daily in each direction) between Albany and Montreal. Private bus service runs from Saratoga County to the Empire State Plaza, and two Capital District Transportation Authority (CDTA) bus lines (#14 and #21) connect the station to points in downtown Albany. CP Rail’s capital program goal is to maintain existing infrastructure and improve tracks and signals to improve freight and passenger service reliability. No service changes are proposed by Amtrak.

PROPOSED PROJECT COMPONENTS
• Assumes completion of planned “reliability improvements” (signals, tracks) between Albany and Schenectady and Saratoga Springs.
• 2.5-mile by-pass of Saratoga Springs Yard (to allow Empire Service extension to Schenectady and Saratoga).
• Extend Ballston Spa controlled siding two miles to link with Saratoga Springs Yard bypass track.
• Construct new Wilton station north of Saratoga Springs to provide better access from points north of Capital District.
• Extend one Empire Service train daily to Schenectady and Saratoga Springs from Albany/Rensselaer.
• Add second Adirondack Service train in each direction (long-term).
• Implement “sealed train” procedure, moving all customs operations to Montreal eliminating need to stop at the border (recommendation of High Speed Rail Pre-Feasibility Study: New York to Montreal, recently completed by NYSDOT).
• Increase service frequency on #14 and #24 bus lines (depending on rail passenger volumes).

RELATION TO SHORT-/LONG-TERM PLAN
Consistent with goal to improve Intercity travel market service and expand efficient travel mode use.

REGULATORY REQUIREMENTS, AGENCY COORDINATION
Approval by FRA and coordination among Amtrak, NYSDOT, and local transportation agencies required. Significant regulatory requirements and environmental processing could be required.

ESTIMATED COST
Capital costs of approximately $4 - $7 million for rail infrastructure improvements, and $3.7 million/year supplement from NYSDOT to Amtrak for additional and extended services.