

**New York State Department of Transportation
2008 Rail Needs Survey**

Type of Project	Owning Railroad	Proposed By	Other Involved	Project Location	Capital Project	Project Description	Total Cost \$M	2009-13	2014-18	2019-23	2024-28
Shops	ADRC	2007 Bond Application		Utica	Construct Equipment Repair Facility	This project will greatly reduce the cost of equipment maintenance to the Adirondack Scenic Railroad by transferring shop operations from the WW II facility on the former Griffiss AFB to Utica Yard. This project will improve efficiency by eliminating the movement of cars and equipment between Utica and Rome for repair, and having the repair personnel and the equipment at the ADRC's base of operations in Utica.	1.247	1.247			
Track Reconstruction	ADRC	NYSDOT		Various	Return Out Of Service segments of Remsen-Lake Placid Corridor to active service		15.000	5.000	5.000	5.000	
Safety	ADRC	NYSDOT		Franklin County	Highway-Railroad Grade Crossing Warning Devices	Improve safety of the motoring public.	1.007	1.007			
Track and Bridge	ADRC	NYSDOT		Franklin County	Rail Service Expansion, all EXCEPT Signal	Expansion of ADRC service will increase ridership.	9.150	9.150			
Safety	ADRC	NYSDOT		Hamilton and St. Lawrence Counties	Highway-Railroad Grade Crossing Warning Devices	Improve safety of the motoring public.	0.355	0.355			
Track and Bridge	ADRC	NYSDOT		Hamilton and St. Lawrence Counties	Rail Service Expansion, all EXCEPT Signal	Expansion of ADRC service will increase ridership.	8.143	8.143			
Safety	ADRC	NYSDOT		Snow Jct. to Lake Placid	Basic maintenance of grade crossing warning devices.	Improve safety of the motoring public.	2.000	0.500	0.500	0.500	0.500
Track and Bridge	ADRC	NYSDOT		Snow Jct. to Lake Placid	Basic Track, B&B Maintenance., Ditching & Vegetation Control	Preserves the State's investment.	8.000	2.000	2.000	2.000	2.000
Equipment	ADRC	NYSDOT		Snow Jct. to Lake Placid	Purchase Two Budd Dome rail cars for Excursion Service	Acquisition of this equipment will encourage more tourist ridership as viewing of the scenery, particularly in the fall, will be enhanced.	0.800	0.800			
	ADRC						45.702	28.202	7.500	7.500	2.500
Station	Amtrak	New York State		Penn Station, NYC	Moynihan Station: Redevelopment of Farley Building.	Rail Passenger Access Infrastructure required for expansion into Farley Post Office Building includes: 1) Reactivation of Diagonal Loading Platform, 2) Extend West End Passenger Concourse south to 31st Street, 3) Connection of West End Passenger Concourse to Platforms 1 and 2, 4) Passenger Concourse connector from 31st Street to Penn Station.	280.000	280.000	TBD		
Equipment - Fleet Replacement	Amtrak	Amtrak		Empire Service	Empire Service Train Fleet Life-Cycle Replacement.	Life cycle replacement of 30+ year old rolling stock with approximately 18 Locomotives, 53 Coaches, and 16 Business Class / Food Service cars. Maintains Empire Service fleet up to current operating condition. [\$7.0 average per trainset]	125.000	125.000			
Station	Amtrak	Amtrak		Empire Corridor West	Rehabilitate / Replace Passenger Stations at Buffalo-Depew, Rochester, Amsterdam, and Schenectady		10.000	10.000			
Station	Amtrak	Amtrak		Depew, Erie Co.	Rehabilitate / Replace Buffalo-Depew Station		10.000	10.000			
Station	Amtrak	Amtrak		Rochester, Monroe Co.	Rehabilitate / Replace Rochester Station		10.000	10.000			
Station	Amtrak	Amtrak		Amsterdam, Montgomery, Co.	Rehabilitate / Replace Amsterdam Station		10.000	10.000			
Station	Amtrak	Amtrak		Schenectady, Schenectady Co.,	Rehabilitate / Replace Schenectady Station		10.000	10.000			
Equipment - Fleet Expansion	Amtrak	NYS Senate TF on HSR Action Plan		Empire Service	Empire Service Train Fleet Expansion - Phase I.	Acquisition of three trainsets totaling 3 Locomotives, 9 Coaches, and 3 Business Class / Food Service cars to accommodate Amtrak service expansion between Niagara Falls, Albany-Rensselaer, and New York City. [\$7.0 million per trainset]	21.000	21.000			
Equipment - Rail Cars	Amtrak	NYS Senate TF on HSR Action Plan		Empire Corridor South (Hudson Line)	Acquire 10 Cab Control Cars for Push-Pull Service: Albany-Rensselaer to NYC	Ten passenger coach cars with Cab Control would permit Empire Service trains to operate in a push-pull mode, thus allowing the trains to "turn" in Penn Station and not be required to run to Sunnyside Yard and back. This will improve the reliability of train service and may permit added frequencies on the Empire Corridor. This will also reduce congestion in the East River Tunnels.	33.037	33.037			