

FACT SHEET for the Schenectady Intermodal Station Project

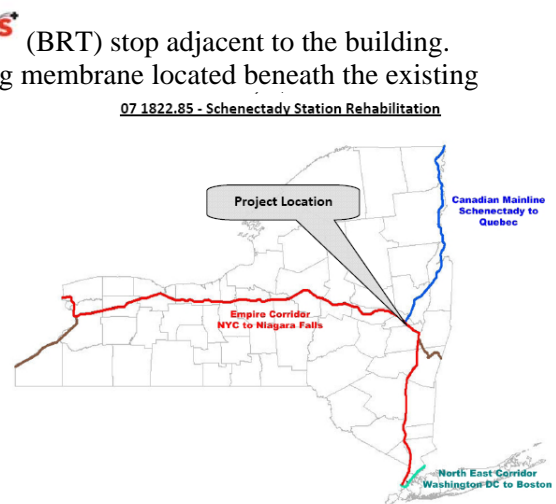
PROJECT SUMMARY

The proposed Schenectady Intermodal station project is located at 332 Erie Boulevard, Schenectady N.Y. along the New York State Empire Corridor. The project will demolish the existing Amtrak station and rebuild an intermodal center on the same footprint to create a central hub for the residents of the City of Schenectady and surrounding Schenectady County to access many modes of transportation. The new center will provide an Amtrak passenger rail ticketing counter, new restrooms, new rail platforms and canopies, as well as a realigned staircase that is compliant with the Americans with Disabilities Act (ADA) for passenger access to the trains. In conjunction with the proposed new station, the site surrounding the center will be improved with new landscaping, lighting, improved traffic and parking flow, increased security, safe pedestrian and bicycle movements throughout the site, and a pedestrian

connector linking the center to the Bus Rapid Transit **busplus** (BRT) stop adjacent to the building. Another component of this project will repair the waterproofing membrane located beneath the existing tracks in order to prevent continued water infiltration into the station building. The current station exhibits signs of extensive water damage due to poor drainage from the tracks into the station building, and this problem requires remediation prior to construction of a new, water tight station. The Schenectady Intermodal Station project supports the development of high speed intercity passenger rail service by improving the structural integrity of the Schenectady Amtrak station building, track platforms, and other track structures, while improving passenger access to and from bus, rail, and other modes of transportation. The station building will also provide ADA compliant passenger access to Amtrak train platforms for intercity passenger rail service. With improved passenger amenities at the new intermodal station, ridership is anticipated to increase from 125 riders per day to roughly 300 passengers per day (*Source: NYS Senate High Speed Rail Task Force Action Program*). The new station is also included as part of the project's needed to implement the State's High Speed Rail Plan.

The Capital District Transportation Authority (CDTA), as the project sponsor, applied for and received a grant from the Federal Transit Administration (FTA) in 2006 to advance preliminary engineering and design for the Schenectady

Intermodal facility. The first phase of the project assessed the structural integrity of the station building to discover existing conditions of the station and determine what repairs are needed, and the associated cost of those repairs. The firm of Edwards and Kelcey prepared and completed the existing conditions structural report in November of 2006, and the Kise, Straw, and Kolodner report developed a preliminary design sketch for the station, and a rough cost estimate for the construction of the project. Overwhelming public support was given for the intermodal facility design option reflecting the architecture of the 1908 Union station. Survey and basemapping of the station is complete, floor plans and building elevations



Project Location Map - 07 1822.85 - Schenectady Station Rehabilitation



have been reviewed by Amtrak, and various agreements are in place with Amtrak including right of entry. The firm of Hatch Mott MacDonald was hired as a to determine load capacity rating of the station and the tracks above. A site plan (shown) has been developed to enhance the station site with landscaping,

parking, improved traffic flow, and a pedestrian connector to the bus rapid transit **busplus** station adjacent to the intermodal facility. CDTA is supported by a number of other agencies in its implementation of this project including Amtrak, NYSDOT, and the Schenectady Metroplex Development Authority. The total number of jobs anticipated to be created with this project is roughly 150.

The total cost to build the intermodal station projected to be \$14.15 M. Currently CDTA has received and is drawing down \$1.1M received from the Federal Transportation Administration for preliminary engineering. For the needed \$13.05 million for final design and construction, CDTA applied for two grants in the summer of 2010, one through the New York State Department of Transportation (NYSDOT) for the Federal Railroad Administration's (FRA) High Speed Intercity Passenger Rail (HSIPR) grant, and the other through the TIGER II grant. For the HSIPR grant, CDTA applied for \$10.4M to the FRA with NYSDOT to match \$2.6M. In the TIGER II grant application, CDTA requested \$8.55M with \$4.5 million dollars from STP-Flex to be used as match. CDTA received STP Flex (Federal) money from CDTC, in the amount of \$4.5 million to build this project several years ago. In September 2010, CDTA was awarded \$4.2 million from the 2005 State Rail Bond funds also to be used for construction activities for this project, bringing the total amount of available funds to \$8.7 million. This leaves a shortfall of \$4.3 million needed to fund final design and construction activities for the Schenectady Intermodal Station.

Proposed Project Schedule

Issue requests for bids, make awards of FD contracts:	October 2010
FD Drawings; and cost estimate, schedule refinement:	April 2011
Issue requests for construction bids:	May 2011
Submit request / receive FRA approval for construction:	June 2011
Make awards of construction contracts:	July 2011
Construction start date:	August 2011
Construction completion date:	February 2013
Service Operations:	March 2013
Completion of project/program close-out, resolution of claims:	April 2013

