

WASHINGTON – Congresswoman Louise Slaughter (NY-28) founding Co-Chair of the Bicameral High-Speed & Intercity Passenger Rail Caucus, today announced \$3.3 million will be obligated to build a second track between Ballston Spa and Saratoga Springs, NY laying the groundwork for high-speed rail.

The funding, which comes from the American Recovery and Reinvestment Act (ARRA), will improve travel time and reliability for intercity passenger trains and freight trains along the Adirondack and Ethan Allen Express services.

“There’s no question that this is a vital step for the development of high-speed rail in New York,” said Slaughter. “It’s a down payment on our ultimate goal: to create one of the largest international economic trade corridors in the world. There is a vision for high-speed rail, and this corridor from Albany to Montreal is a vital link. From Montreal we will connect to Toronto, Niagara Falls, and across Upstate New York to New York City. This trade corridor is essential for the economic growth of Upstate New York.”

The obligation of \$3.3 million comes from the \$151 million in funding awarded to New York as part of the American Recovery and Reinvestment Act. New York received the 8th largest amount out of 31 states that were awarded high-speed rail funding in January 2010.

“This funding will help us create jobs right here, right now, in New York,” said Slaughter. “Not only are we creating jobs directly for the construction of high-speed rail in New York, we are beginning to lay the foundation for future economic development linked by this world-class infrastructure.”

The project will create 158 jobs in the construction phase. In total, the United States Conference of Mayors estimates at least 21,000 new jobs and \$1.1 billion in new wages to New York as a result of high-speed rail.

The project will reduce delays caused by the existing short segment of single track in the Ballston Spa area through the construction of a second main track, significantly reducing congestion. Currently, existing congestion requires Amtrak trains to wait up to 30 minutes for the track to clear.