

# Federal Railroad Administration

## Federal Program and Policy Update



AASHTO SCORT Washington Meeting  
February 18, 2015



# *Budget, Reauthorization, and Funding Opportunities Update*

**Paul Nissenbaum**

Associate Administrator for Railroad Policy



FRA – Office of Railroad Policy and Development

3/3/2015



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

## *Funding Opportunities*

**2014**

### **TIGER 2014 – \$600M**

- Selections announced in September
- FRA administering 6 projects for \$42M
- Over \$800M in TIGER-funded rail projects

### **FRA FY14 NOFA – \$36M**

- IPR grade crossings, PTC implementation, Passenger Rail Corridor Investment Plans
- Selections pending

**2015**

### **TIGER 2015 – \$500M**

- NOFA to be announced
- No planning funds available

### **FRA FY15 Grade Crossing NOFA – \$10M**

- Grade crossing and track improvements on routes that carry energy products
- More details forthcoming

### **Maglev NOFA – \$27M**

- Limited by statute to three potential projects: Pittsburgh, Baltimore – Washington, Atlanta – Chattanooga

## ***Budget & Reauthorization Overview***

### **FY 2016 Budget – \$5.018 billion request**

- Safety & Operations – \$203.8 million
- Research & Development – \$39.3 million
- National High-Performance Rail System – \$4.775 billion

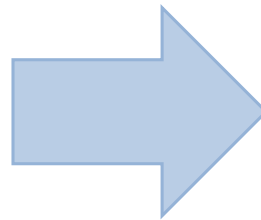
### **GROW AMERICA Act**

#### **2014 Legislative Proposal**

**4 Years**  
(FY 2015 – FY 2018)

**\$302 billion total**

**\$19 billion**  
National High-Performance  
Rail System



#### **New Legislative Proposal**

**6 Years**  
(FY 2016 – FY 2021)

**\$478 billion total**

**\$29 billion**  
National High-Performance  
Rail System

***Provides Predictable, Dedicated Funding for Rail***



## *Advancing Rail Safety*

The Budget addresses **today's three most pressing safety** issues:

- Increasing rail transportation of crude oil, ethanol, and liquefied natural gas
- Passenger railroad safety
- Highway-rail grade crossing and pedestrian safety

### **\$17 million increase** for FRA's **Safety and Operations** account

- 45 new staff for the Safe Transportation of Energy Products
- 15 new staff for passenger railroad safety
- 24 new staff for grade crossing and pedestrian safety

### Continued support for **Railroad Research and Development**

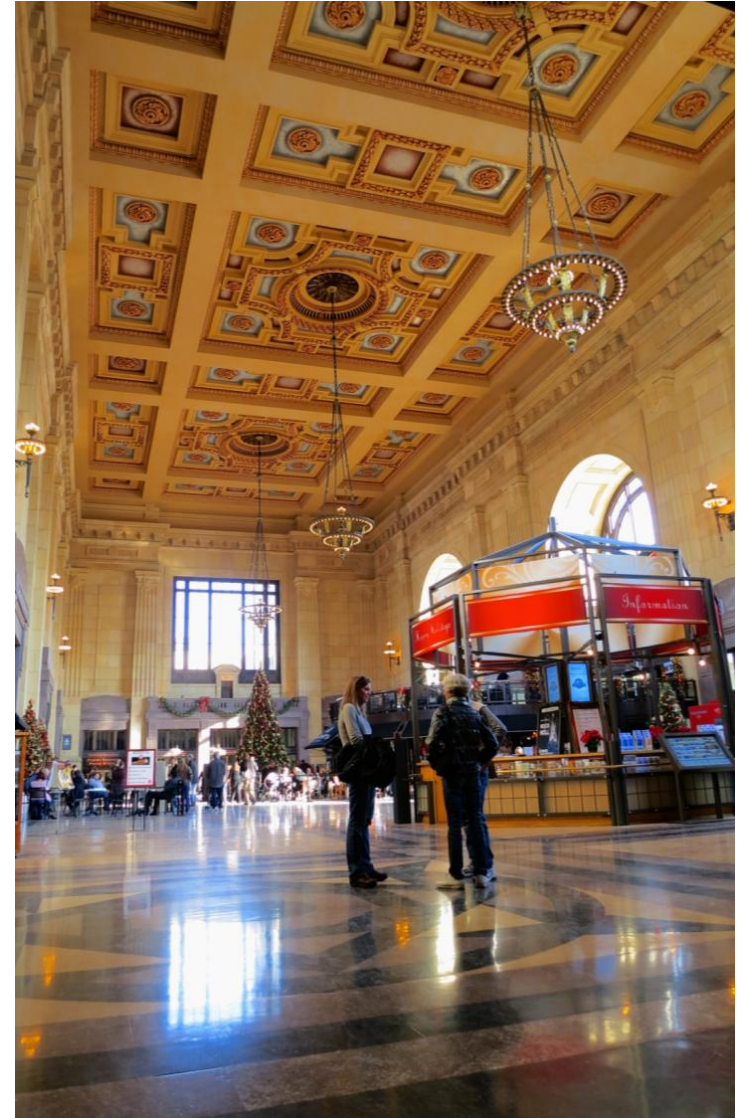
- \$2 million for Short Line Safety Institute
- \$2 million for R&D on safe transportation of liquefied natural gas



## ***GROW AMERICA***

### **Rail Priorities**

- 1. Grow our Economy**
- 2. Build & Strengthen our Record of Safety**
- 3. Close the Infrastructure Deficit while Modernizing our Rail Infrastructure**
- 4. Meet the Growing Market Demand**
- 5. Promote Innovation**
- 6. Ensure Transparency & Accountability**





## **#1 – *Grow the Economy***

**Rail plays a critical role in supporting the stability and growth of the U.S. economy**

- **70 million** additional Americans will require travel and freight options over the next **30 years**
- To maintain **economic competitiveness**, the U.S. must have an **interconnected and balanced transportation system** (passenger and freight)
- Freight rail is a **\$70 billion industry** relied upon by various sectors across the economy
- Federal investment in rail is contributing to **revival of domestic rail equipment manufacturing and supply industries**



## ***#2 – Build & Strengthen our Record of Safety***

**FRA is dedicated to ensuring continuous safety improvement**

- **POSITIVE TRAIN CONTROL:**
  - merit-based extensions of PTC deadline
  - funding to help implement PTC on commuter railroads and Amtrak routes
- **COMMUNITY-FOCUSED GRANTS:**
  - grade crossing improvements
  - rail line relocation
  - short-line infrastructure improvements
  - training and technical assistance to help local governments coordinate with railroads





## #3 – Close the Infrastructure Deficit while Modernizing our Rail Infrastructure

**Building upon the investments made by previous generations**

- **ADA COMPLIANCE:** Provides full funding to bring Amtrak-served stations into ADA compliance
- **INFRASTRUCTURE BACKLOG:** Funds substantial backlog of repair needs on public rail assets
- **OBSOLETE EQUIPMENT:** Funds replacement of old and obsolete passenger equipment



## #4 – Meet the Growing Market Demand

New programs to promote market-based investments in enhancing & growing rail

- **\$29 billion investment package** from Rail Account of Transportation Trust Fund
- Addresses both **current needs and future improvements**
- Over 40% dedicated to **“one-time” backlog** needs

National High-Performance Rail System (\$m)		
	2016	Total (FY16-21)
<b>Current Passenger Rail Service</b>	<b>2,450</b>	<b>14,100</b>
Northeast Corridor	550	4,425
State Corridors	225	645
Long-Distance Routes	850	4,500
National Assets, Legacy Debt, and Amtrak PTC	475	2,430
Stations - ADA Compliance	350	2,100
<b>Rail Service Improvement Program</b>	<b>2,325</b>	<b>14,450</b>
Passenger Corridors	1,175	9,450
Commuter Railroads - PTC Compliance	825	3,050
Local Rail Facilities and Safety	250	1,500
Planning & Workforce	75	450
<b>TOTAL</b>	<b>4,775</b>	<b>28,550</b>

# F E D E R A L R A I L R O A D A D M I N I S T R A T I O N

## CURRENT PASSENGER RAIL SERVICE (\$2.45 billion)

*PURPOSE: To maintain the current rail network in a state-of-good repair and continue existing services*

<b>Northeast Corridor</b>  <b>\$550 million</b>	Bring infrastructure and equipment into a state of good repair to enable future growth and service improvements	<ul style="list-style-type: none"> <li>• Ongoing equipment overhaul capital needs</li> <li>• Backlog of state of good repair capital needs*</li> <li>• Replacement of legacy/obsolete equipment*</li> <li>• Offset by user "access" charges (phased in)</li> </ul>	<ul style="list-style-type: none"> <li>• Amtrak</li> <li>• States</li> </ul>
<b>State Corridors</b>  <b>\$225 million</b>	Facilitate efficient transition to State financial control over State-supported corridors	<ul style="list-style-type: none"> <li>• Legacy/obsolete equipment replacement*</li> <li>• Support phase-in of fixed asset capital charges to States under PRIIA Section 209*</li> </ul>	<ul style="list-style-type: none"> <li>• States</li> </ul>
<b>Long-Distance Routes</b>  <b>\$850 million</b>	Sustain operation of the Nation's long-distance routes, while improving financial efficiency	<ul style="list-style-type: none"> <li>• Long-distance route capital equipment overhauls and replacement, stations, maintenance facilities</li> <li>• Long-distance route operations</li> </ul>	<ul style="list-style-type: none"> <li>• Amtrak</li> </ul>
<b>National Assets, Legacy Debt and Amtrak PTC</b>  <b>\$475 million</b>	Invest in efficient "backbone" rail facilities that support all business lines	<ul style="list-style-type: none"> <li>• Operating and capital for national reservations system; security and policing; training; and other national systems</li> <li>• Legacy debt service and principal*</li> <li>• PTC capital on Amtrak routes*</li> </ul>	<ul style="list-style-type: none"> <li>• Amtrak</li> </ul>
<b>Stations ADA Compliance</b>  <b>\$350 million</b>	Bring stations into compliance with the requirements of the ADA	<ul style="list-style-type: none"> <li>• Capital to upgrade Amtrak-served stations to be ADA compliant*</li> </ul>	<ul style="list-style-type: none"> <li>• Amtrak</li> </ul>



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# F E D E R A L R A I L R O A D A D M I N I S T R A T I O N

## RAIL SERVICE IMPROVEMENT PROGRAM (\$2.325 billion)

*PURPOSE: To expand and improve America's rail network to accommodate growing travel demand*

<b>Passenger Corridors</b>  <b>\$1.175 billion</b>	Build and upgrade regional networks of passenger rail corridors; relieve congestion on shared use corridors	<ul style="list-style-type: none"> <li>• Environmental studies</li> <li>• Right-of-way acquisition</li> <li>• Preliminary engineering</li> <li>• Design and construction</li> <li>• Rolling stock acquisition</li> <li>• Congestion mitigation projects identified by the Surface Transportation Board or DOT</li> <li>• Cost of the Credit Risk Premium under the RRIF Program for intercity passenger rail capital projects</li> </ul>	<ul style="list-style-type: none"> <li>• States</li> <li>• Multi-State entities</li> <li>• Amtrak</li> <li>• Equipment entity</li> </ul>
<b>Commuter Railroads PTC Compliance</b>  <b>\$825 million</b>	Support implementation of PTC on commuter railroads	<ul style="list-style-type: none"> <li>• PTC capital on commuter railroads*</li> </ul>	<ul style="list-style-type: none"> <li>• States</li> <li>• Commuter railroads</li> </ul>
<b>Local Rail Facilities and Safety</b>  <b>\$250 million</b>	Mitigate the adverse impacts of rail operations in local communities	<ul style="list-style-type: none"> <li>• Highway-rail grade crossing improvements</li> <li>• Rail line relocation projects.</li> <li>• Capital upgrades to short-line freight railroads</li> <li>• Cost of the Credit Risk Premium under the RRIF Program for short-line capital projects</li> <li>• Training/technical assistance for local governments</li> </ul>	<ul style="list-style-type: none"> <li>• States</li> <li>• Multi-state entities</li> <li>• MPOs</li> <li>• Local governments</li> </ul>
<b>Planning and Workforce</b>  <b>\$75 million</b>	Develop comprehensive plans to guide future investments in the Nation's rail system; develop the workforce and technology necessary to advance the rail industry	<ul style="list-style-type: none"> <li>• National, multi-state, state planning</li> <li>• Corridor and terminal area planning and environmental analyses</li> <li>• Capital upgrades to the Transportation Technology Center</li> <li>• Rail-based University Transportation Centers</li> <li>• National Cooperative Rail Research Program</li> <li>• Support for Buy America implementation</li> </ul>	<ul style="list-style-type: none"> <li>• States</li> <li>• Multi-State entities</li> <li>• MPOs</li> <li>• TRB</li> <li>• UTCs</li> <li>• NIST-MEP</li> <li>• FRA</li> </ul>



## #4 – Meet the Growing Market Demand

New policies to promote market-based investments in enhancing & growing rail

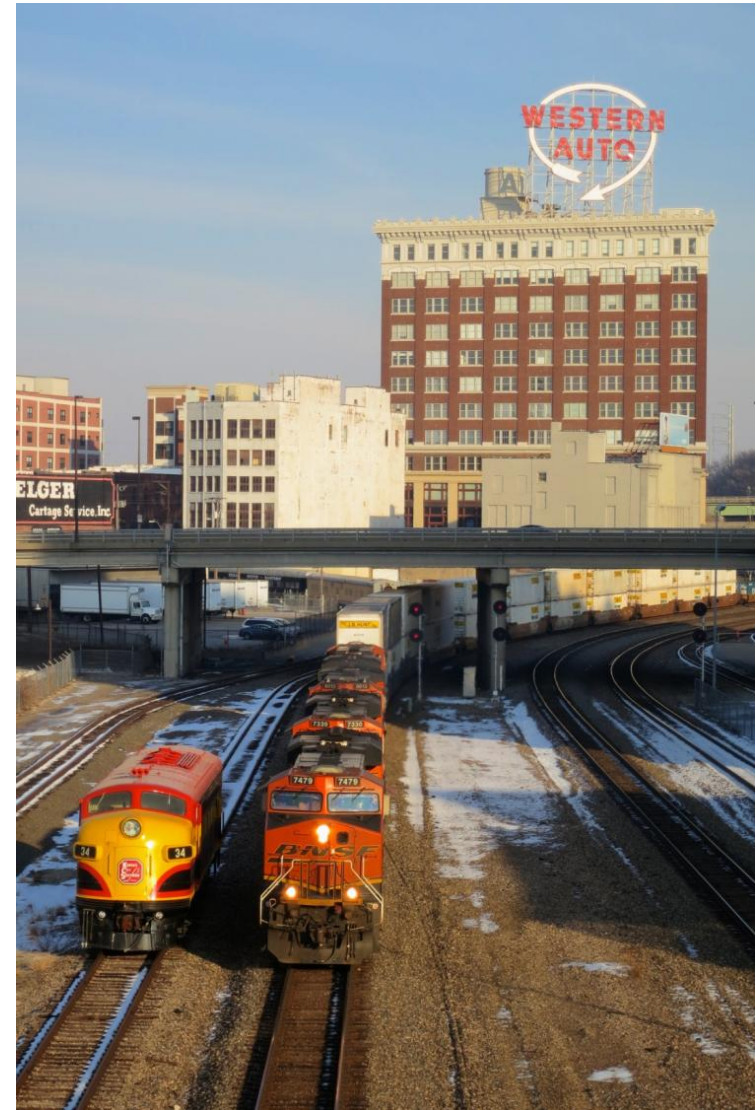
- **RRIF LOAN PROGRAM:** Authorizes subsidy of the credit risk premium
- **REGIONAL FOCUS:** Establishes Regional Rail Development Authorities to support planning, development, and operation of multi-state rail networks
- **SHARED-USE CORRIDORS:** Requires comprehensive analysis of all aspects of shared-use corridor arrangements



## #5 – *Promote Innovation*

### Ensuring the U.S. has the world's best rail workforce and technologies

- **RESEARCH & DEVELOPMENT:** Continues focus on rail R&D to improve safety and develop new technologies
- **BUY AMERICA:** Strengthens “Buy America” requirements and ensures uniform applicability to all of FRA’s financial assistance programs
- **WORKFORCE CAPACITY:** Supports University Transportation Centers and Transportation Research Board to advance intellectual capacity in rail industry





## #6 – Ensure Transparency & Accountability

### Clarifying taxpayer investments and delivering public benefits

- **ALIGNMENT OF FUNDS:** Aligns funds for current passenger rail services by business lines
- **PLANNING STANDARDS:** Outlines rigorous planning standards for national and regional rail development, as well as for Amtrak investments
- **STREAMLINED PROGRAMS:** Consolidates agency programs into 4 coordinated accounts



#### Current

Safety & Operations  
Amtrak Operating  
Amtrak Capital/Debt  
Railroad Safety Technology  
Research & Development  
Capital Assistance for IPR/HSR  
Rail Line Relocation  
Highway-Rail Grade Crossing  
Disaster Assistance  
Other Misc.



#### Proposed

Safety & Operations  
Research & Development  
Current Passenger Rail Service  
Rail Service Improvement

## *Beyond Traffic*

### U.S. DOT's 30 Year Framework for the Future

- Survey of where we are and where current trends may take us **if not addressed**
- Intended to **open a national dialogue** about what our country needs and why we need it
- **Provide feedback and ideas**
- **Final product intended for later in 2015**



# *Railroad Performance Update*

**Michael Lestingi**

Director, Office of Policy and Planning



FRA – Office of Railroad Policy and Development

3/3/2015



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## ***Interim FRA Passenger Rail Safety Policy***

### **Late Spring**

- Publish interim policy in the *Federal Register*
- Open a docket and 60-day comment period
- *We want to get this right – provide feedback and comments*

### **Summer**

- Close comment period
- Develop final policy

### **Late Summer/Fall**

- Issue final policy



# *Railroad Performance:* *Freight*



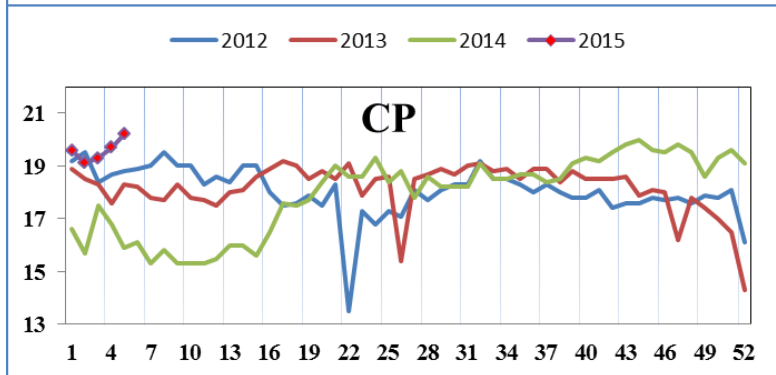
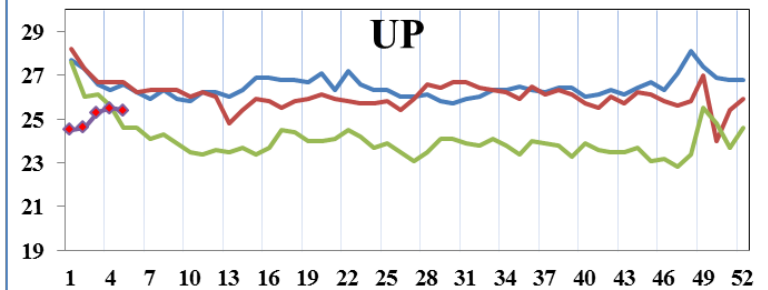
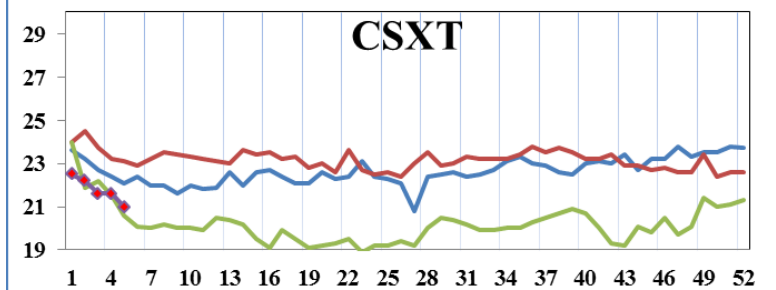
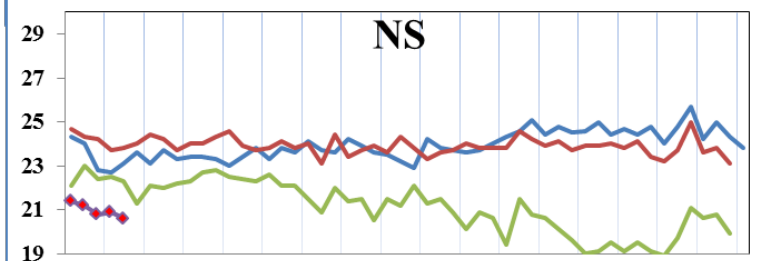
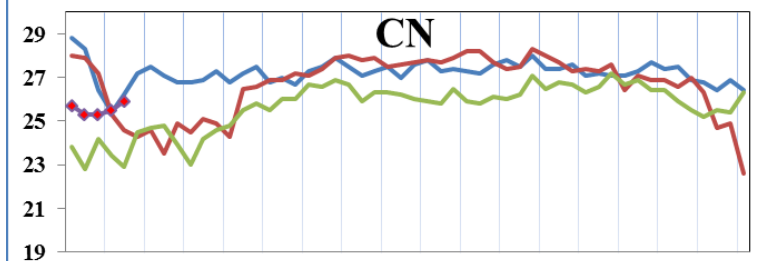
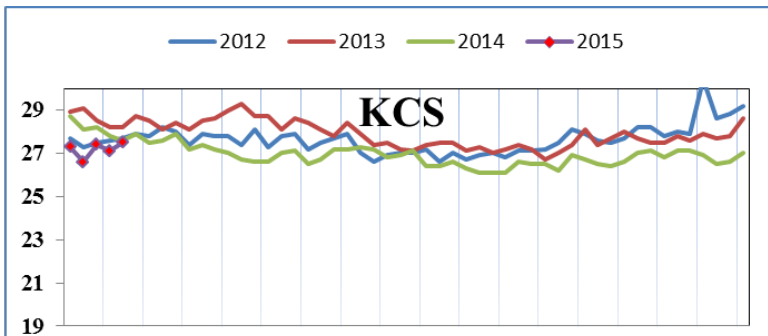
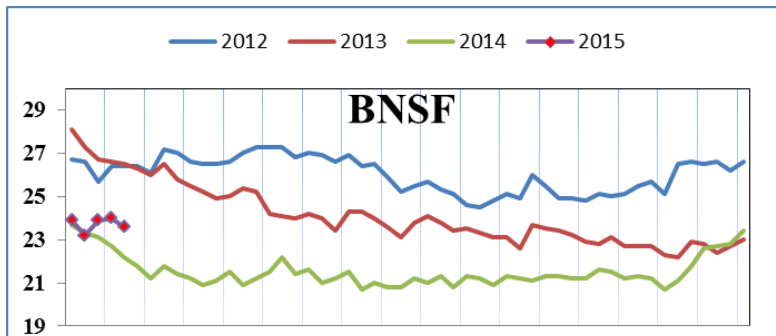
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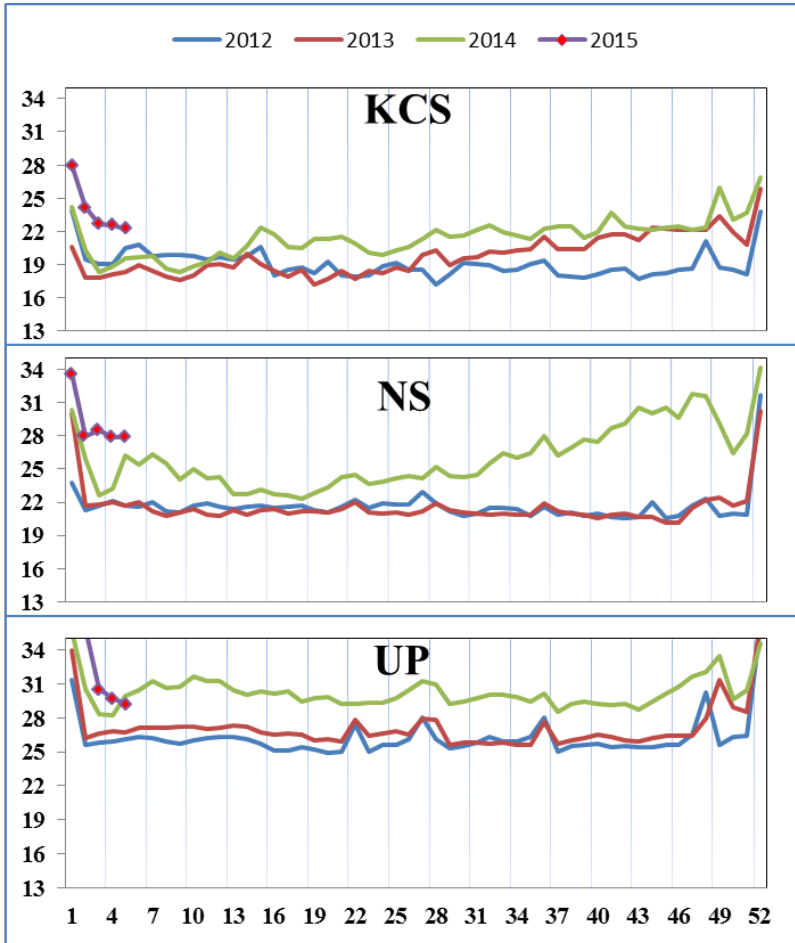
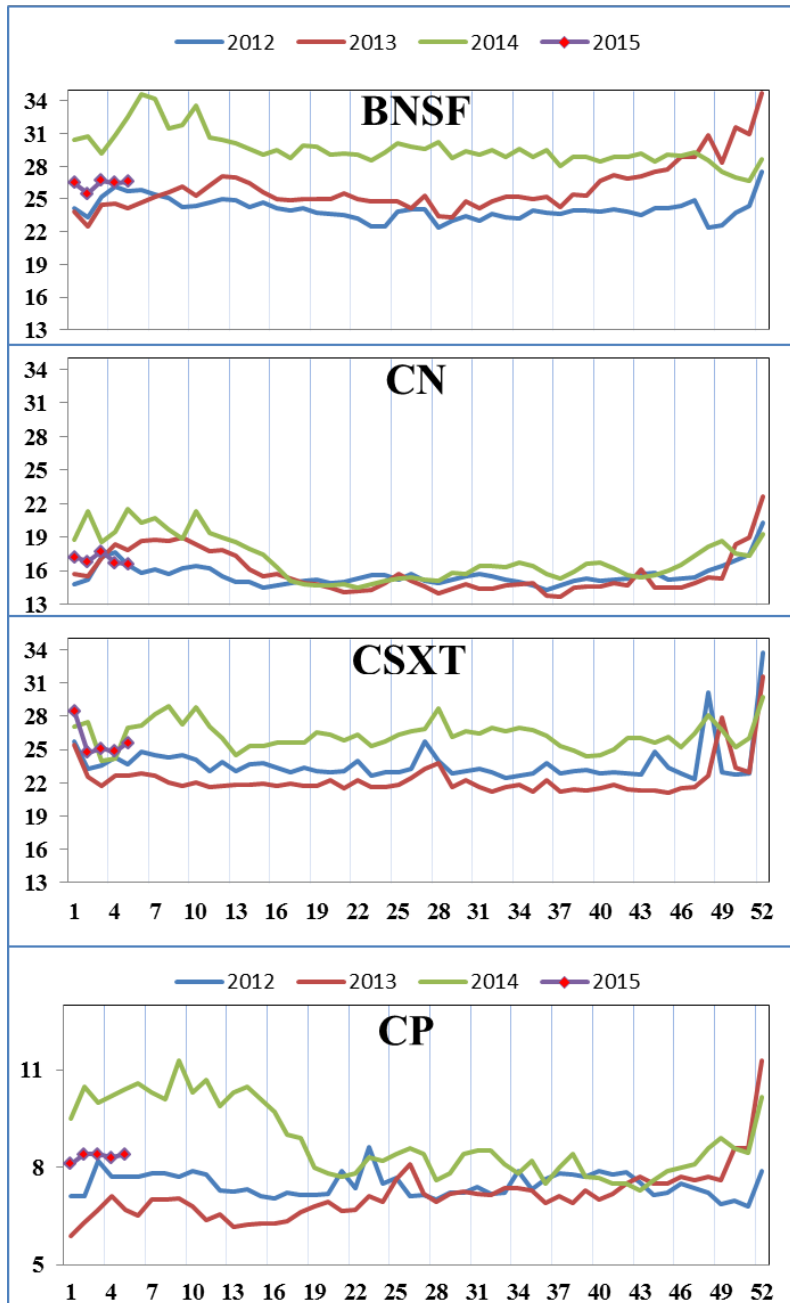
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# Average System Speed (mph)

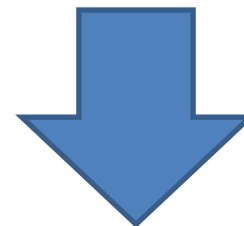




# Average Terminal Dwell Time (hrs/car)

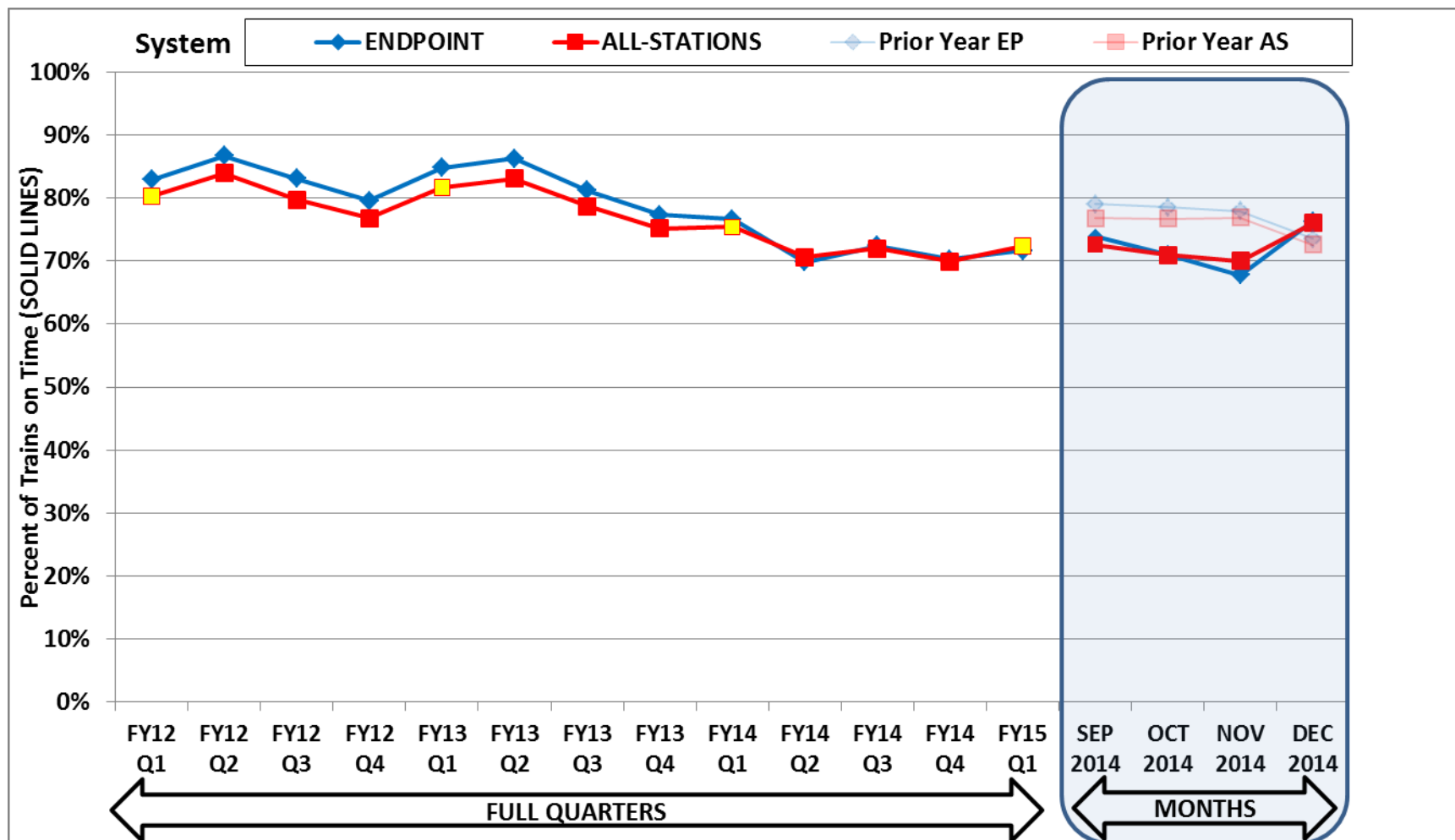


Trending Right Direction

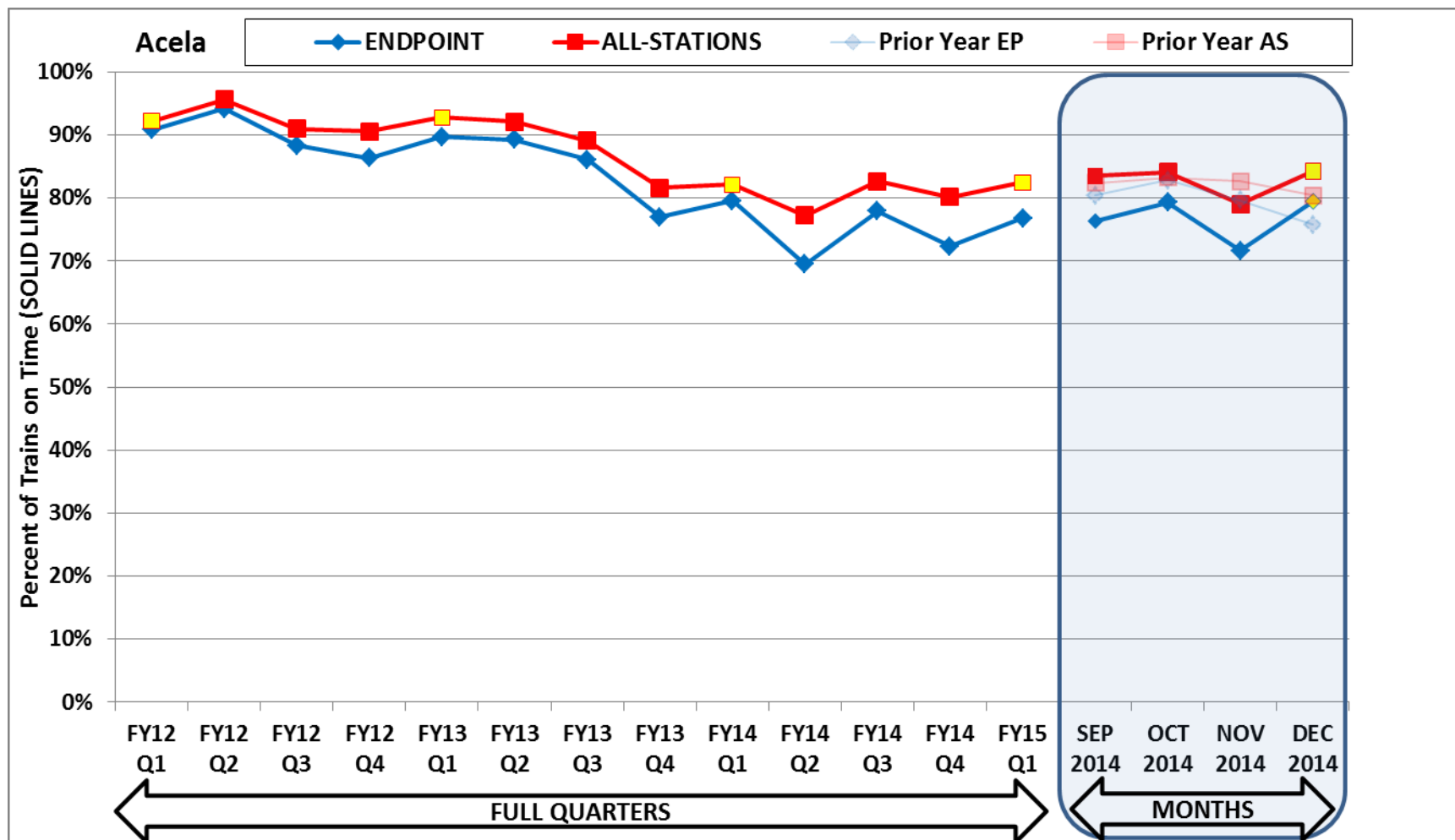


*Railroad Performance:*  
*Passenger (Amtrak)*

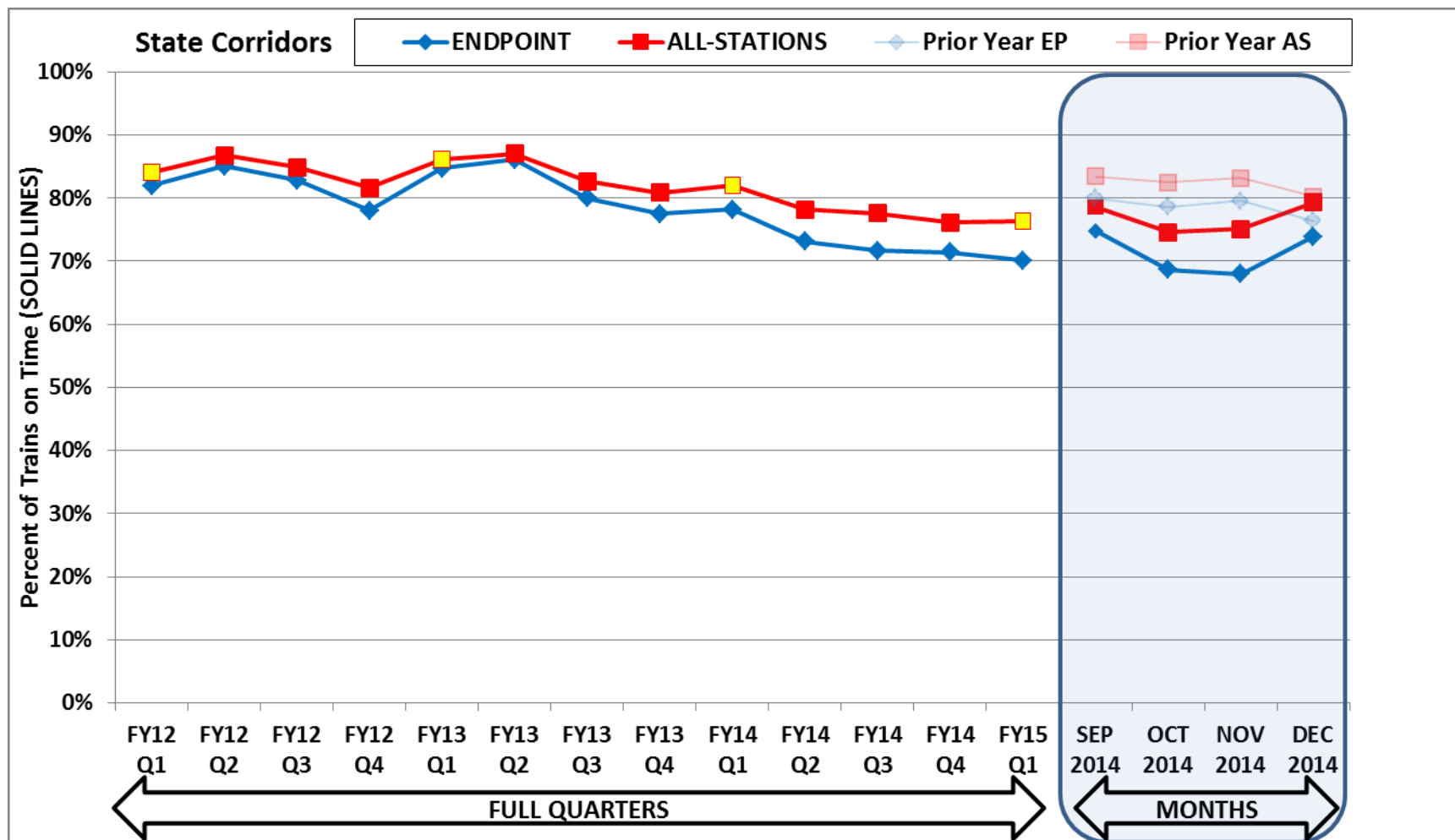
## Recent Amtrak Performance: System



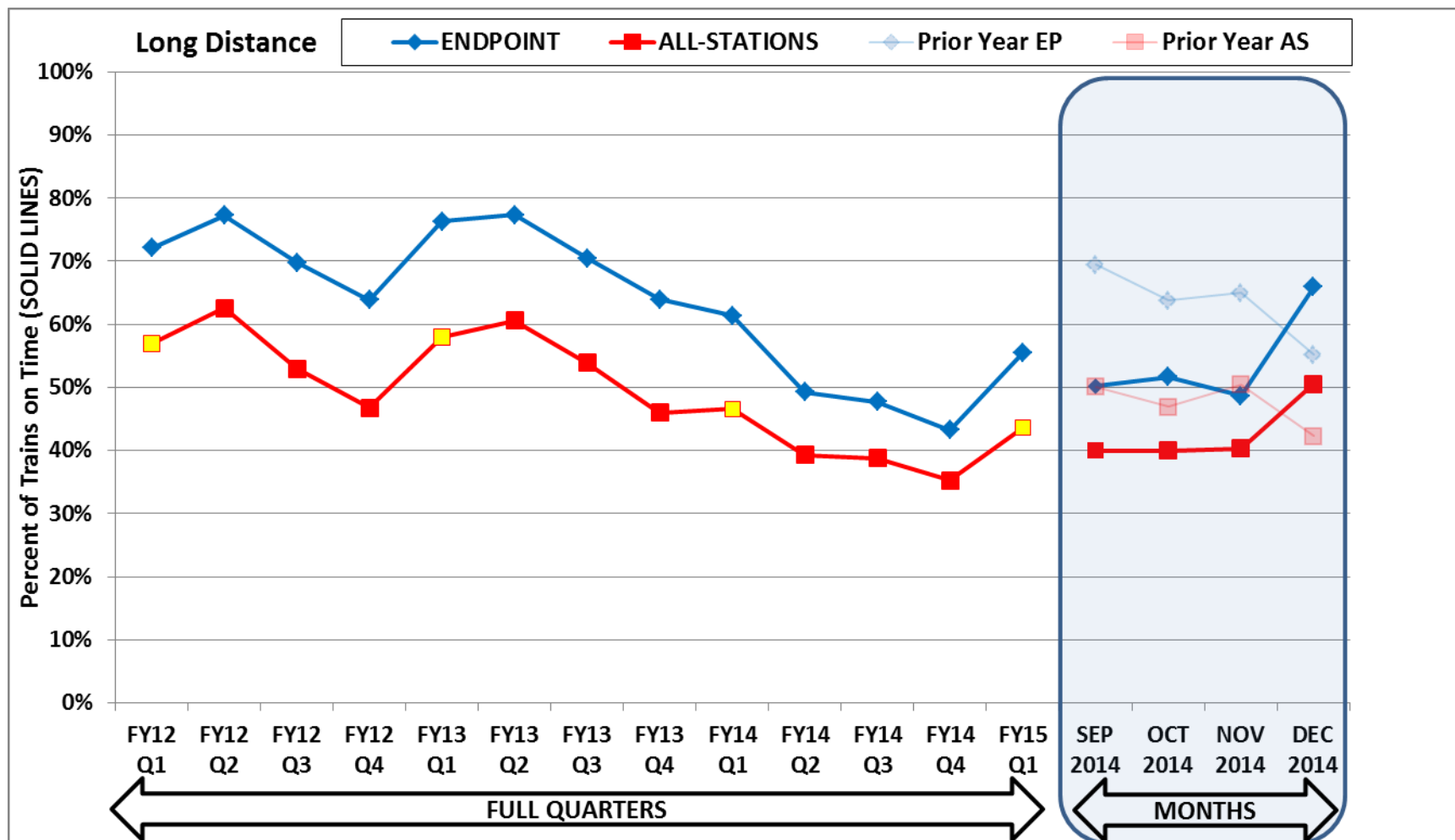
## Recent Amtrak Performance: *Acela*



## Recent Amtrak Performance: State Corridors

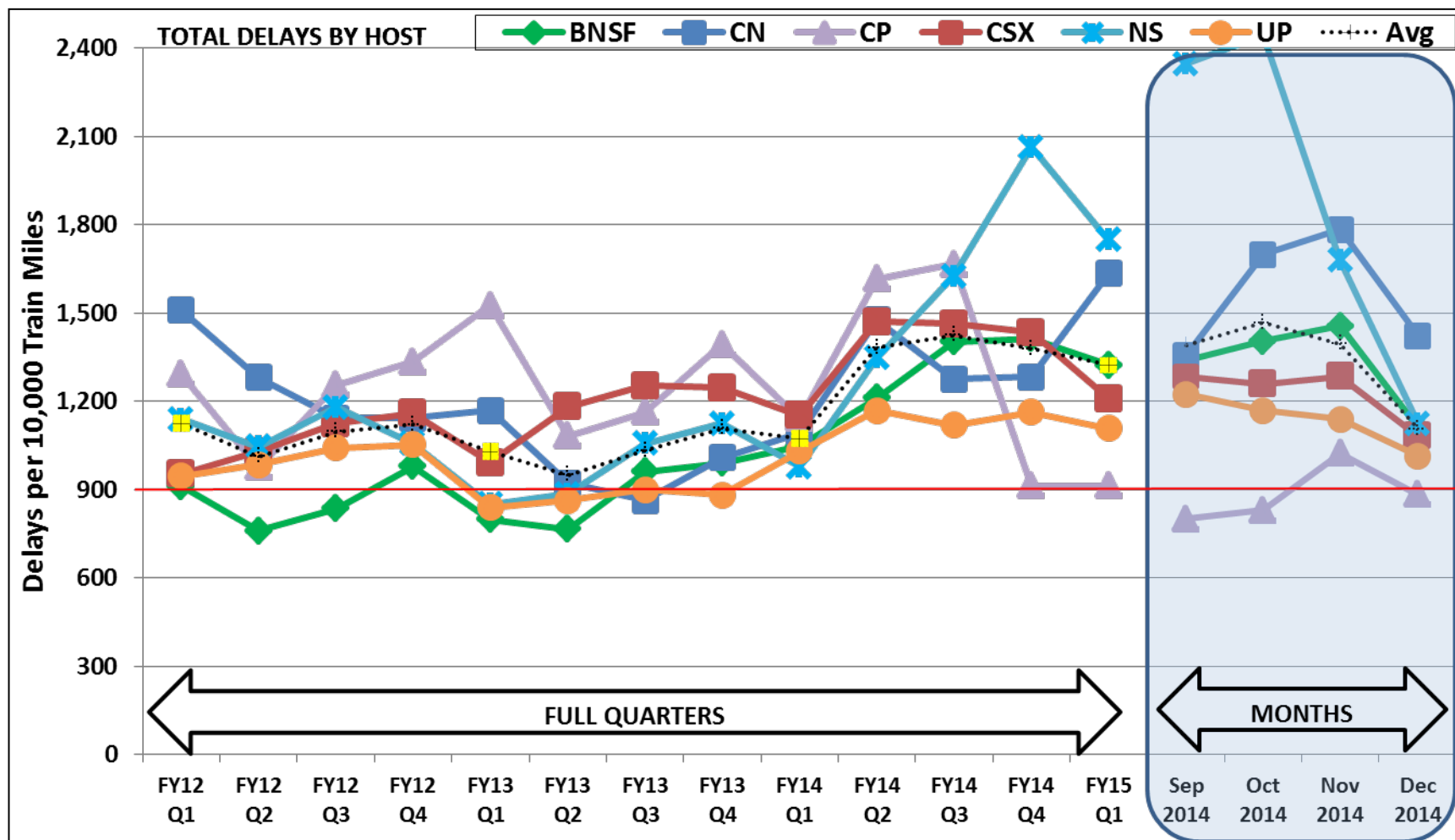


## Recent Amtrak Performance: Long Distance





## Amtrak Performance: Host Railroad Delays (Major Class I's)



## ***Amtrak Performance: Takeaways***

- Peaked in February 2013 (88% on time to endpoints).
- Since spring of FY13, OTP has decreased and delays have increased.
- Severe winter weather a year ago exacerbated delays and OTP.
- Recovery has been slow, due in part to residual weather impacts to rail lines, record 2014 capital investment, and increases in freight demand.
- December was the best performing month of 2014 (76%), but marginal versus Dec. 2013.

# *Program Delivery Updates*

**Corey Hill**

Director, Office of Program Delivery



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3/3/2015



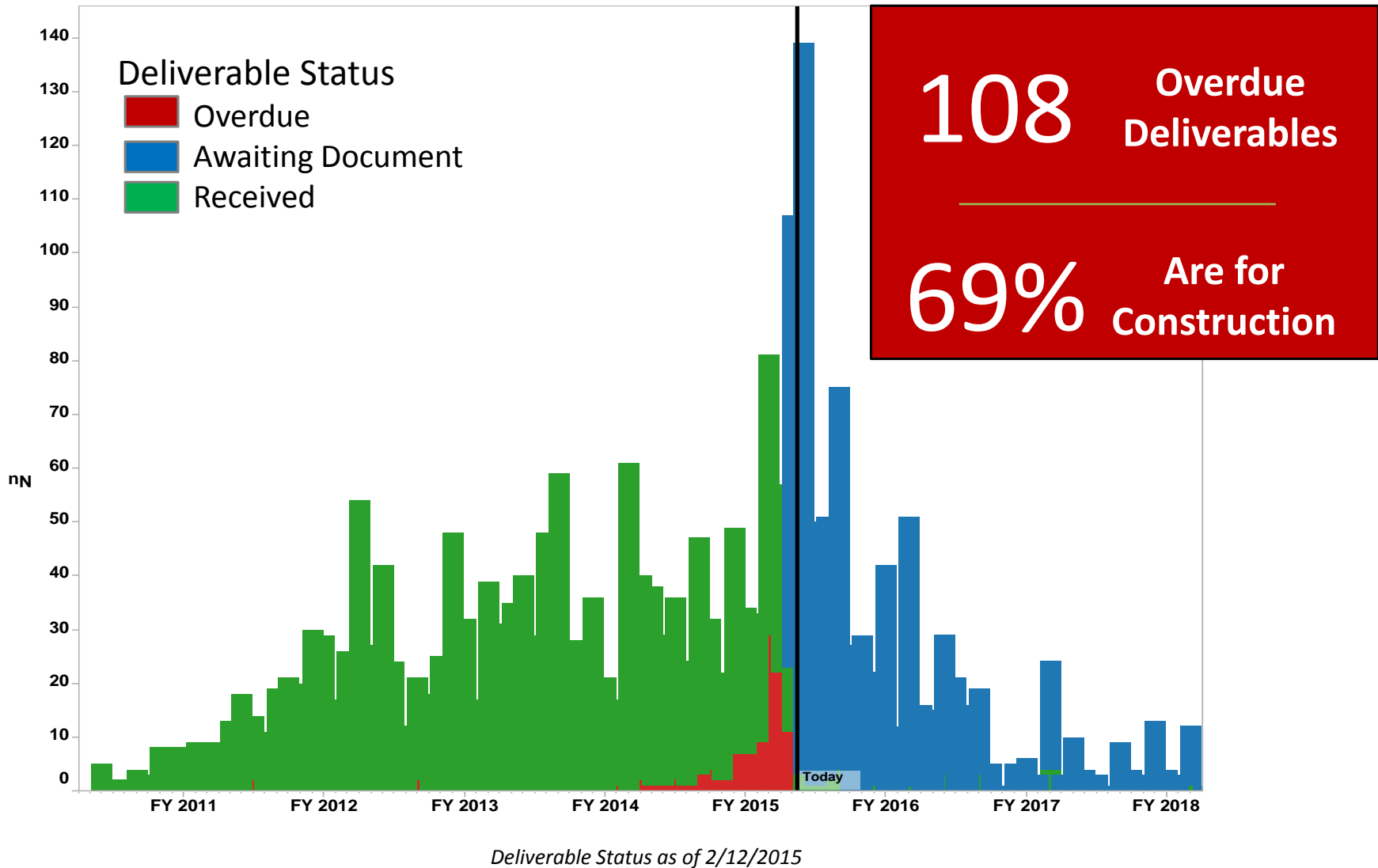
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***Federal Funding for FRA Programs (FY08-FY15)***

<b>Rail Program</b>	<b>Federal Funding (\$M)</b>	<b>% Obligated</b>	<b>% Outlaid</b>
Amtrak Capital & Operating	\$12,631	91%	90%
HSIPR	\$10,040	99%	29%
RRIF	\$980	N/A	N/A
TIGER	\$467	91%	42%
Sandy Relief	\$265	100%	63%
Rail Line Relocation	\$90	87%	58%
Railroad Safety Technology	\$50	99%	77%
FY14 Redistribution	\$42	47%	9%
Capital Assistance to States	\$30	70%	70%
Disaster Assistance	\$20	91%	88%
FY15 Grade Xing/Track	\$10	--	--
<b>TOTAL</b>	<b>\$24,625</b>	<b>94%</b>	<b>62%</b>

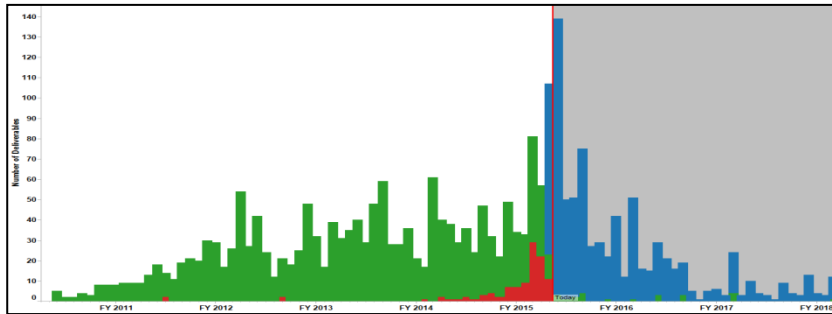
## Keeping Projects On Schedule: Deliverable Submission

### Deliverables Due to FRA by Month (2010-2017)

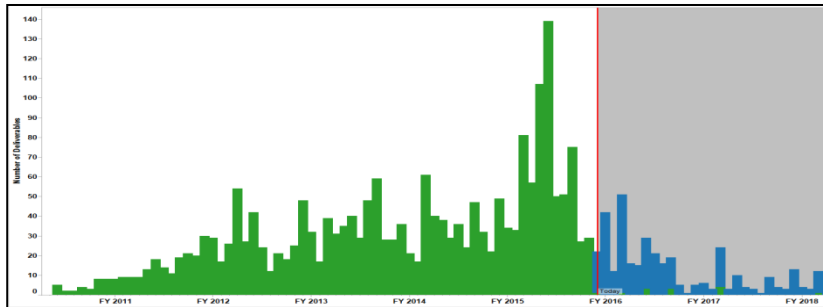


## Anticipated Deliverable Completion Dates

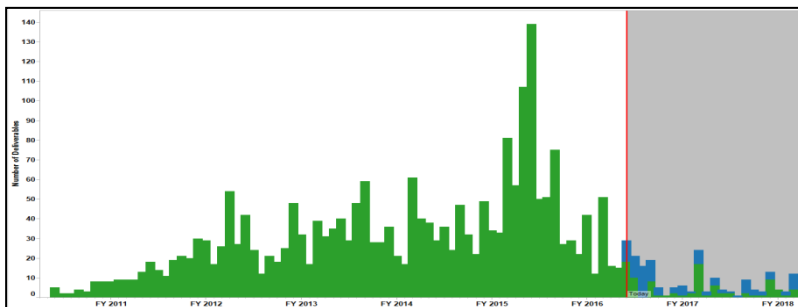
Today



August 2015



February 2016



- The majority of deliverables are scheduled to be completed by next year
- Timely deliverable submissions are crucial to ensure projects stay on schedule and complete on time

Date	Not Received	Received	% Received
Today	907	1,565	63%
Aug 2015	379	2,126	86%
Feb 2016	231	2,366	96%

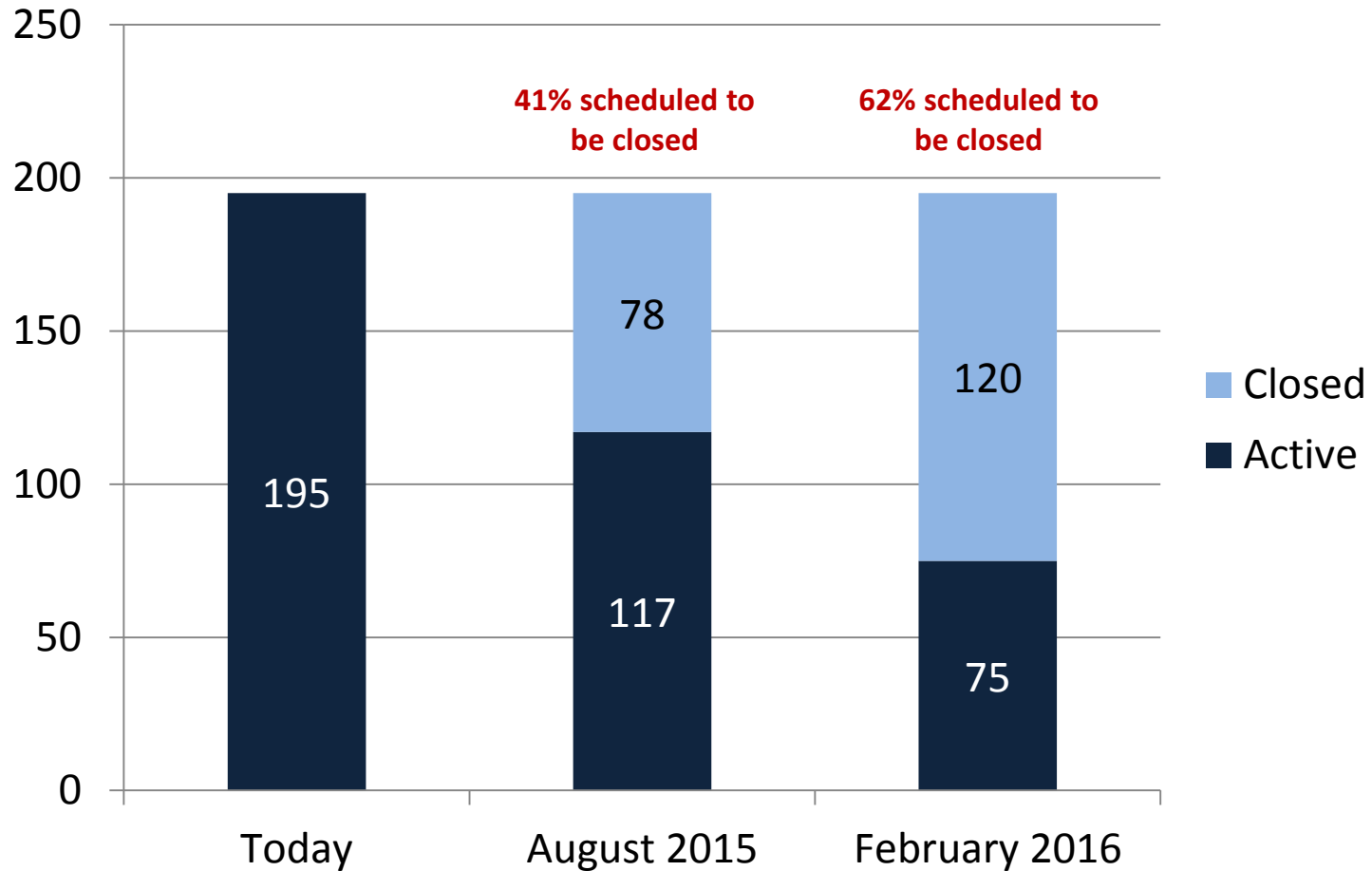
### Deliverable Status

- Overdue
- Awaiting Document
- Received

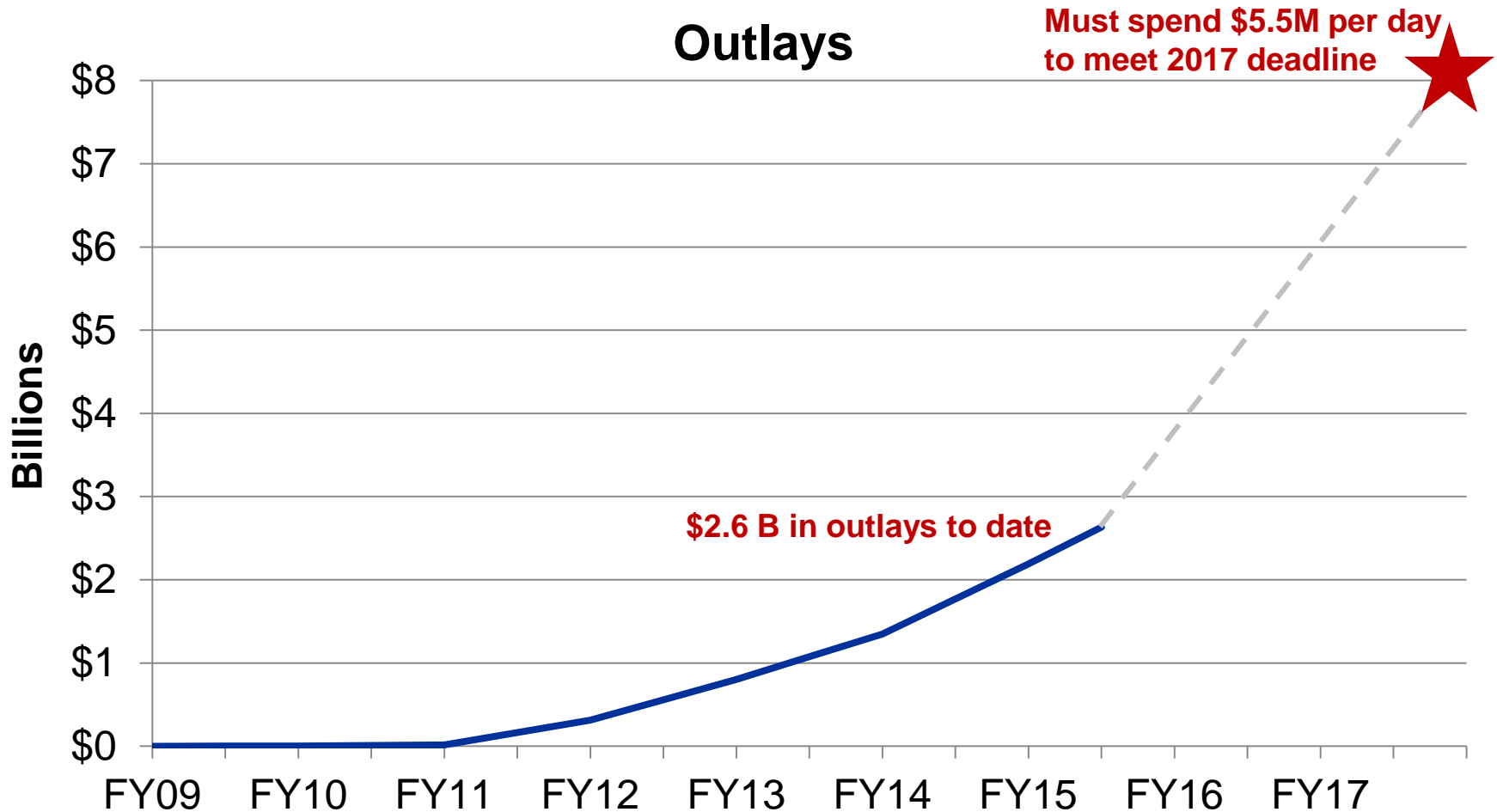


## *Project Delivery – Grant Closeouts*

195 active grants in FRA's portfolio – 35 have exceeded their period of performance end date



## HSIPR ARRA Outlays – 3 Years Remain



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## *Recent RRIF Program Changes/Improvements....*

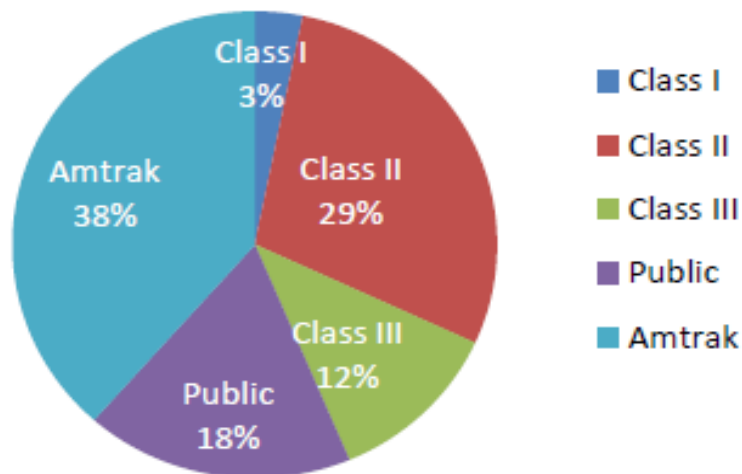
- Filled the Chief, Credit and Financial Analysis Division position – Eileen Serafin
- Obtained approval to double the number of analysts working on RRIF
- Received delegated authority from the Office of the Secretary of Transportation regarding Independent Financial Analyst hirings
- Employed contractors to analyze collateral valuation methods and portfolio monitoring practices
- Developed new internal procedures, tools and templates to improve application tracking and communication

## RRIF Program Status

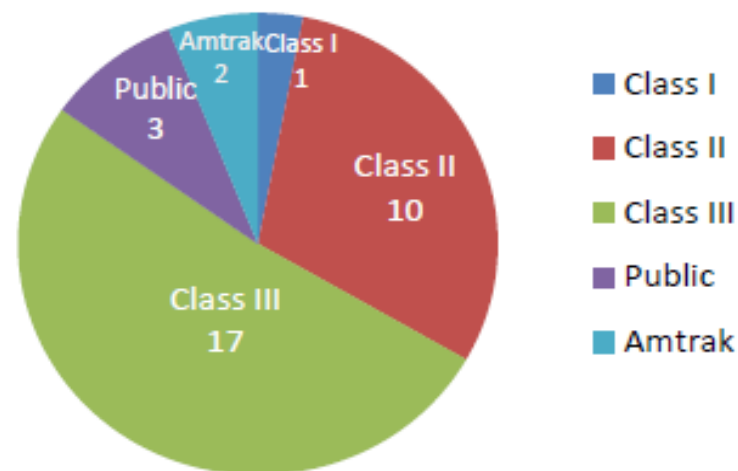
### Current Portfolio...

33 Loans, 23 Active - \$1.7 billion obligated

Loans by Railroad Class/Type (in Dollars)



Loan by Railroad Class/Type (No. of Loans)



### Applications...

8 applications requesting over \$4 billion



## ***Monitoring and Technical Assistance Program (MTAP)***

### **Numerous activities underway:**

- Bring onboard a new MTAC for Amtrak oversight
- Finalizing Task Order Implementation Plans for CY15
- Preparing materials for three webinars coming this Spring
- Working to finalize the date and logistics for the Annual Program Delivery Conference.
- Seeking feedback on the Conference Agenda
- Working on Cost Estimation Technical Guidance

## *Project Stories*

**Leo Wetula**

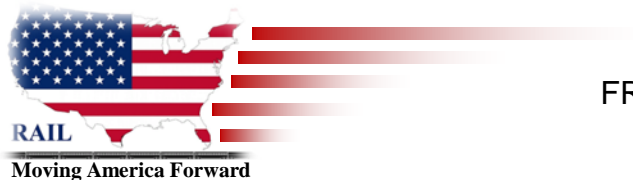
Northwest Regional Manager

*Oregon Corridor Investment Plan*

**Trevor Gibson**

Northeast Regional Manager

*Rochester Station*



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## ***FRA Investments in Oregon***

- Oregon Corridor Investment Plan
- Oregon State Rail Plan
- North Portland & Peninsula Junction: PE/NEPA
- Willbridge Crossovers: PE/NEPA
- Eugene Stub Tracks: PE/NEPA
- Portland Union Station Tracks & Building: PE/NEPA
- Portland Union Station Rehabilitation
- Siskiyou Summit Railroad Revitalization (TIGER)

**Total FRA Investment: \$26.6 million**



## ***Oregon Corridor Investment Plan: PNWRC Oregon Segment, Eugene to Portland***

PNWRC (Pacific Northwest Rail Corridor):

- Federally designated HSR corridor
- 467 miles from Eugene, OR to Vancouver, BC

Oregon Segment of PNWRC:

- 123 miles from Eugene to Portland
- 2 daily Cascades RTs (+ Coast Starlight)
- Service initiated in 1994, 2nd RT added 2000
- Host railroad is Union Pacific



## *Oregon Corridor Investment Plan*

- Project Need: over next 25 years, population will increase 35%
- How to meet passenger increased demand between Eugene and Portland?
- Project consists of Tier 1 EIS and a Service Development Plan (SDP)
- Tier 1 EIS will help select preferred alternative, including:
  1. general rail alignment
  2. cities where stations will be located
  3. service characteristics (daily trips, travel time, technology)
- SDP will address how to implement the preferred alternative
- Project Funding: \$5.8 million from ODOT, \$4.2 million from FRA



## ***Oregon Corridor Investment Plan***

Three Broad Phases to EIS Component:

### **1. Understand**

- Initiated Outreach/Conducted Project Scoping
- Developed Project Purpose and Need
- Identified Universe of Corridor Concepts
- Developed Goals and Objectives

### **2. Evaluate**

- Screen Corridor Concepts Against Purpose and Need
- Developed Evaluation Criteria and Assigned Weights to Goals and Objectives
- Evaluated Corridor Concepts Against Goals and Objectives
- Performing Analysis to Determine Alternatives to Study in the DEIS

### **3. Recommend**

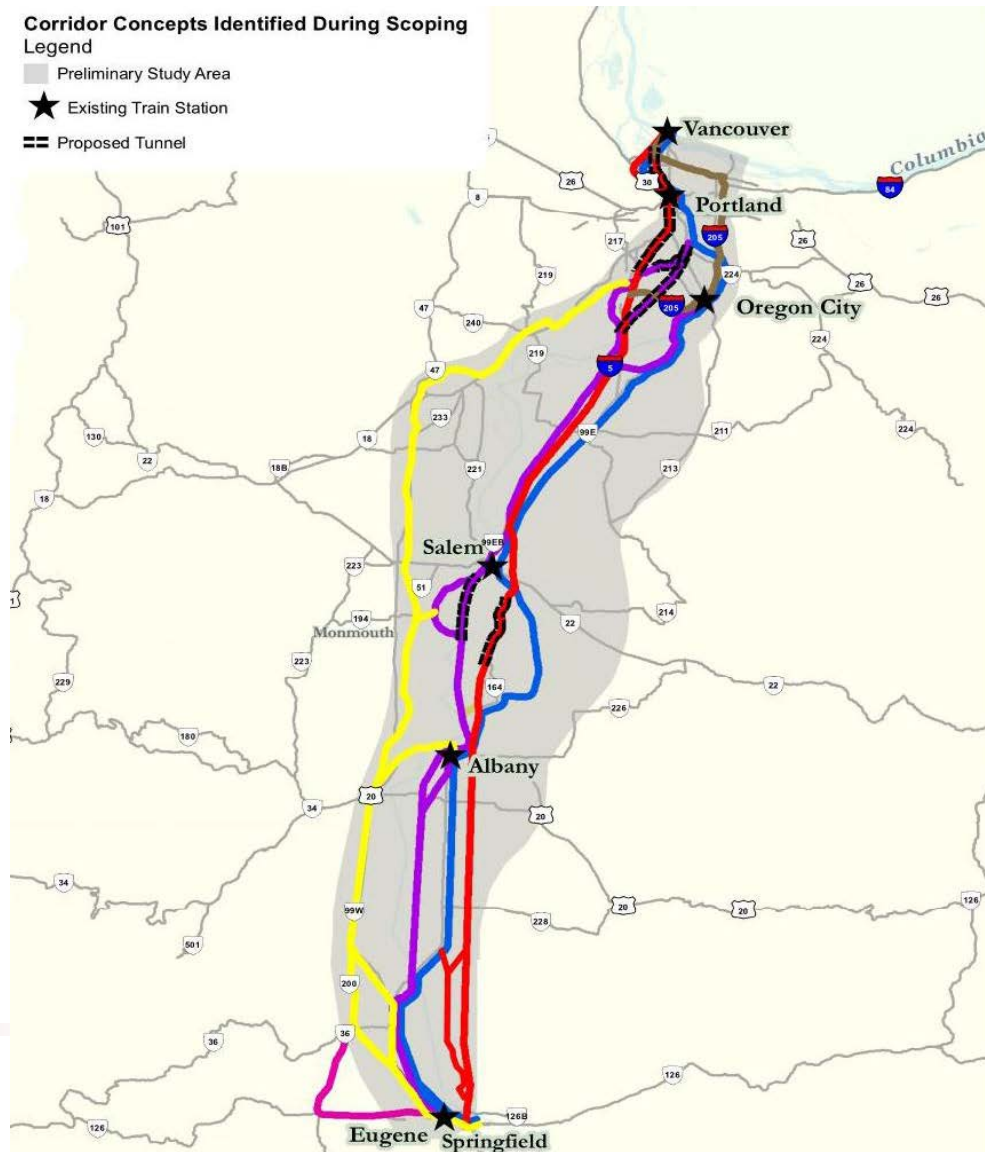
- Identify Preferred Alternative and Prepare Final Tier 1 EIS





## *Oregon Corridor Investment Plan: Concepts*

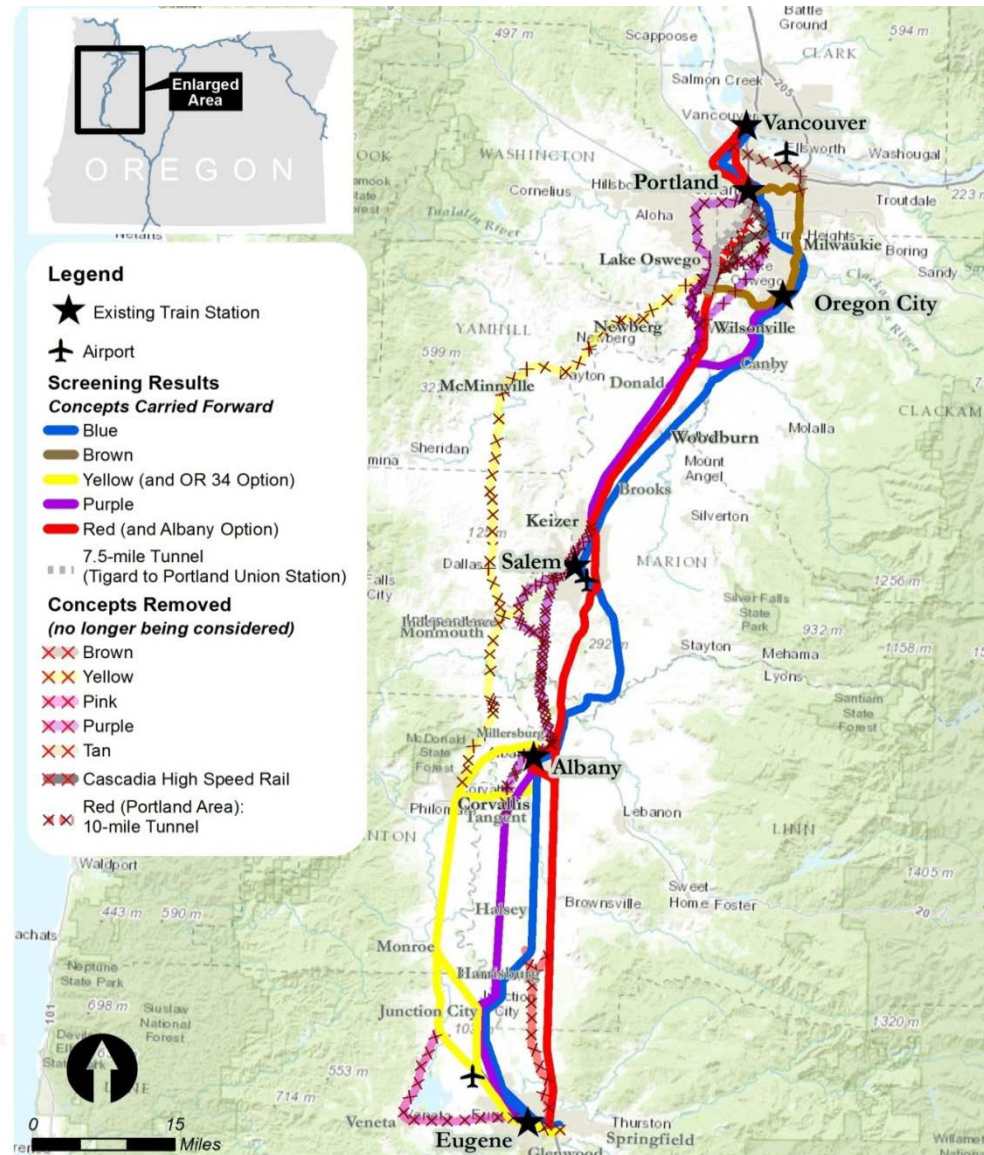
- Corridor Concepts identified during Project scoping
- Corridor broken up in three segments
- Each Corridor Concept in each segment screened against Project Purpose.





## Oregon Corridor Investment Plan: Concepts

- Corridor Concepts eliminated purpose during screening
- Additional Concepts identified after formal scoping
- Remaining Concepts carried forward for detailed evaluation



## Oregon Corridor Investment Plan: Preliminary Alternatives

- Corridor Concepts carried forward to evaluation
- Concepts carried forward developed further and called Preliminary Alternatives





- [illegible]

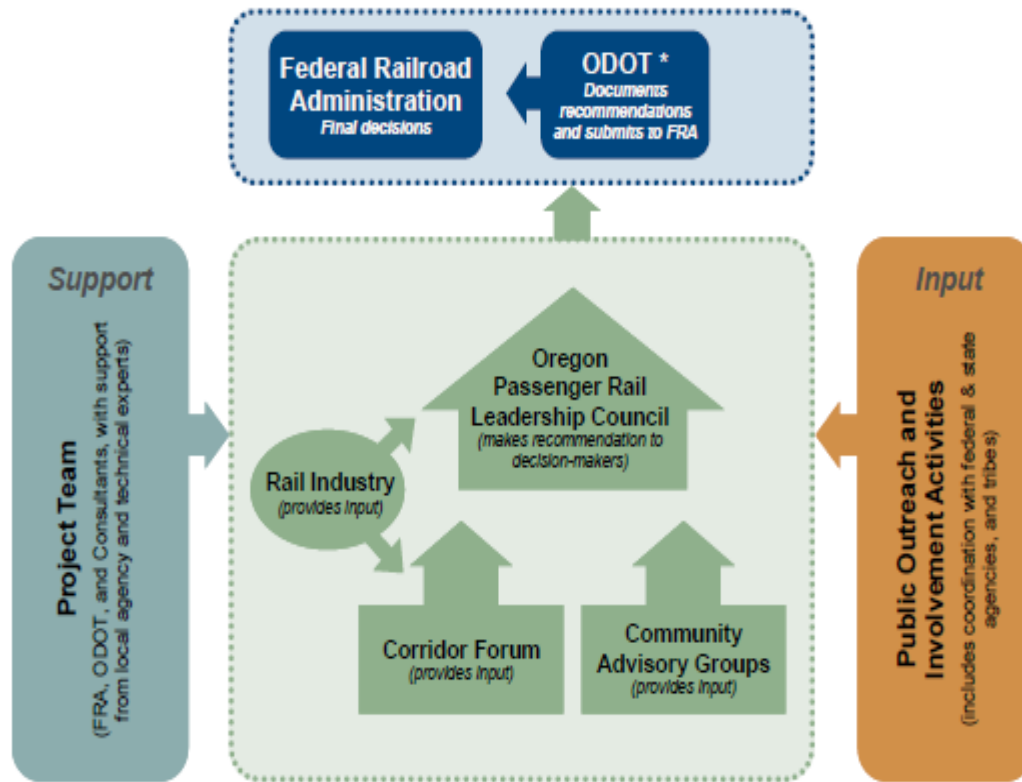


## ***Oregon Corridor Investment Plan: Outreach/Decision-Making Process***

### Extensive Outreach to Inform Project Team Decisions

- Public Meetings
- Online Open Houses
- Other Online Outreach (Email blasts, Twitter, Facebook)
- Interviews with Stakeholders
- Three Project Committees advise project team:
  1. Leadership Council: core advisory group established by governor
  2. Corridor Forum: government officials and other stakeholders
  3. Community Advisory Groups: geographically-based local interests

# Oregon Corridor Investment Plan: Outreach/Decision-Making Process



*\* Note: The recommendation of a preferred alternative must be approved by the Oregon Transportation Commission and the Governor before submission to the Federal Railroad Administration. (The preferred alternative includes a general passenger rail alignment, station locations, and service characteristics.)*

## *Oregon Corridor Investment Plan: Challenges and Opportunities*



- Lack of Rail Planning Experience
- Corridor Concepts Developed without Benefit of High-level Planning (Demand Forecasts, Cost Estimates, etc.)
- Decision-making Process (Balancing Committees, Public, Project Team, and FRA)
- Tradition of Public Participation in OR + Strong Advocates for Certain Concepts (True HSR, Tunnels, Corvallis Station)
- Sense that Oregon is “Different”
- Existing Corridor Characteristics (Host Railroad Buy-in, Need to Be Consistent with WA Segment)
- Alternatives in DEIS Represent Two Very Different Concepts





## ***Oregon Corridor Investment Plan: Lessons Learned***

- Consider Organizing or Participating in a Peer Exchange
- Develop and Screen Corridor Concepts During Planning Phase Prior to NEPA and Refine Concepts as Part of NEPA
- Develop a Decision-Making Process Early in the Project (Including How Public and Committee Input Informs Selection of Preferred Alternative) and Stick with it
- Bring in Key Stakeholders Early (especially Host Railroads and Advocacy Groups) to Exchange Information and Manage Expectations
- While Goals Can Be General and Ambitious, Corresponding Objectives and Evaluation Criteria Should Be Specific and Measureable

# FEDERAL RAILROAD ADMINISTRATION



## *Rochester Station*



Trevor Gibson

Northeast Regional Manager

FRA – Office of Railroad Policy and Development

3/3/2015

## ***Project Funding***

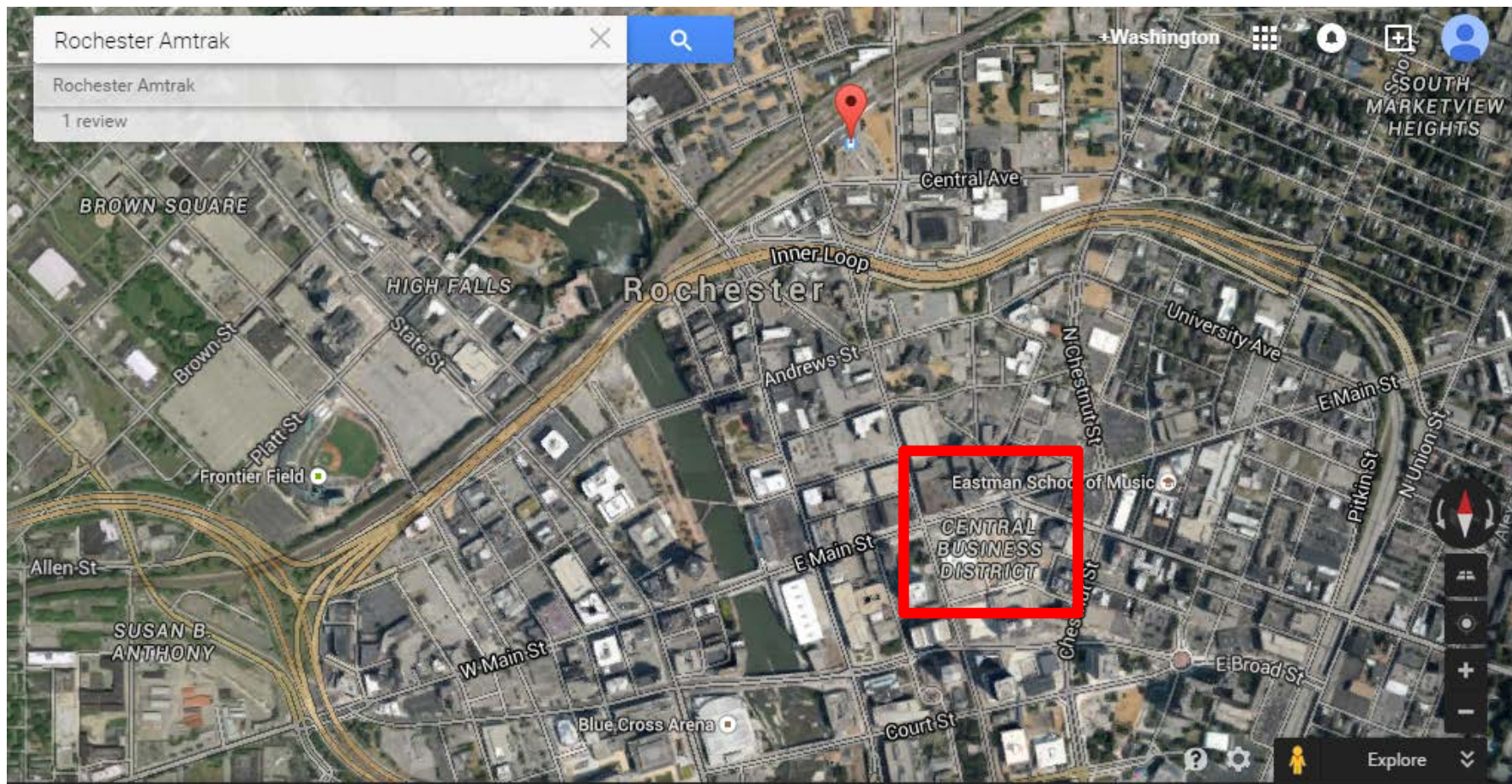
- Preliminary Engineering/NEPA
  - HSIPR: \$2.9M
  - NYSDOT: \$600K
- Final Design/Construction
  - TIGER 2012: \$15M
  - NYSDOT: \$7.5M
  - City of Rochester: \$500K

## ***Project Stakeholders***

- New York State Department of Transportation
- City of Rochester
- Amtrak
- CSX
- Federal Railroad Administration

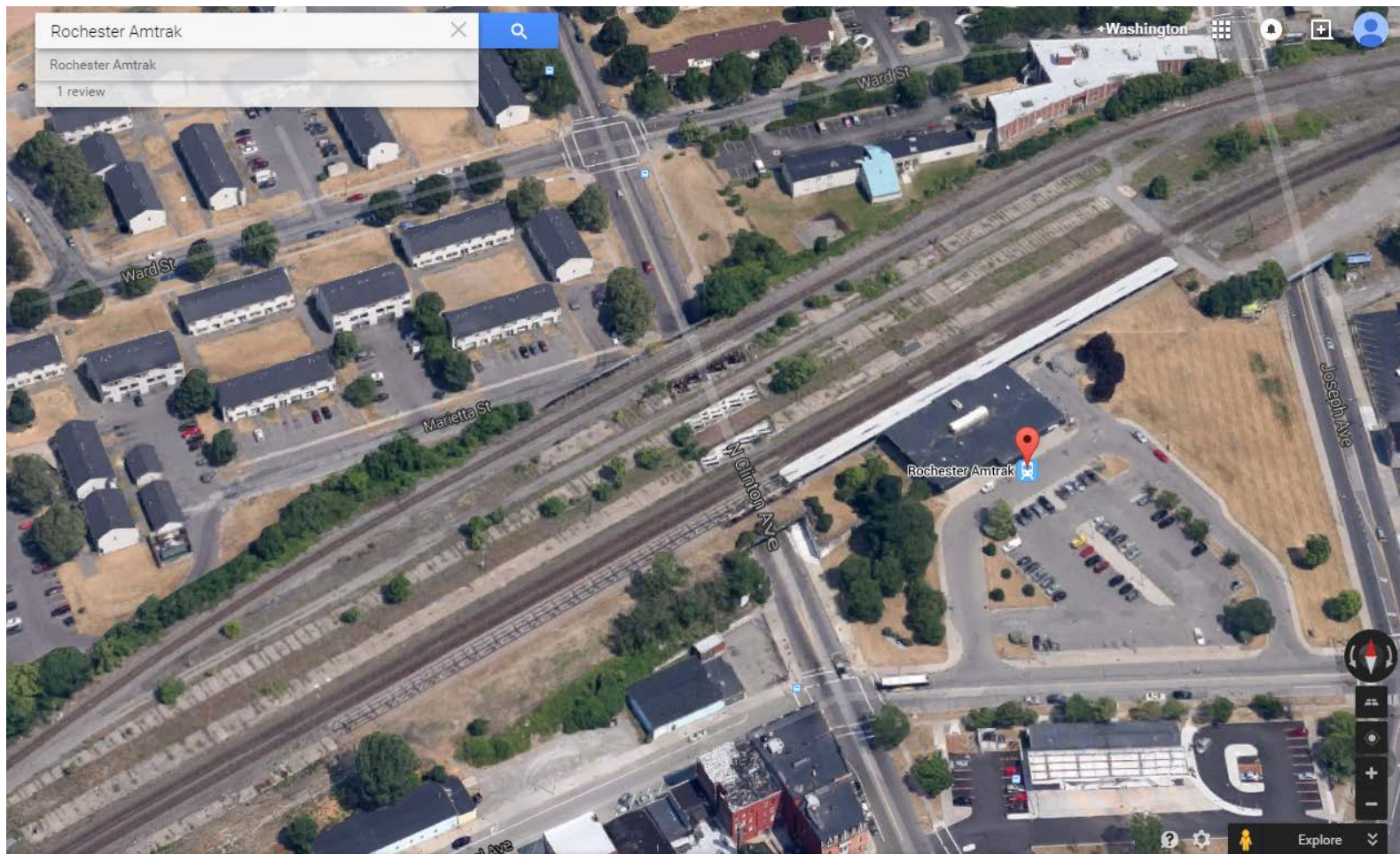


## Project Location





## Project Location





## *Existing Station*



*Existing, Utilitarian and Uninspired Station Building*

## *Existing Station*



*Single Edge, Low level, deteriorated Platform*



*Non ADA Compliant Entrance*

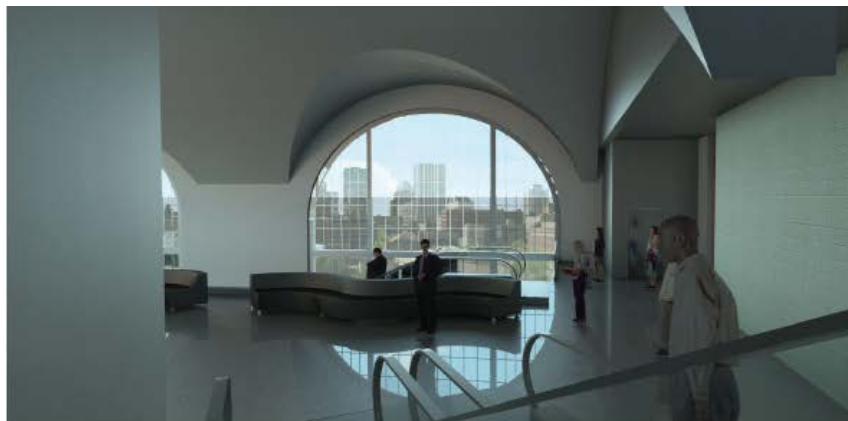


*Inadequate, deteriorated parking lot*



*Outdated ticket counters and unwelcoming interior*

## *Renderings of New Station*





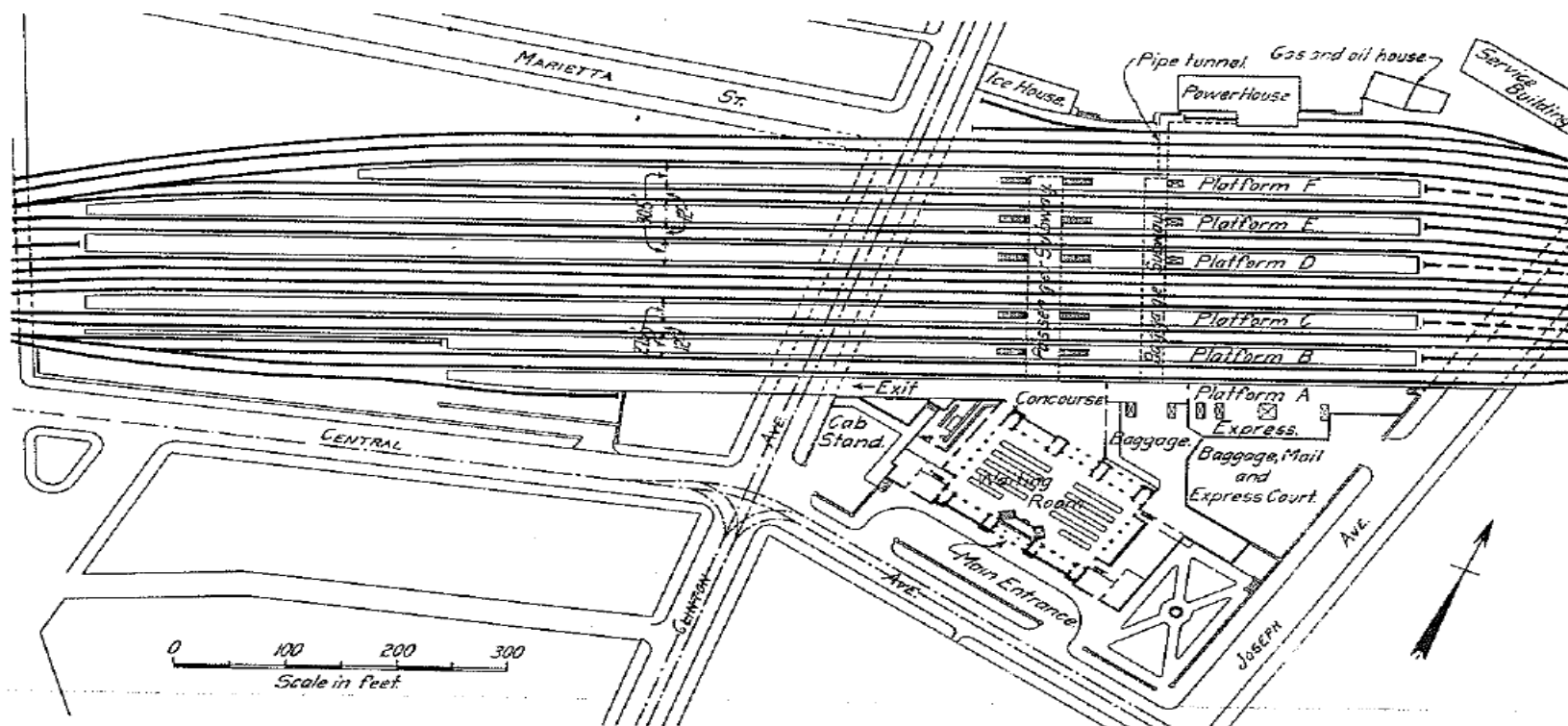
## *Existing Platform*

- Single low level platform on double track mainline
- Deteriorated condition



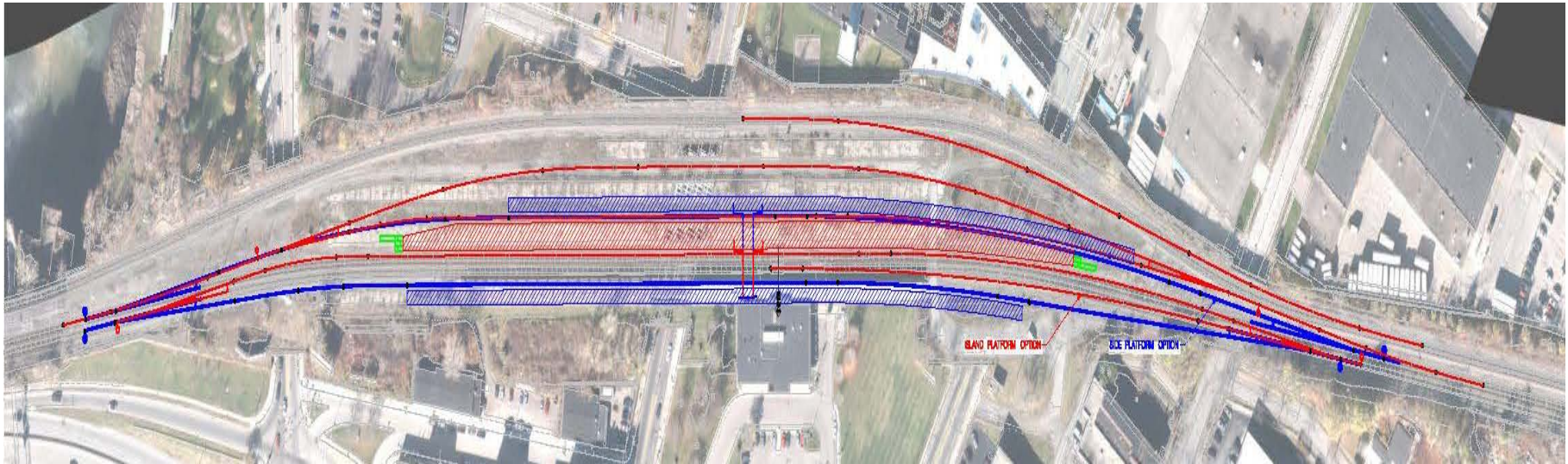
## Historic Platform Configuration

- Six Platforms
- Eleven Platform Tracks
- Two Through Passenger Tracks
- Two Through Freight Tracks



## *New Platform - Configuration*

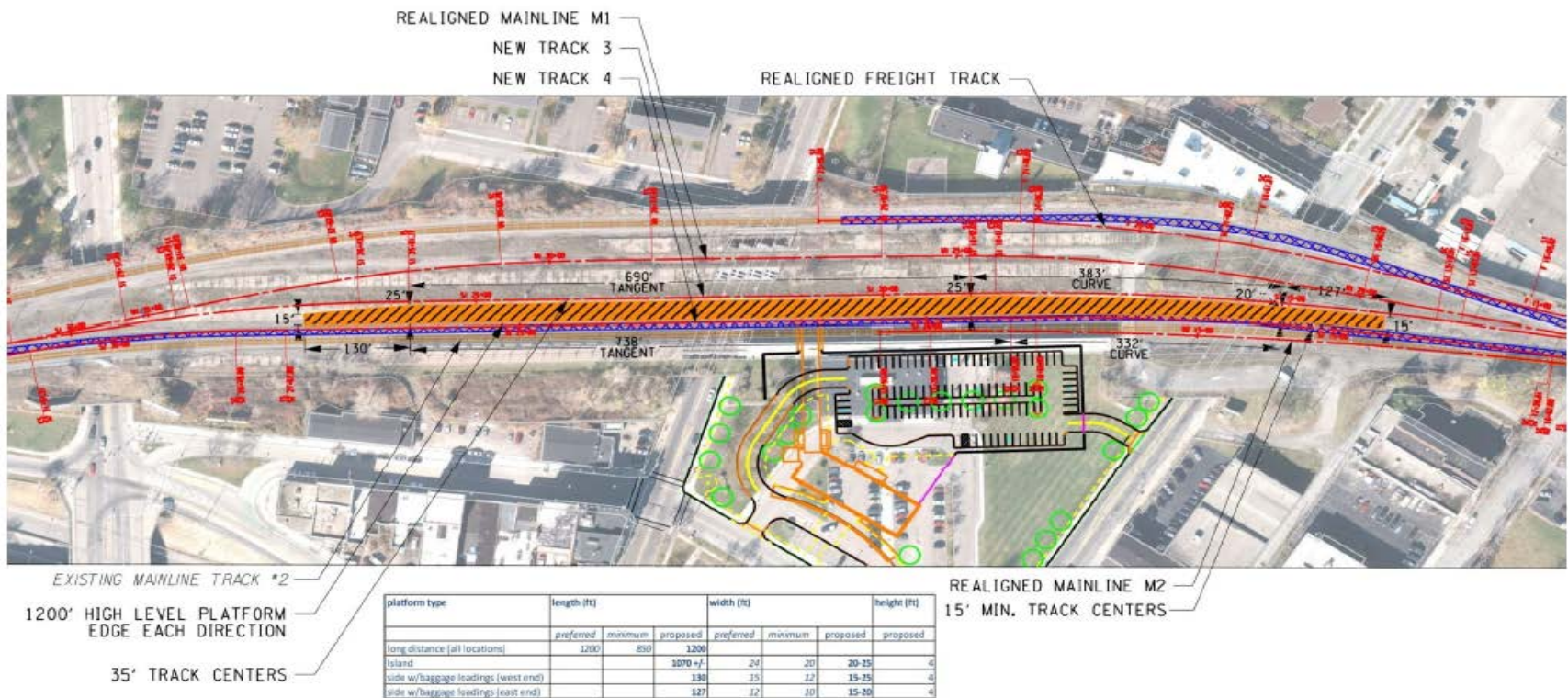
- Low Level vs. High Level Platform
- Two Side Platforms vs. Island Platform





## New Platform - Length

- Length of the longest train serving the station (14 cars/~1218 ft.)
- Curves at Both Ends of Station
- Maximum Curve for High Level Platform is 1 Degree 40 Minutes





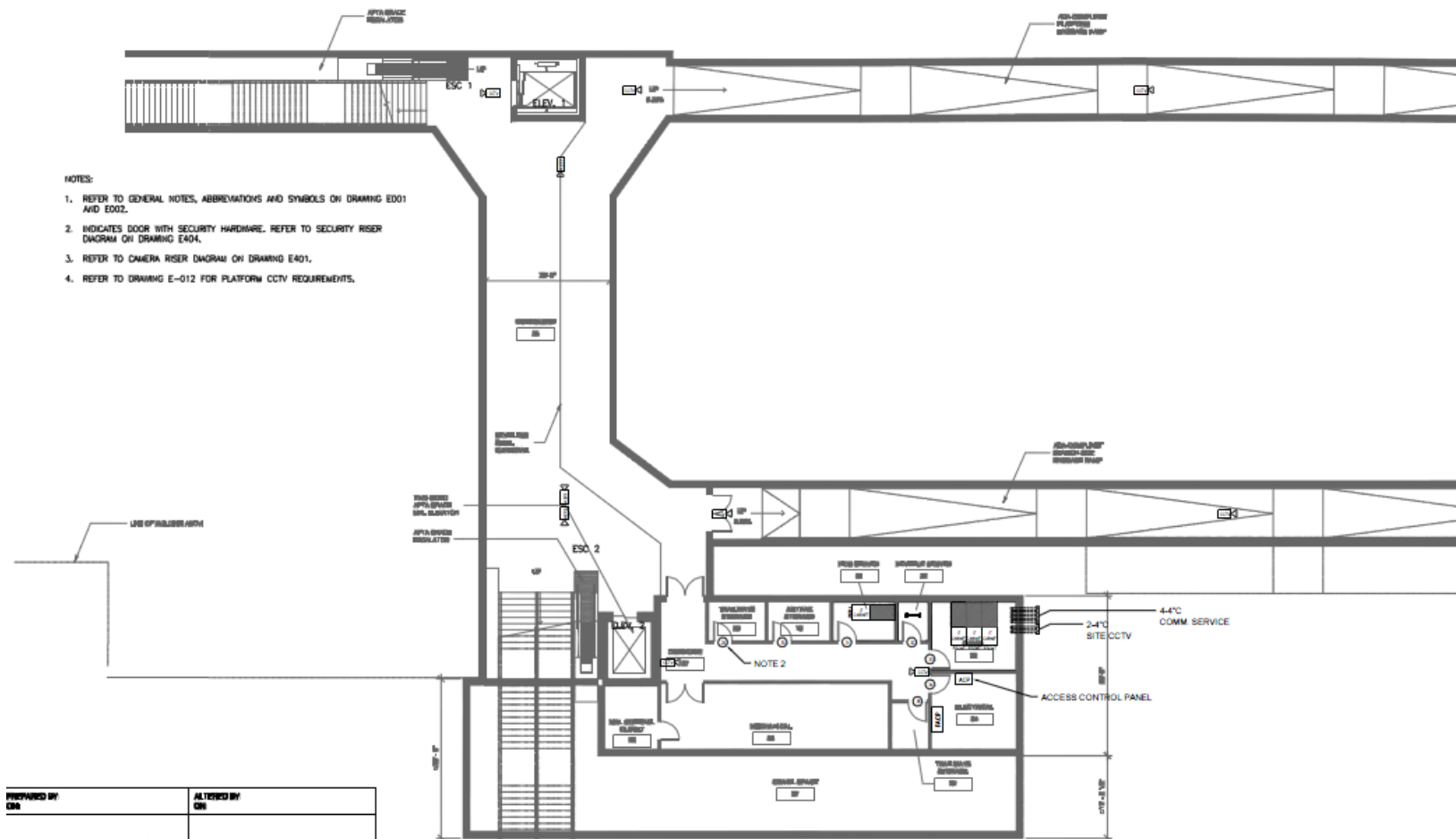
## *Accessing the New Platform*

- Current station has platform adjacent to building
- New platform requires getting over tracks
  - Pedestrian access to the new platform
  - Baggage cart access
- Overhead walkway vs. Tunnel
- Rehabbing existing tunnel vs. Building a new tunnel

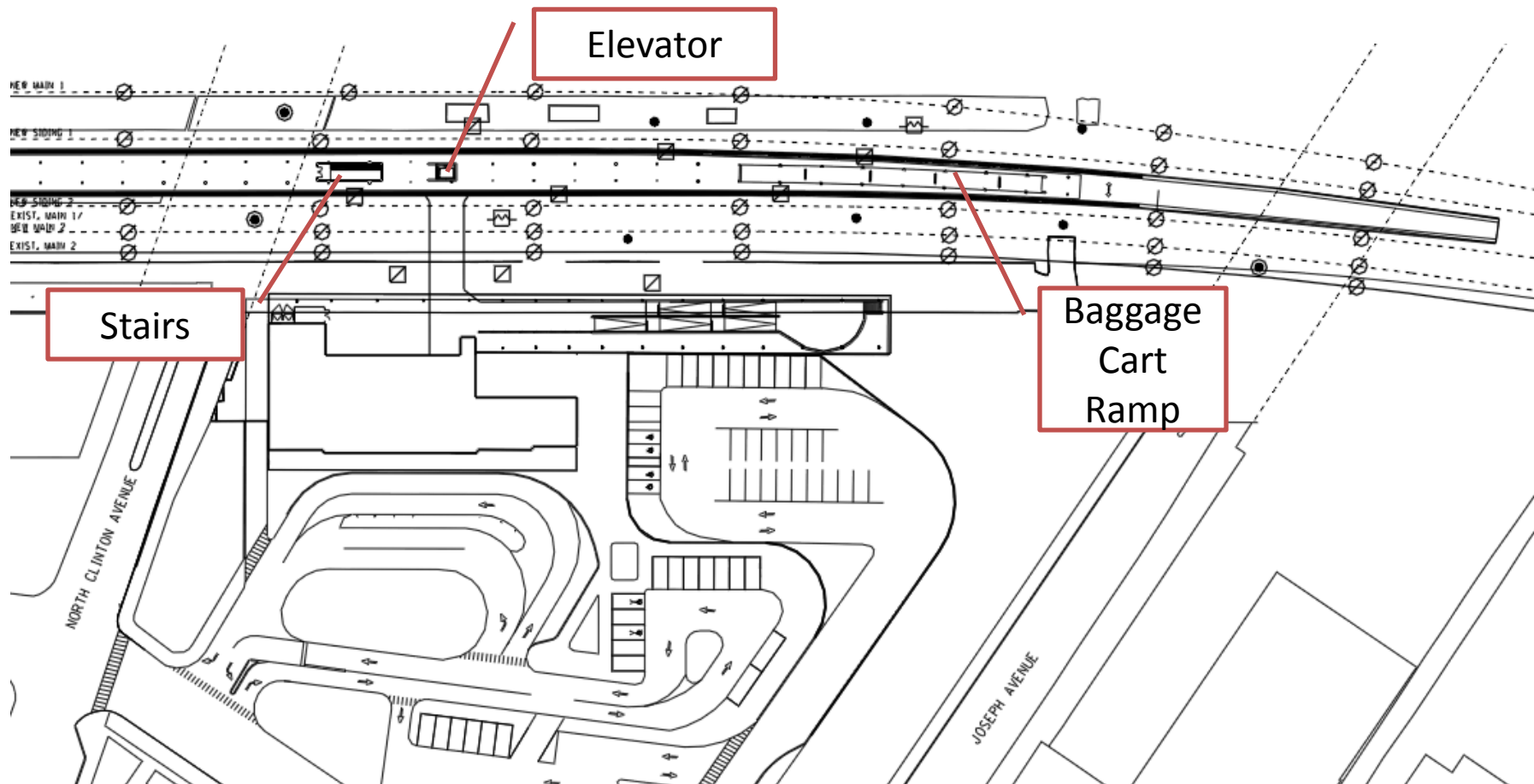
## *Accessing the Platform – Existing Tunnel*



## Accessing the Platform – New Tunnel

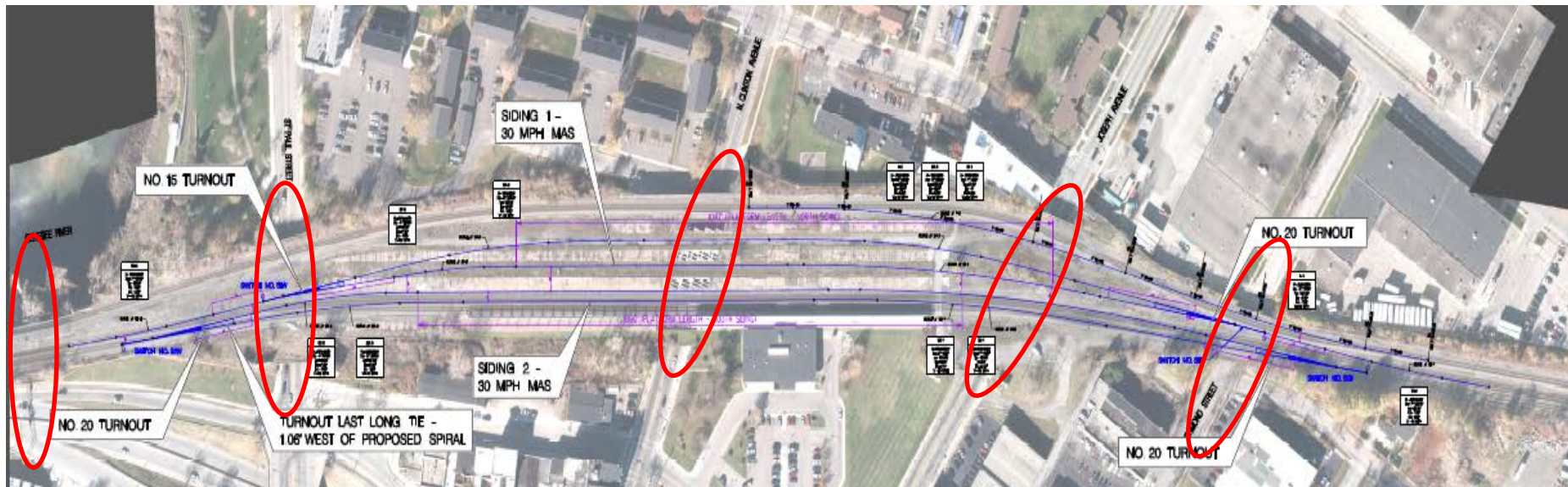


## Accessing the New Platform



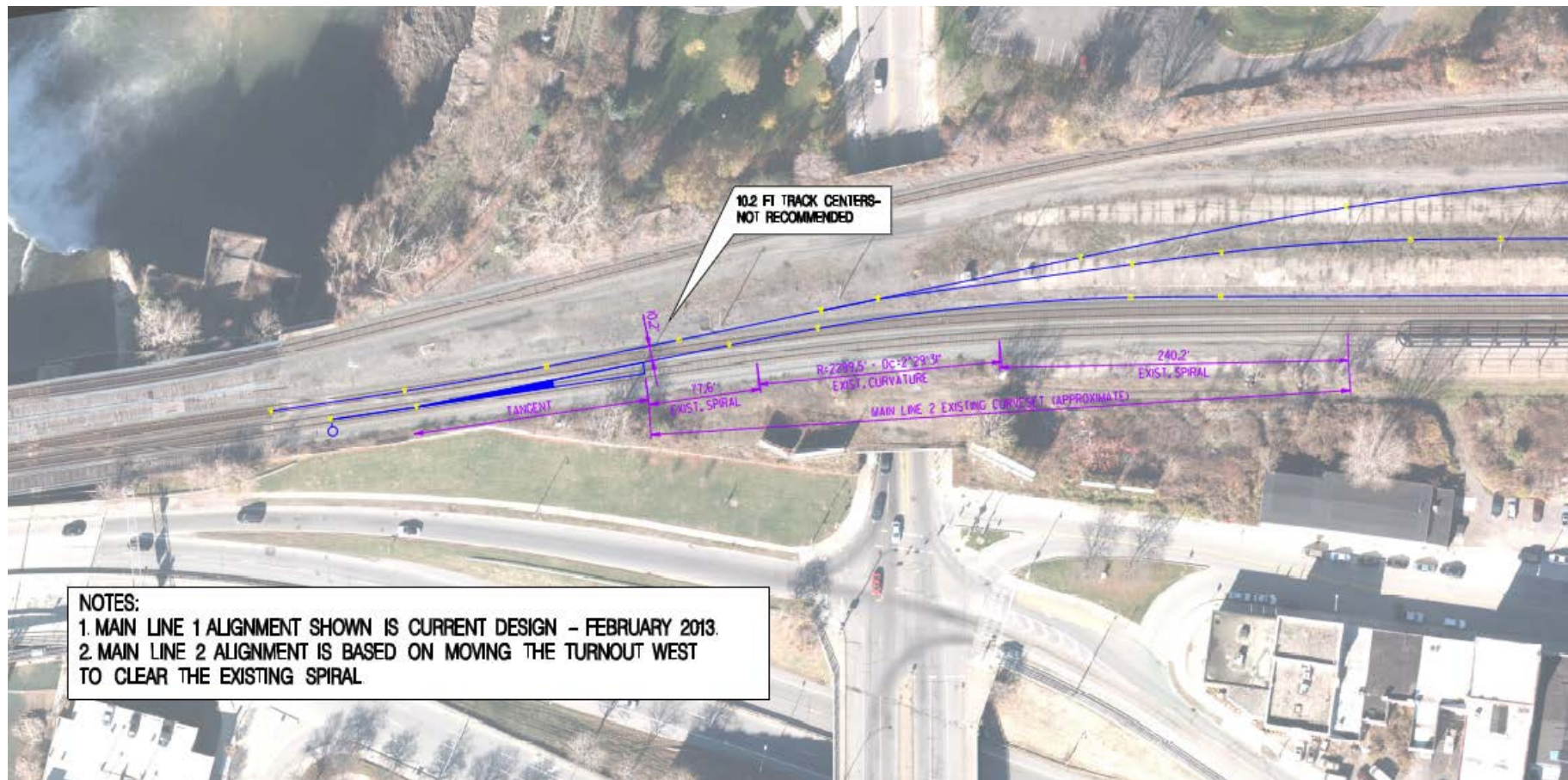
## Track Design – Bridge Constraints

- Five bridges within station limits
  - One over a river
  - Four over streets
- Tracks needed to use historical alignments
- Keep turnouts off Genesee River Bridge





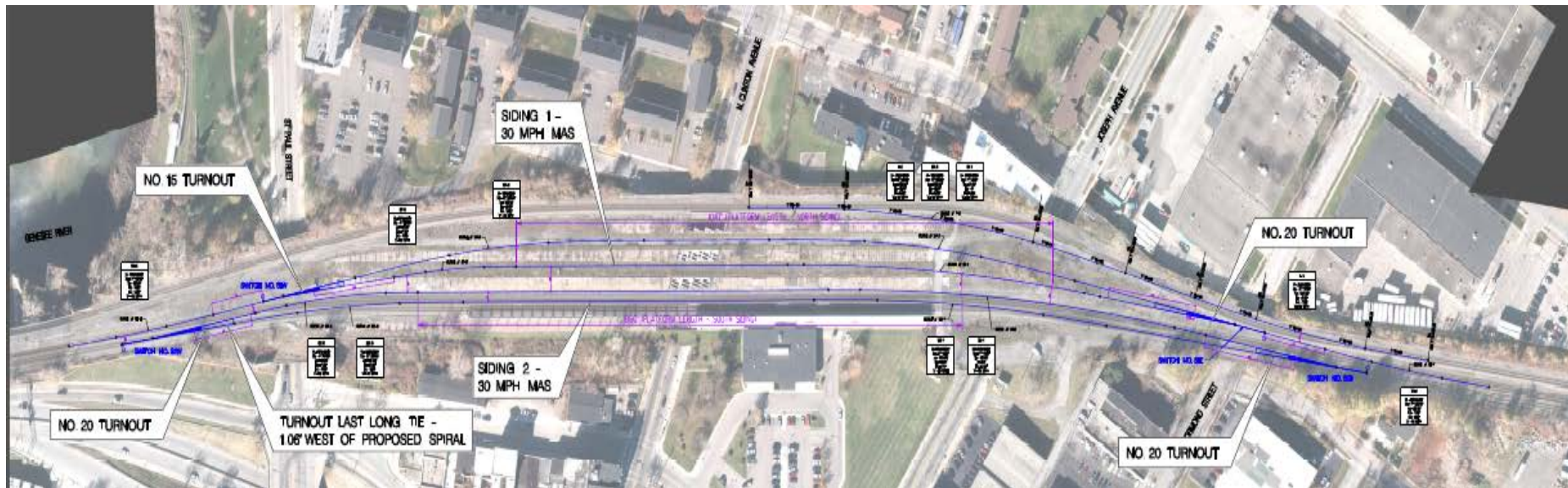
## Track Design – Bridge and Curve Constraints





## Track Design – Conflicting Priorities

- Maximum Platform Length vs. Train Speeds
  - Higher speeds required reducing the curves and the ends which reduced the platform length
- Decision was made to allow for maximum platform length



# F E D E R A L R A I L R O A D A D M I N I S T R A T I O N

## *Questions?*

