Intercity Rail Stations Served by Amtrak®

A Report on Accessibility and Compliance with the Americans With Disabilities Act of 1990

FEBRUARY 1, 2009

AMTRAK®

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February 1, 2009

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The Honorable Kay Bailey Hutchison, Ranking Member
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The Honorable James L. Oberstar, Chairman
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Pursuant to the requirements of Section 219 of the Passenger Rail Investment and Improvement Act (PRIIA) (P.L. 110-432), Amtrak is submitting herewith an evaluation of the condition of Amtrak's stations and its plan for making them readily accessible to and usable by persons with disabilities and fully compliant with the Americans with Disabilities Act of 1990 (ADA). In FY 2008 (ending September 30, 2008), Amtrak provided intercity passenger rail service to a record number of 28.7 million passengers (57.4 million boardings and deboardings) across 46 states and 3 Canadian provinces over a 21,095 mile network owned by freight railroads (19,980 miles), commuter railroads and governmental authorities (460 miles), and Amtrak (655 miles). Amtrak provided service to 515 stations;[1] 481 of those stations are required to meet the standards for accessibility that are stipulated in the ADA. Exempted from this requirement are 9 stations in Canada (where U.S. law does not apply) and 25 "flag stop" stations in rural locations which are served on a "stop-as-required" basis.

Stations vary considerably in size and functional characteristics, primarily in proportion to the level of ridership. The largest stations such as New York Penn Station, Chicago Union Station, and Los Angeles Union Station support numerous train frequencies for Amtrak service along with commuter rail service. They have multiple tracks and platforms, ticketing and baggage services, and related facilities for passenger use including restrooms, restaurants, and waiting rooms. As ridership levels scale downward, Amtrak provides fewer services and facilities. Medium-sized staffed stations have both restrooms and ticketing capabilities, while those stations supported by caretakers typically do not support ticket transactions other than automated Quik-Trak ticketing machines. Lower volume stations may be housed within a non-railroad facility and may have only a platform or a shelter available for passengers. The lowest level of service encompasses stations with the least ridership having only platforms or road crossings at track level to serve as access to and from passenger trains. Regardless of station size or functional characteristics, the ADA requires all station facilities located in the United States (other than flag stops) to be readily accessible to individuals with disabilities by July 26, 2010.

Of the 481 Amtrak-served stations that are required to meet the ADA accessibility standards, Amtrak solely owns 63 (14%) of the 459 station structures; 47 (10%) of the 481 platforms; and 33 (7%) of the 452 parking facilities. (Not all stations have structures and parking facilities.) Regardless of ownership, it is estimated that Amtrak may be responsible (either solely or jointly with others) for ADA accessibility of approximately 35-55% of the station structures, 70-85% of the platforms, and 30-50% of the parking facilities.

Amtrak's evaluation of the 481 applicable stations includes an assessment of the current level of accessibility and the improvements necessary to achieve ADA compliance. As of October 1, 2008, 48 stations are 100% compliant (Exhibit ES-1) with planning, design or construction work

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[1] Amtrak officially serves 527 stations, but service to 12 stations on the route between New Orleans, LA and Orlando, FL was suspended following Hurricane Katrina. (Amtrak is evaluating the feasibility of reinstating this service and will report to Congress separately on this subject later this year.) Amtrak also owns 49 stations that are used solely by commuter railroads; these are excluded from this report as they are not served by Amtrak.

underway at over 100 stations in 30 states and the District of Columbia to improve ADA compliance and overall customer service. Most stations have some major physical features that are compliant.

Exhibit ES – 1: Current Station Characteristics and Level of ADA Compliance

Station Category	Number of Stations	Total FY 2008 Ridership (ons + offs) (Millions)	Ridership Distribution	Total 100% Compliant	Average Compliance Scores (0-100)[1]	Passenger Weighted Compliance Score[2]
I Large Staffed	41	35.9	63%	11	78%	85%
II Medium Staffed	165	16.1	28%	16	59%	77%
II Medium Caretaker	53	1.1	2%	2	52%	68%
IV Small Caretaker	114	2.0	4%	3	47%	63%
V Small Shelter	89	1.6	3%	13	56%	64%
VI Small Platform	19	0.3	1%	3	45%	70%
TOTAL	**481**	**57.1**	**100%**	**48**	**56%**	**81%**

[1] Compliance score based on a composite measure of ADA compliance for a range of physical station attributes.
[2] Weighted by the number of passengers (ons and offs) in FY 2008 at each station.

The level of compliance—measured using a compliance score reflecting nine relevant accessibility attributes—describes the relative degree of compliance at each station. The average level of compliance across all stations on a scale of 0 to 100% is 56%. As the larger stations that carry more passengers are generally closer to being 100% ADA compliant, the passenger-weighted average measure of current ADA compliance is 81%.

The objective of Amtrak's plan is to achieve a compliance score of 100% for every station at the earliest practicable date and to define the resource requirements and management plan to achieve these compliance levels.

Amtrak's Accessible Stations Development Plan

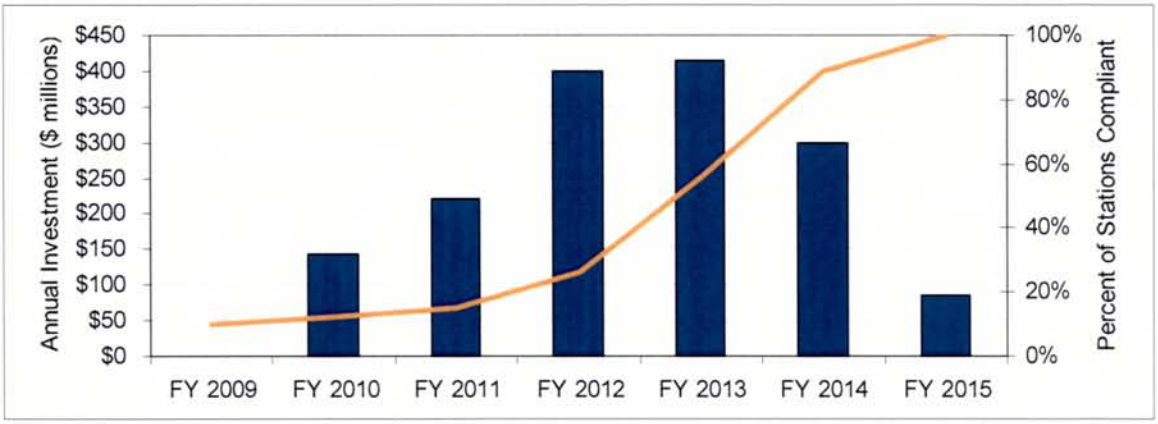
With a targeted investment of $1.38 billion (denominated in 2009 dollars or $1.56 billion in year-of-expenditure dollars) from all funding sources—it is anticipated that the earliest practicable date by which Amtrak will be able to achieve full compliance is September 30, 2015, with milestones and funding levels by fiscal year as shown in Exhibit ES-2. Progress towards completion will be measured using a variety of summary and station-specific measures, including the number of stations that are fully compliant and the relative compliance scores for each year in the program. A major assumption of this plan is that federal funds not currently appropriated will be available

beginning in FY 2010 to support the Accessible Stations Development Plan, as authorized in Section 219(b) of PRIIA.[2]

Exhibit ES - 2: Amtrak's Accessible Stations Development Plan Summary: Plan Results and Investment Requirements

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Performance Plan							
Number of Stations 100% Compliant	48	60	72	126	269	427	481
Percent Stations 100% Compliant	10%	12%	15%	26%	56%	89%	100%
Investment Plan—Year of Expenditure Dollars in Millions							
TOTAL Annual		$144	$221	$399	$415	$299	$86
TOTAL Cumulative		$144	$365	$764	$1,179	$1,477	$1,564

Exhibit ES - 3: Amtrak's Accessible Stations Development Plan: Cash Flow



Amtrak's Accessible Stations Development Plan envisions a new organization within Amtrak to manage the implementation of the plan. This organization would lead the process of collaborative planning, conceptual design, detailed design, construction, and ongoing maintenance to deliver the physical station improvements needed to remove barriers to passengers with disabilities. It would also support the training of Amtrak staff for the added assistance required to provide service to persons with disabilities to and from Amtrak-served

[2] Other critical assumptions of Amtrak's Accessible Stations Development Plan and its Mobility First Program (described herein) are that the current ADA regulations on platform boarding remain the law and that the Federal Railroad Administration allows the necessary station and platform improvement work and projects to go forward.

stations. Region-based teams would work with key stakeholders at each station—host railroads, local community agencies, private entities and the disability user community—and with internal Amtrak staff to deliver the program results. A combination of internal staff and Amtrak-managed contractors would provide architectural and engineering design, legal, real estate, operational, construction, procurement and management support. These teams would work to complete contracts, deliver completed projects, perform outreach and maintain dialogue with national and local disability organizations, and support the development of related training programs.

The schedule for completion, as detailed in the report and appendices, is based on a prioritization plan that places the highest priority on stations that have higher levels of ridership and, in many cases, fewer obstacles to achieving accessibility. This scheduling approach provides the highest level of compliance in the least amount of time. This prioritization plan would be updated annually with progress at the station level measured and updated on a quarterly basis. Updates of funding requirements by source and completion schedules would be made for each station as its conceptual design plan is completed.

The implementation process embodied in the Accessible Stations Development Plan consists of the following general steps at each station:

- Conceptual Design—Amtrak develops a design document that describes the improvements required to provide ADA accessibility, provides the conceptual design for these improvements, defines the related schedule and cost estimates, and supports the development of requisite agreements among the parties responsible for achieving ADA compliance setting forth funding, design, and construction, and maintenance responsibilities.

- Detailed Design—For larger stations, Amtrak (or other entities pursuant to agreement) prepares detailed designs for review by key stakeholders at each station, forming the basis for construction contract bidding and award. For medium-sized stations, Amtrak consolidates the detailed design and construction process by conducting "design-build" procurements. For smaller stations, the improvement process is further streamlined by moving directly from the conceptual design to construction using a job order contracting method and standard Amtrak designs.

- Construction—Amtrak (or other entities pursuant to agreement) builds needed physical improvements to station platforms, station buildings, pathways, and parking lots to achieve quality customer service consistent with ADA standards. Included in this step is the deployment of passenger information display systems, signage, and upgraded electronic ticketing machines to provide station-based ticketing and information systems that support all customers.

Funding levels by year and activity reflect the need to create station planning, design and construction management staff capacity once federal funding is available. The funding flow and

the application of funds for each of the above activities by fiscal year assume a fully funded capital program commitment to the overall Accessible Stations Development Plan starting in FY 2010. A mobilization and staffing period of approximately one year would be required to ramp up capacity for planning, management and construction.

An important consideration in developing the overall plan is the allocation of responsibility for improving station accessibility. Amtrak estimates that between 63% and 76% of the costs to achieve compliance will reside with Amtrak; the remainder will be the responsibility of others at each station. As the responsibility for station improvements would need to be developed through individual agreements among the parties, these cost sharing assumptions are only approximate.

The shared responsibility for accessibility and ADA compliance work at many stations presents some very real and difficult coordination and cooperation challenges that Congress should consider and resolve through further guidance. Amtrak is concerned about the potential—perhaps probability in some cases—for costly and prolonged negotiations and disputes among other parties with responsibility (most often local governments and private parties) over which party must assume responsibility for achieving ADA compliance at stations with multiple owners. Amtrak is also concerned that the lack of funding by one or more of the responsible parties would thwart or delay improvements by others, as the compliant result is only possible via a unified effort. To avoid this situation and to ensure the timely, cost-effective completion of the Accessible Stations Development Plan, there should be an enduring framework for bringing responsible parties and their resources together under one management and comprehensive work and funding plan to make stations accessible and ADA compliant.

For all stations where Amtrak has or shares responsibility, station-specific development plans with schedules, budgets, and responsibilities for project completion would be reviewed and updated with adjustments made to the overall Accessible Stations Development Plan and reported annually. During the station development process for each station, meetings would be held with the appropriate stakeholders, including disability organizations. Overall program progress on the Accessible Stations Development Plan would be provided to the Federal Railroad Administration on a quarterly basis. Annual reports and progress updates would be published and communicated with appropriate stakeholders and representatives of national disabilities organizations.

Mobility First Program

As mobility impairment is the most significant limiting factor to the use of Amtrak service, an immediate action plan is underway to accelerate the company's current program to eliminate physical barriers that are obstacles to mobility-impaired passengers (generally, those who require the use of wheelchairs). Currently, 352 (74%) of the 481 Amtrak stations that are required to be ADA compliant provide barrier-free pathways (between streets, parking areas, other ground transportation and track-side locations for boarding the train) for mobility-impaired passengers. During the first year of implementation of Amtrak's "Mobility First Program," and with a target

of the current statutory deadline of July 26, 2010, Amtrak will accelerate improvements to 61 stations, with the result that 413 (86%) stations will provide barrier-free pathways. The Mobility First Program will cost approximately $8-$10 million and will include the procurement of portable wheelchair lifts and wheelchair lift enclosures and their installation on or near platforms. Alternatively, selected stations will use mini-high platforms instead of portable wheelchair lifts. In some station environments these are only temporary improvements to be replaced by permanent, fully ADA-compliant facilities. In others—particularly smaller stations—these improvements may be permanent and may be part of the overall project plan for the final improvements to achieve full compliance. Achieving the Mobility First Program will require the cooperation of host railroads, local jurisdictions and the Federal Railroad Administration.

Exhibit ES-4: Mobility First Program Results

	Barrier Free Access[1]		
	Current	Increase	July 26, 2010
Number of Stations	352 [3]	61	413
Number of Riders[2]	53.8	0.5	54.4

[1] Between street and platform--passengers that require the use of wheelchairs able to board trains
[2] FY 2008 ridership ons and offs (millions)
[3] Based on station surveys by Amtrak and Amtrak contractors

The provisions of PRIIA requiring this report call for a plan to bring Amtrak-served stations into compliance with the ADA by the current deadline of July 26, 2010. The accurate and responsible response to that requirement is that such a plan cannot be provided. There simply have not been and will not be sufficient funds available—even if they immediately became available—to meet the current statutory deadline. Without full funding and without the full cooperation of other parties responsible for a station's accessibility and ADA compliance and of federal regulatory agencies, Amtrak might be forced into the undesirable position of suspending service at inaccessible, non-compliant stations. Accordingly, two things follow: First, the plan we have developed lays out a feasible compliance program from FY 2009 through FY 2015, but requires appropriate funding and stakeholder cooperation and agreement. Second, consistent with Amtrak's past requests and up-coming request in our FY 2010 budget submission, Congress should extend the date for Amtrak's compliance with the ADA from July 26, 2010 to no sooner than September 30, 2015.

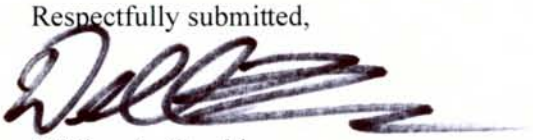
Amtrak, like all railroads, is a capital intensive business in that substantial capital investments are required to improve and sustain the infrastructure, passenger rail equipment, maintenance-of-way equipment and other assets of the company. Over the years, Amtrak has continually been forced to expend its capital dollars on investments in projects that are essential to Amtrak's delivery of safe and reliable intercity passenger rail service. Amtrak has consistently faced a prioritization challenge in a scarce capital funding environment—balancing the needs to upgrade infrastructure, equipment and other systems and make emergency repairs in order to provide safe

and reliable service, and the needs to make station upgrades in order to achieve improved service quality and meet the mandates of the ADA. The company has never had the resources to meet all of these needs or, indeed, any of them fully; it necessarily focused on essential baseline elements to ensure safety and reliability. A number of complicating factors acting in combination—the complex ownership environment of stations throughout the country, the uncertainty over the entities responsible for achieving ADA compliance and overall station improvements, the conflicting and unresolved standards for platforms, the pressing needs for capital investments in other infrastructure to support the central mission of Amtrak, and the continual scarcity of capital funding—have resulted in sporadic investments in stations, to date. However, with the development of a comprehensive Accessible Stations Development Plan, as set forth in this report, and given appropriate funding, time, and stakeholder cooperation, Amtrak would be in a position to achieve full compliance with the mandates of the ADA.

Amtrak is committed to and looks forward to advancing its Accessible Stations Development Plan and the immediate action Mobility First Program. At a minimum, I hope that this report will form the basis for program definition and a funding needs discussion with your Congressional committees and the Federal Railroad Administration.

Amtrak's corporate goals are to become greener, safer, healthier, and better connected: efforts to improve accessibility for all passengers affect each of these goals. With your help, we can make our stations 100% compliant with the ADA, but not by the statutory deadline of 2010. Dedicated funding will be required, as recognized in Section 219 of the PRIIA, to achieve the earliest practicable compliance date of September 30, 2015. Station investments will need to be an expanded part of Amtrak's capital grant requests going forward. I hope you will support and fund this important work.

Respectfully submitted,



William L. Crosbie
Chief Operating Officer

cc: The Honorable Ray LaHood, Secretary, U.S. Department of Transportation
The Honorable Jo Strang, Acting Administrator, Federal Railroad Administration

INTERCITY RAIL STATIONS SERVED BY AMTRAK

A REPORT ON ACCESSIBILITY AND COMPLIANCE WITH

THE AMERICANS WITH DISABILITIES ACT OF 1990

TABLE OF CONTENTS

Page

Page

Exhibits:

Appendices:

INTERCITY RAIL STATIONS SERVED BY AMTRAK

A REPORT ON ACCESSIBILITY AND COMPLIANCE WITH

THE AMERICANS WITH DISABILITIES ACT OF 1990

I. Introduction

A. Purpose of the Report

This report responds to the requirement of Section 219 of the Passenger Rail Investment and Improvement Act of 2008[1] (PRIIA) that Amtrak report to Congress concerning the accessibility of stations it serves. A copy of Section 219, in its entirety, is attached hereto as Appendix 1; the key provisions, for purposes of this report, are set forth below:

- "Amtrak, in consultation with station owners and other railroads operating service through the existing stations it serves, shall evaluate the improvements necessary to make these stations readily accessible to and usable by individuals with disabilities, as required by section 242(e)(2) of the Americans with Disabilities Act of 1990 (42 U.S.C.12162(e)(2))."
- "The evaluation shall include, for each applicable station, improvements required to bring it into compliance…, any potential barriers to achieving compliance, including issues related to passenger rail station platforms, the estimated cost of the improvements necessary, the identification of the responsible person…and the earliest practicable date when such improvements can be made."
- "The evaluation shall also include a detailed plan and schedule for bringing all applicable stations into compliance…by the 2010 statutory deadline for station accessibility."
- "Amtrak shall submit the evaluation…by February 1, 2009, along with recommendations for funding the necessary improvements."
- "There are authorized to be appropriated to the Secretary for the use of Amtrak such sums as may be necessary to improve the accessibility of facilities, including rail platforms, and services."

B. Progress towards ADA Compliance

Amtrak has made substantial progress in making station improvements and bringing its stations into compliance with the Americans with Disabilities Act of 1990 (the "ADA"). The progress has evolved through several initiatives:

- New stations and improvements to existing stations have been designed to be compliant with ADA requirements.
- Amtrak has published (and continues to update) Station Planning Guidelines that emphasize the need to comply with ADA requirements.[2]

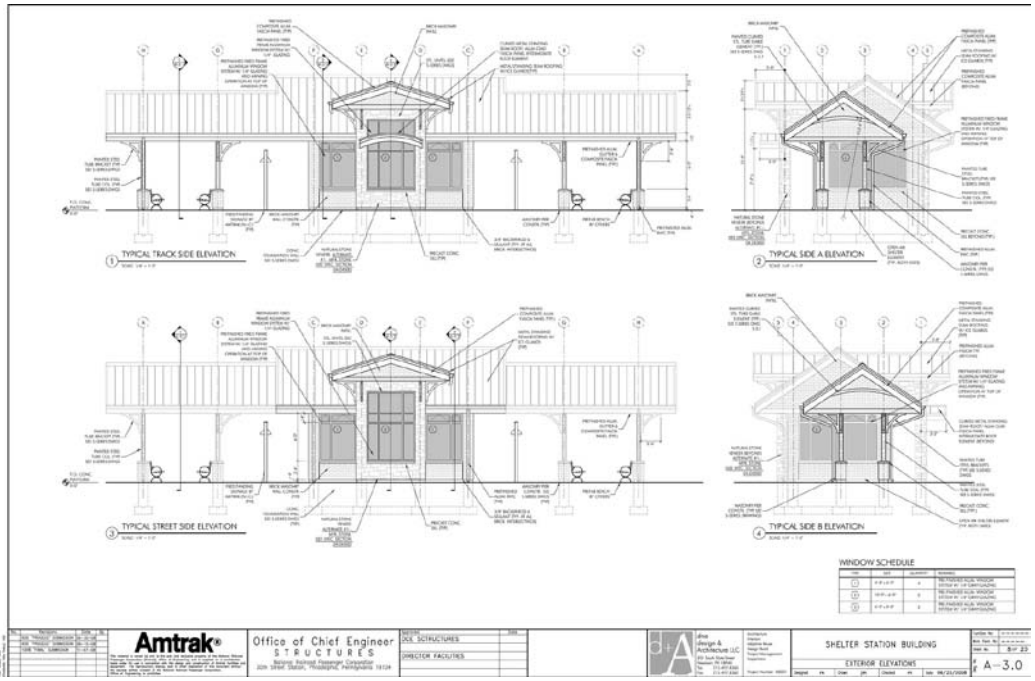
[1] Public Law 110-432

[2] A copy of the current version of Amtrak's Station Planning Guidelines may be found at www.greatamericanstations.com.

- Amtrak has published “Guidelines on Platform Design” providing design parameters for station platforms consistent with the ADA and regulations promulgated thereunder.
- Prototype station designs (see Exhibit 1 below), including typical plans and elevations, standard design details, and quantity estimates and cost estimate ranges, are under development so as to assist communities in designing stations that are ADA compliant.
- Designs are in progress to modernize Passenger Information Display Systems (PIDS) that will provide both audio and visual messages that are needed to serve passengers — including passengers who are deaf or hard-of-hearing and passengers who are blind or visually impaired. Selection of a contractor to install and test a prototype of the PIDS has been completed and the installation of the prototype system will commence shortly at three stations in the State of Maryland, with eventual installation across the network.
- Operating personnel have received and continue to receive extensive training on supporting passengers with disabilities.
- Access improvements have been made to support those passengers with mobility impairments.
- Approximately 74% of Amtrak’s stations have either full or barrier-free access serving 94% of all passengers.[3]

[3] As described further in section VI (C) below, “full access” stations are those that are fully accessible to persons that use wheelchairs, and “barrier-free” stations are those at which such persons can achieve access between the street and/or parking facility and the station platform. “Full access” in this context is not equivalent to “ADA compliant” which incorporates additional accessibility features beyond ability to use a wheelchair.

Exhibit 1: Prototype Station Plans



At Amtrak, an Accessible Stations Development Task Force leads the company's on-going efforts to improve stations to achieve complete accessibility and ADA compliance. This report describes the current status of Amtrak's stations and provides a comprehensive plan to achieve compliance with the requirements of the ADA, as required by Section 219 of the PRIIA.

C. Recent Station Improvement Activities

1. Physical Improvement Projects

Planning, design and/or construction activities in support of station improvement projects are currently underway at 101 stations across 35 states and the District of Columbia. These projects range from the development of brand new stations to the modernization and updating of existing stations, including changing/ upgrading parking facilities and circulation paths, upgrading platforms, improving safety, installing new signage, and making other internal and external station improvements. (A list of current station improvement projects is attached as Appendix 2.)

2. Systems Development

Amtrak is upgrading its ticketing kiosks to incorporate capabilities to support electronic ticketing and to streamline the sale and distribution of tickets. The new self-service ticketing machines will meet ADA standards. In addition, research and demonstration projects are underway to upgrade and replace Amtrak's Passenger Information Display Systems (PIDS) to support both audio and visual communications about train status and platform boarding/de-boarding locations that are integrated with systems that monitor train location. The PIDS initiative will provide improved passenger information and service, with particular focus on improving communications with passengers who have hearing and vision impairments.

3. Outreach Activities

- Stations greatly benefit the communities they serve as they welcome visitors and connect to other transportations modes. They also can spark economic development opportunities in the heart of these communities. In 2006, Amtrak launched the Great American Stations project, an effort to develop partnerships with public officials and local communities to rebuild and revitalize the stations it serves. The website, www.greatamericanstations.com, is an integral part of the project and provides useful information on: station owners, ADA requirements, possible funding sources, how communities can get started on station improvement projects, the person to contact at Amtrak for assistance, testimonials, station planning and design standards, platform guidelines and an interactive map. All video is captioned and the site complies with the ADA requirements. Through Amtrak's Great American Stations project, Amtrak has hosted regional "civic conversations" with local and regional communities along the routes that Amtrak serves[4]. These civic conversations have been effective in garnering interest in local station development projects.

- Several meetings have been held with representatives of the disabilities community to describe the current state of accessibility of Amtrak-served stations, discuss the program, initiatives and proposals for achieving ADA compliance throughout the network, and seek input on how to improve Amtrak's services.

[4] To date, Amtrak has hosted civic conversations in Denver, Pittsburgh and Albuquerque and is making arrangements for additional programs in Savannah and other cities.

II. Overview of the Law and Standards

A. Americans with Disabilities Act of 1990 (ADA)[5]

The Americans with Disabilities Act became law in 1990, in order to extend civil rights protections to all qualified individual with disabilities. The ADA prohibits discrimination on the basis of disability in employment and in public services (including public transportation and public accommodations).[6]

Section 12162(e) of the ADA, a copy of which is attached as Appendix 3, requires that intercity rail stations be made accessible to persons with disabilities by July 26, 2010. For purposes of the ADA, a "station" generally consists of property used by the general public and related to the provision of rail transportation, including passenger platforms, designated waiting areas, ticketing areas, restrooms, but not flag stops (i.e., stations at which Amtrak stops only on passenger request).[7]

B. ADA Regulations

Following the passage of the ADA, the U. S. Department of Transportation (DOT) promulgated regulations setting forth requirements for the accessibility of transportation vehicles (including rail cars)[8], as well as for the accessibility of stations.[9] The Access Board[10] has issued guidelines indicating how buildings, facilities, and transportation vehicles can be made accessible. The DOT regulations pertaining to stations have been amended over the years to incorporate Access Board guidelines.

The DOT regulations provide direction on who bears responsibility for ensuring that stations are in compliance with the ADA. Responsibility for compliance is discussed in section V (C) below.

The DOT regulations also provide detailed direction on what constitutes compliance. For example, the regulations dictate the height of ticket counters, type of signage, width of doorways, relative height and setback of rail platforms, and provide direction on how mobility-impaired passengers are to be accommodated in the boarding of trains.

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[5] 42 USC § 12101 et seq.

[6] Prior to the passage of the ADA, the federal laws that prohibited discrimination on the basis of disability were limited to programs that received federal financial assistance. See Section 504 of the Rehabilitation Act of 1973, as amended.

[7] See 42 USC § 12161(6).

[8] ADA Accessibility Specifications for Transportation Vehicles (49 CFR Part 38)

[9] Transportation Services for Individual with Disabilities (49 CFR Part 37)

[10] The Access Board is an independent Federal agency devoted to accessibility for people with disabilities. It is composed of officials from various federal departments and members of the public appointed by the President, the majority of whom must have a disability. The Access Board develops and maintains design criteria for buildings, facilities and transportation vehicles.

III. Platform Requirements, Standards

A. Regulatory Requirements

DOT regulations provide that the gap between a train and platform must be coordinated to minimize vertical and horizontal gaps, consistent with specified requirements. However, the regulations recognize that this is not always feasible in an operating environment; therefore, alternative boarding devices such as ramps/bridge plates, car-borne or platform-mounted lifts, and mini-high platforms are acceptable means for the boarding of passengers with mobility impairments, including those in wheelchairs.[11]

Consistent with the intent of the ADA drafters, DOT regulations reflect a flexible approach towards the boarding of passengers with and without disabilities. Low level platforms (at least 8" above-top-of-rail (ATR)) are permitted; platforms may be lower than 8" ATR where trains are boarded from sidewalk or street level. Amtrak has had success with low level platforms and this flexible approach to boarding.[12]

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[11] 49 CFR Part 37, Appendix A, Section 810.5.3.

[12] DOT initiatives pertaining to platforms and the boarding of rail cars over the past three years have created uncertainty and confusion in this area and have stymied the efforts of Amtrak and other responsible entities to move forward with ADA-related platform improvement initiatives. Those DOT initiatives contemplate an approach that would depart dramatically from the approach required by the ADA and long-standing DOT regulations and upon which Amtrak has developed its ADA compliance program.

The first initiative occurred in September 2005 when the DOT issued a Disability Law Guidance (DOT Guidance) entitled "Full-Length, Level-Boarding Platforms in New Commuter and Intercity Rail Stations," a copy of which is attached as Appendix 4**.** The DOT Guidance indicates a preference for full platform-length, level-entry boarding to all accessible rail cars by use of high-level platforms with short bridge plates that provide access to each rail car; only if this approach is infeasible should alternative boarding devices (e.g., lifts, ramps) be employed.

Amtrak has objected to the DOT Guidance, which is inconsistent with the ADA and its implementing regulations, and to the FRA's implementation of the DOT Guidance as if it were a legally promulgated regulation. In a letter from the DOT's Under Secretary for Policy, Jeffrey Shane, dated January 31, 2008, DOT assured Amtrak that the DOT Guidance was "informational in nature," and does not create "independent, legally binding requirements." (A copy of the letter is included in Appendix 6.)

The second development occurred in February 2006 when the DOT published a Notice of Proposed Rulemaking, in Docket No. OST-2006-23985, which proposed new regulations that mirror, in large part, the DOT Guidance. The proposed regulations would apply to "new" stations which includes all of those built after October 7, 1991. They would require platforms to run the entire length of the train and require level-entry boarding at every accessible rail car over the full length of the platform. The proposed regulations would eliminate the flexibility built into the current regulations which permit Amtrak and other rail operators to achieve platform accessibility by one of several alternative devices, including the use of ramps/bridge plates, lifts, and mini-high platforms at any one location on the platform. If the proposed regulations were to become law, Amtrak and other rail operators would be prohibited from achieving compliance by use of the alternative devices unless they can demonstrate that full length, level-entry boarding is technically or operationally infeasible (i.e., physically impossible or imposes undue burden) and the FRA approves the alternative method.

Amtrak's platform heights are driven by the floor height of the equipment that serves the stations. On the Northeast Corridor, platforms are high-level (48" ATR). In the rest of the country, platform heights are typically 8" ATR or lower. Amtrak's standard offset for 48" platforms is 5'7" from center line of track; Amtrak's standard offset for 8" platforms is generally 5'1" from center line of track (although other offsets, as determined in collaboration with host railroads, may also be acceptable). Diagrams illustrating the standard clearance requirements for trains adjacent to 48" and 8" platforms are shown in Exhibit 2.

B. Platform Gap Study

The Rail Safety Improvement Act of 2008, which is contained within Section A of Public Law 110-432, also addresses the issue of platform gaps. Section 404 of the law, the full text of which is set forth in Appendix 5, requires the Secretary of Transportation to conduct a study to determine the most safe, efficient and cost-effective way to improve the safety of rail passenger station platforms in order to increase compliance with the ADA and to minimize the safety risks associated with such gaps for railroad passengers and employees. This study must be completed by October 16, 2010. [13] Because the outcome of the gap study is uncertain—and in any event not intended, as far as Amtrak

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The proposed regulations create operational and safety issues. Freight railroads, which own 19,980 miles of the 21,095 route miles of Amtrak's system, require high-level platforms to be offset further from centerline of track so as to provide clearance for wide load freight cars, maintenance-of-way equipment, and/or locomotives with attachments, e.g., snow plows. These horizontal clearance requirements result in larger gaps between trains and platforms, necessitating bridge plates for all boardings due to the larger gap (which is unacceptable to Amtrak) or construction of gauntlet tracks or side tracks with high capital and ongoing maintenance costs (which is unacceptable to both Amtrak and freight railroads).

The proposed regulations are also problematic because, in some stations, there are multiple types of intercity and commuter railcar equipment with different floor levels using the same platforms. This adds to the ambiguity and uncertainty of platform height requirements.

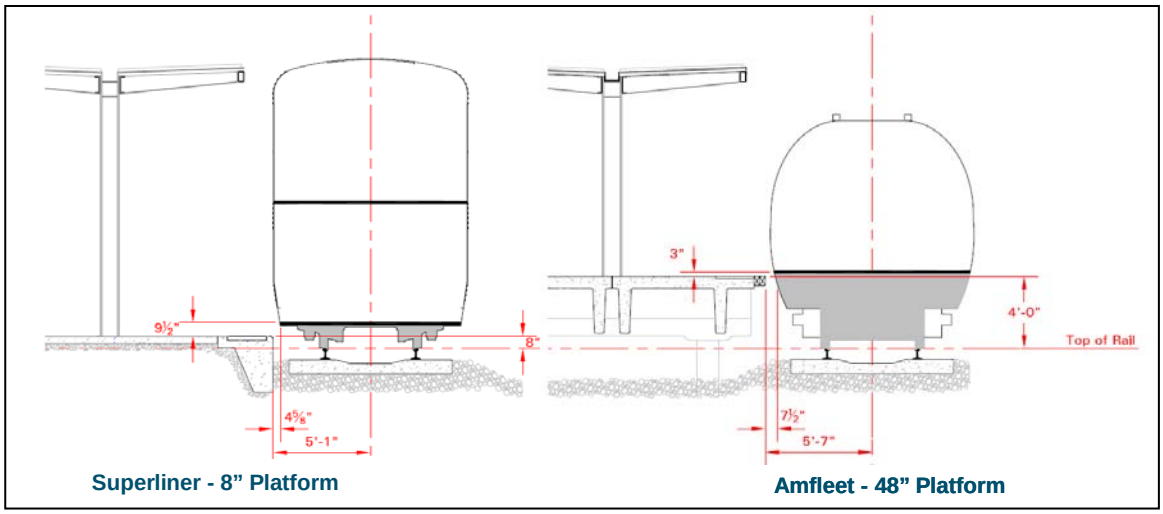
Finally, the proposed regulations would require Amtrak to construct gauntlet tracks, bypass tracks and/or retractable platform edges in order to accommodate freight railroads which use the tracks serving the full-length, level-boarding platforms. This would create operational and safety concerns and would only add to the prohibitively costly impact of the proposed rules.

Amtrak and the freight and commuter railroads generally oppose the proposed regulations and have submitted extensive comments explicating the above points and that: a) the proposed regulations provide no material incremental benefit to passengers with disabilities; b) the proposed regulations introduce safety and operational issues; c) the DOT failed to conduct a cost-benefit analysis despite the proposal's astronomical cost with no significant benefit; and d) the industry was not given an opportunity to suggest better solutions. The DOT proposed rulemaking remains pending.

[13] The platform gap study necessarily involves platform height issues and matters that are addressed in the DOT rulemaking on platforms, and, thus, the proposed DOT rulemaking on platforms should be withdrawn or, at the very least, revisited after the gap study is completed. Moreover, the platform gap study participants should include Amtrak, as well as other stakeholders including representatives of the disability community.

is aware, to propose changes to the ADA regulations for boarding rail cars—Amtrak's Accessible Stations Development Plan is designed based on the current ADA regulations.

Exhibit 2: Clearance Diagrams



C. Amtrak's Platform Guidelines

Amtrak has developed its own guidelines with respect to platform design and construction requirements which comport with the ADA and regulations on this subject. (See "Amtrak Guidelines on Platform Design" a copy of which is attached as Appendix 6.) This is an important development, as there has been much uncertainty in recent years over the definition of platform standards which has delayed many platform improvement projects. Standards for platform construction are particularly important as a large number of stations have either no platforms or sub-standard platforms.

It should be emphasized that the program plan in this report is founded on the ADA, its regulations, and Amtrak's Guidelines on Platform Design. These guidelines generally support platform heights which are 48" ATR on the Northeast Corridor and 8" ATR on the rest of the routes. Cost estimates herein are based on these guidelines.

IV. Amtrak Service to Passengers with Disabilities

A. Passenger Service

Amtrak prides itself on providing a high quality transportation experience for all its passengers, placing special emphasis on the service it provides to passengers with disabilities. Amtrak is dedicated to ensuring that its passengers enjoy a seamless journey—from the time the prospective passenger first inquires about Amtrak travel options to the moment the passenger gets off the train, exits the station and concludes his or her journey.

1. Trip Planning and Reservations

Amtrak's means of communicating with disabled passengers meets ADA requirements and are designed, along with the company's training for this set of services, to be as available and useful as possible.

Passengers planning travel on Amtrak will usually consult (1) Amtrak's written media such as the Amtrak System Timetable; (2) Amtrak's electronic media (i.e., its interactive website, Amtrak.com); or (3) an Amtrak ticket agent, either directly through face-to-face contact at a station, or over the telephone with an Amtrak call center. All of these media provide information on Amtrak's services for, and policies concerning, passengers with disabilities.

The front section of every Amtrak System Timetable features a list of every station Amtrak serves and a designation of the degree to which each station is accessible to individuals using wheelchairs. The back of the timetable offers tips for traveling on Amtrak and refers persons requiring additional assistance to Amtrak.com or to Amtrak's 24 hour call center (1-800-USA RAIL) which is equipped with teletypewriter (TTY) telephones that allow the ticket agent to communicate with deaf, hard of hearing, or speech impaired callers by typing text messages. (See Exhibit 3 which consists of relevant pages from the Amtrak System Timetable.)

Exhibit 3: Amtrak System Timetable

EXPLANATION OF SYMBOLS

- ● Amtrak Vacations® package available at this destination.
- Bus Service only.
- ✈ Airport connection.
- ● Ticket office open for all train departures.
- ◗ Ticket office/checked baggage not open for all departures.
- ○ Tickets can not be purchased at this location.
- Q Quik-Trak ticket machine.
- Checked baggage.
- Redcap service. See page 126 for details.
- $ Paid parking.
- F Free parking.

Rental cars/taxis:
OC On call—phone for service.
At station.
VIA Station operated by VIA Rail Canada.

Shipping: See page 126 for details
- Amtrak Express® shipping.
- ◆ Mortuary Services-Human Remains

Station Accessibility:
- ♿ indicates all available station facilities are fully accessible to persons using wheelchairs, and there are no barriers to access between the station and the trains shown in this timetable.
- ♿ indicates barrier-free access between street and parking lot, station platform, and trains shown in this timetable; however, not all facilities within the station are fully accessible.

STATION NAME	PAGE(S)	CITY CODE	LOCATION	STATION SERVICES: Ticket Sales	Checked Baggage	Redcap Service	Accessible	Shipping	TRANSPORTATION SERVICES: Short Term Parking	Overnight Parking	Rental Cars	Taxi Service	Local Public Transit Operator and Phone Number
ABERDEEN, MD	30-48,64	ABE	S. Philadelphia & Bel-Air Ave., 21001	Q					F		OC	OC	Harford Commuter 800-924-8646
ABSECON, NJ	53	ABN	NJ Transit Station, Shore Rd. & Ohio Ave., 08201				♿		F				New Jersey Transit 800-772-2222
ADELANTO JUNCTION, CA	103	ADE	Burger King, 12077 Palmdale Rd., 92392										
AKRON, OH	68	AKO	96 E. Bowery St., 44308	○					F	$	OC		METRO Regional Transit Authority 330-762-0341
ALBANY, OR	95,98-99,101	ALY	110 W. 10th St., 97321-2457	◗			♿		F	F	OC	OC	Albany Transit 541-917-7667
ALBANY/RENSSELAER, NY	56-59,62,64,66	ALB	525 East St., Rensselaer, 12144	●Q			♿		$	$	OC		CDTA Capital District Transportation Authority 518-482-8822

At present, all Amtrak reservations for passengers requiring special assistance must be made directly with an agent, either via telephone or in person at an Amtrak station. The agent asks the traveler (1) the nature of the assistance required; and (2) the type of special equipment (if any) that is required (e.g., wheelchair, walker, cane, service animal, etc.). However, the agent is *not* permitted to ask the traveler about the nature or cause of the disability. The agent automatically grants a 15 percent discount to the traveler and the traveler's companion, if any, and enters into the traveler's reservation record information about the nature of assistance requested.[14] This information is transmitted to the appropriate stations so that station attendants have advance notice that the passenger will require special assistance.

Amtrak's reservation website meets ADA standards. These standards, which are designed to allow web page access for a range of disabilities, allow users with various types of physical and visual impairments to access the site. Content and controls are perceptible to all users, and the page can be read visually or with a screen reader. The website uses appropriate "alt" text for all images. When users disable "images" in their internet browser, the site provides text in its place, which can be read by the user. There is a strong contrast between text and background colors, and users can set the text size. All pages are usable with a keyboard, so that users who cannot use a mouse can access the page. The system alerts users when a link will open a new window, and it contains links for "plug-ins" and other applets.

Amtrak is planning to re-launch its website in FY 2009. As part of the planning process for the re-launch, the company conducted a detailed study of the requirements of the ADA. The website will incorporate improvements that will make it more accessible to persons with disabilities, including improved color contrast, an adjustable font size tool bar, better intuitive tagging for readers, transcripts for presentations, and improvements to table structures to improve user comprehension.

2. Station Assistance

Amtrak strives to make it easier for people with disabilities to travel independently. Therefore, station employees offer arriving and departing passengers various manners of assistance, including: (1) meeting and assisting with luggage, wheelchairs, etc.; (2) pre-boarding as requested; and (3) communicating schedule changes or public announcements to people who are hearing or sight impaired. (A passenger requiring assistance is encouraged to arrive at least one hour in

[14] Note that the 15% discount is limited based on the type of Amtrak service. It is not available for the Canadian portion of any trip. For travel on Auto Train and advance bookings of "Accessible Bedrooms", the discount is available to mobility impaired passengers only. An "Accessible Bedroom" is a spacious bedroom that allows for wheelchair access and stowage.

advance of scheduled departure time as station attendants have many passengers to accommodate and may not be able to assist the disabled traveler immediately upon arrival at the station.)

3. Boarding, Seating, and Detraining

When trains cannot be accessed directly from the platform, lifts or ramps are deployed to board and detrain passengers in wheelchairs, scooters, and other mobility devices. Once on board, a passenger requiring the use of a wheelchair is permitted to remain in the wheelchair or to transfer to a fixed seat with the wheelchair stowed in the same car. Almost all Amtrak coaches have designated locations to accommodate people who use wheelchairs, and there is a space for individuals to park wheelchairs.

Long distance trains with sleeper room accommodations have at least one "Accessible Bedroom" on board. These bedrooms are significantly larger than the standard sleeper room and allow for wheelchair access and stowage. These rooms are set aside (at a 15 percent discount) for mobility-impaired passengers until 14 days prior to departure. If the room has not been reserved by a mobility impaired passenger within that time frame, it will be released for sale to the general public.

4. On-board Service

Amtrak on-board service employees will endeavor to make the disabled passenger's en route experience pleasant and incident-free. They will:

- advise the passenger of station stops as needed,
- assist the passenger with moving about the train (including helping in transferring from wheelchair to seat and moving to and from the restroom),
- explain on-board services and facilities,
- ensure that on-board announcements are received and understood,
- provide assistance from an accessible seat or bedroom to the food service car, and
- provide at-seat or in-room snack or meal service, if food service cars are inaccessible, as requested.

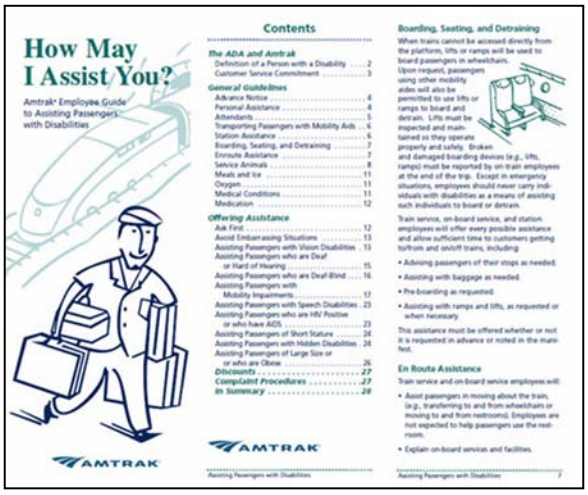
On-board service employees also ensure that any disabled passenger traveling with a service animal is permitted to bring that animal in all passenger areas on the train, including dining areas and café cars. The passenger may not be isolated from other passengers even if other passengers complain of allergies, inconvenience, or fear of animals.

B. Training and Procedures

All new "customer-facing" employees (assistant conductors, on-board services employees and station agents) are required to attend an accessibility training session "Assisting Customers with Disabilities" as part of the new hire curriculum. The workshop focuses on sensitivity, interpersonal communication, technical skills, and inter-departmental communication required to fulfill service requests. Amtrak worked with the Paralyzed Veterans of America to create this training program in 1997 and information gleaned from that training is still used today. This program is very interactive and practical in that employees work with a wheelchair and practice being an assistant to a passenger who is blind. They also learn how to operate on-board wheelchair lifts and ramps. The training incorporates a review of the ADA's application to Amtrak's service and discusses the appropriate handling of passengers with less visible disabilities (e.g., the hearing impaired or mentally disabled). On-board service employees and station personnel are required to attend annual customer service training which includes a review of the ADA and updates on modifications to company policy concerning the service of passengers with disabilities.

During the new hire "Assisting Customers with Disabilities" training, each employee is given a copy of a guidebook entitled *How May I Assist You?*

Exhibit 4: How May I Assist You? Guidebook



How May I Assist You?

Amtrak® Employee Guide to Assisting Passengers with Disabilities

AMTRAK

Contents

AMTRAK

Assisting Passengers with Disabilities

Boarding, Seating, and Detraining

When trains cannot be accessed directly from the platform, lifts or ramps will be used to board passengers in wheelchairs. Upon request, passengers using other mobility aides will also be permitted to use lifts or ramps to board and detrain. Lifts must be inspected and maintained so they operate properly and safely. Broken and damaged boarding devices (e.g., lifts, ramps) must be reported by on-train employees at the end of the trip. Except in emergency situations, employees should never carry individuals with disabilities as a means of assisting such individuals to board or detrain.

Train service, on-board service, and station employees will offer every possible assistance and allow sufficient time to customers getting to/from and on/off trains, including:

- Advising passengers of their stops as needed.
- Assisting with baggage as needed.
- Pre-boarding as requested.
- Assisting with ramps and lifts, as requested or when necessary.

This assistance must be offered whether or not it is requested in advance or noted in the manifest.

En Route Assistance

Train service and on-board service employees will:

- Assist passengers in moving about the train, (e.g., transferring to and from wheelchairs or moving to and from restrooms). Employees are not expected to help passengers use the restroom.
- Explain on-board services and facilities.

Assisting Passengers with Disabilities 7

This 34 page guidebook explains the company's philosophy and guidelines for helping passengers with disabilities. Employees are expected to know and follow these guidelines. The guidebook places a strong emphasis on the psychological and physical comfort of passengers with disabilities, and gives employees guidelines for assisting passengers by the broad category of their disability—recognizing, for example, that passengers with hearing disabilities have a fundamentally different set of needs than do mobility-impaired passengers.

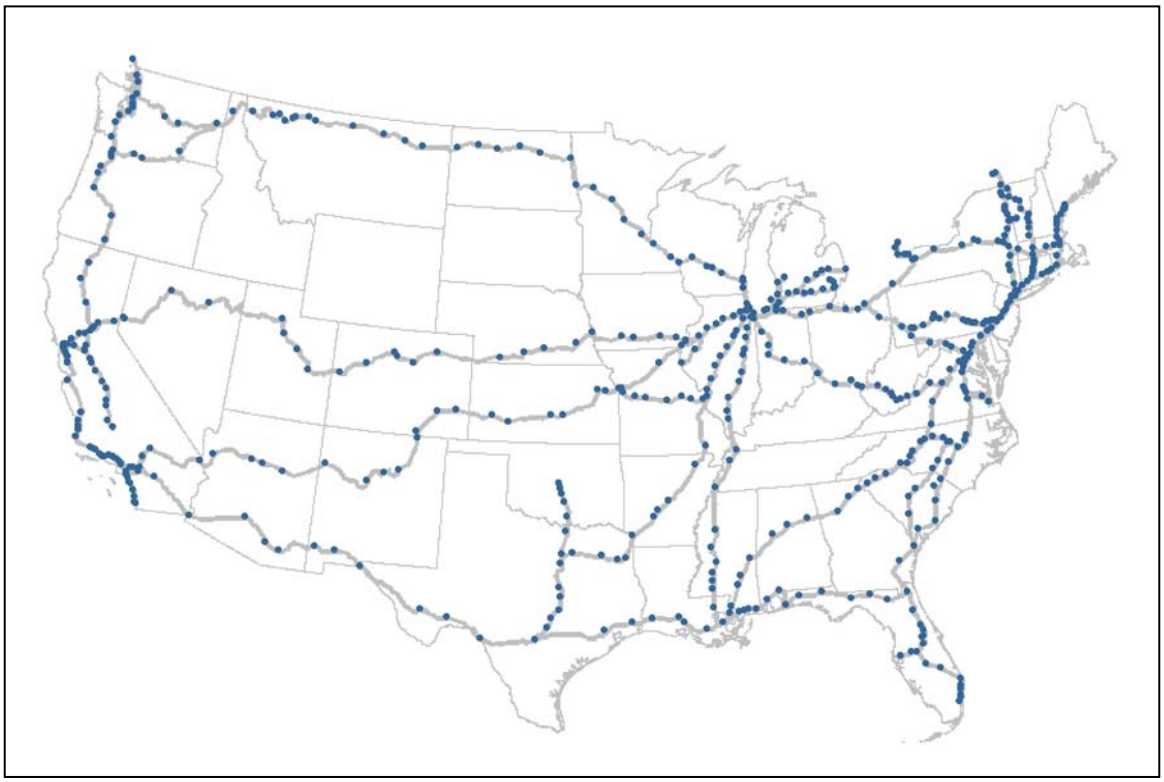
V. Overview of Amtrak's Stations

A. General Information

America's passenger rail system serves a vital role in personal mobility, environmental stewardship and congestion relief. Today, Amtrak serves more passengers than at any time in its history, and accessible, ADA-compliant and easy to navigate passenger rail stations are critical to the system's continued success.

Amtrak serves 527 stations in 46 states, the District of Columbia and three Canadian provinces (Exhibit 5). Passenger use of these stations in FY 2008 totaled 28.7 million passengers.

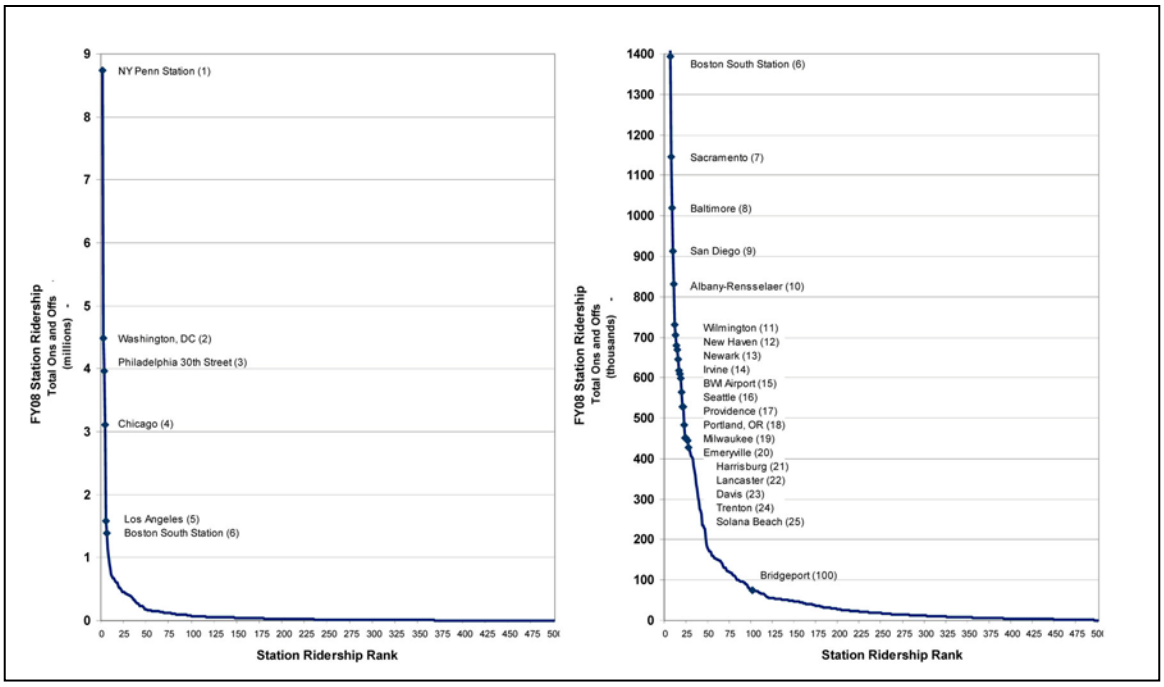
Exhibit 5: Amtrak's 527 Stations



Amtrak's national service to both high density urban areas and low density rural areas results in a wide variety of station types—from fully staffed, multiple track stations to unstaffed, rural locations with often only a platform or a platform with shelter. The passenger usage is accordingly quite varied and noticeably skewed with the 25 busiest

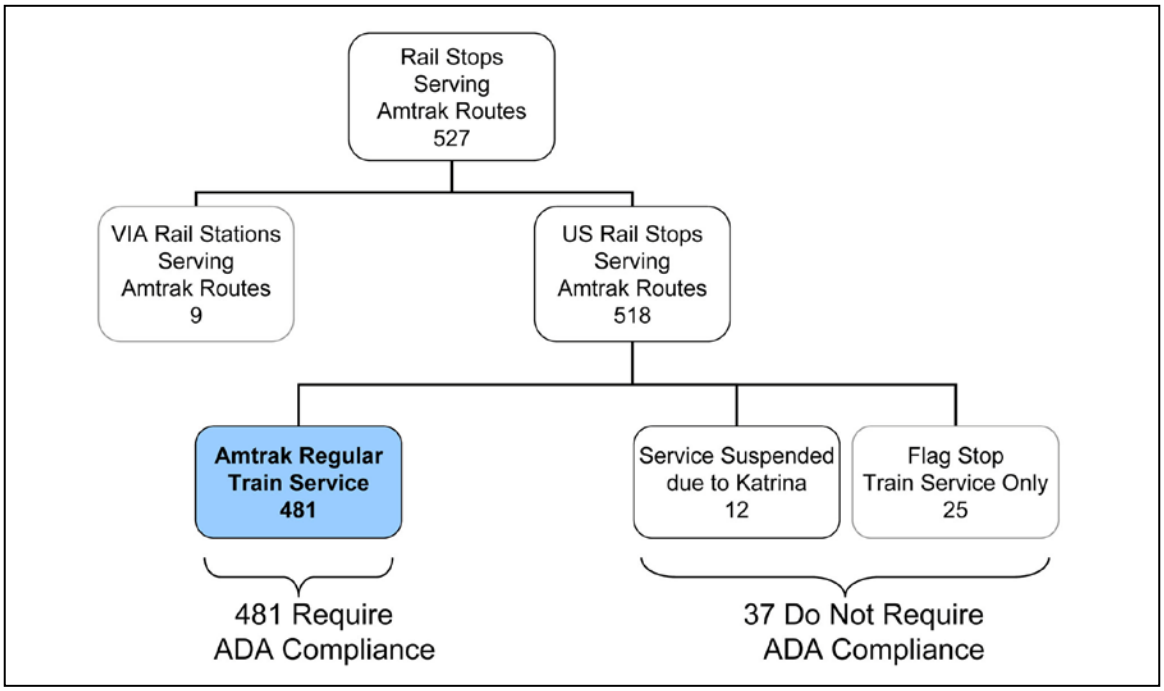
stations accounting for 63% of ridership. The 100 busiest stations accounting for 87% of ridership; the remaining 427 stations account for only 13% of the ridership. (See Exhibit 6 below).

Exhibit 6: Ridership Characteristics



As shown in Exhibit 7, 481 of the 527 Amtrak-served stations are currently required to be ADA compliant, as service to 12 stations was suspended as a result of Hurricane Katrina, and nine Canadian stations and 25 flag stop stations are excluded from the required compliance provisions.

Exhibit 7: Stations Requiring ADA Compliance



B. Classifications of Stations

Station services are scaled to the level of service required in relation to passenger ridership levels. Six basic classifications of stations exist based on the types and levels of services provided:

- Level I: Large Stations with Full Staffing
- Level II: Medium Stations with Full Staffing
- Level III: Medium Stations with Caretaker Staffing
- Level IV: Small Stations with Caretaker Staffing
- Level V: Small Stations with Shelters and Platforms, Unstaffed
- Level VI: Small Stations with Platforms Only, Unstaffed

The scale and types of services provided dictate the physical configurations of the stations (Exhibit 8) with the classification for each of the Amtrak-served stations included as Appendix 7.

Exhibit 8: Station Classifications and Features

	Physical Design and Service Features	Classifications					
		I	II	III	IV	V	VI
		Large	Medium		Small		
		Staffed	Staffed	Caretaker	Station/ Caretaker	Shelter/ Unstaffed	Platform/ Unstaffed
Facility Type	Platform	●	●	●	●	●	●
	Platform canopy	●	●	●	●	○	
	Sheltered waiting area providing windbreak/weather protection					●	
	Station building with restroom(s) and other amenities in conditioned structure	●	●	●	●		
Access and Wayfinding Elements	Auto pick-up / drop-off	●	●	●	●	○	○
	Parking	○	●	●	●	○	○
	Rental cars	●	○	○			
	Bus access	○	○	○	○	○	
	Other transit access (bus, light/commuter rail)	○	○	○	○	○	
	Taxi access	●	●	●	●	○	
	Bicycle racks	●	●	●	●	○	
	Station signage (Amtrak Standards)	●	●	●	●	●	●
	Highway signage	●	●	●	●	●	●
Customer Service Elements	**Ticketing and Baggage**						
	Quik-Trak/eTicketing	●	●	●	●	●	○
	Ticket office	●	●				
	Passenger boarding assistance	●	●				
	Checked baggage handling	●	○				
	Caretaker / greeter staff			●	●		
	Passenger Information						
	Passenger information display system (PIDS)	●	●	●	●	●	
	Pay telephones	●	●	●	●	○	
	Information counter	●	○				
	Customer service office	●					
	Security						
	Emergency platform call box	●	●	●	●	●	
	Security facilities on site	●					
	Security on call / systems		●	●			
	Local police surveillance / call box				○	○	○

● Generally required for classification
○ Optionally required for classification

The major difference between these station types, in terms of physical facilities, is related to the presence or absence of a station building. For those stations with a building, further distinctions relate to the presence of restrooms and ticketing facilities/ticket windows. Shelters do not have restrooms or staffed ticketing but would still require ADA-compliant signage, passenger information display systems and, in some cases, ADA-compliant Quik-Trak or electronic ticketing consoles. Platforms must have tactile warning strips along the edges so that visually impaired passengers can feel the edge of platforms. All station complexes require accessible pathways between the street and parking facilities, the station facilities (whether shelter or building) and the platforms.

Pictures of the various station types are included in Exhibits 9-14. As shown, the stations across the Amtrak network are in various levels of repair and condition, such that compliance with the ADA in many cases is closely linked to the overall condition of the station buildings, platforms, pathways, parking facilities and portions thereof.

Exhibit 9: Pictures of Type I—Large Staffed Stations

Exhibit 10: Pictures of Type II—Medium Staffed Stations

Exhibit 11: Pictures of Type III—Medium Stations with Caretakers

Exhibit 12: Pictures of Type IV—Small Stations with Caretakers

Exhibit 13: Pictures of Type V—Small Unstaffed Stations – Shelters and Platforms

Exhibit 14: Pictures of Type VI—Small Unstaffed Stations – Platforms Only

C. *Ownership and Responsibility for ADA Compliance*

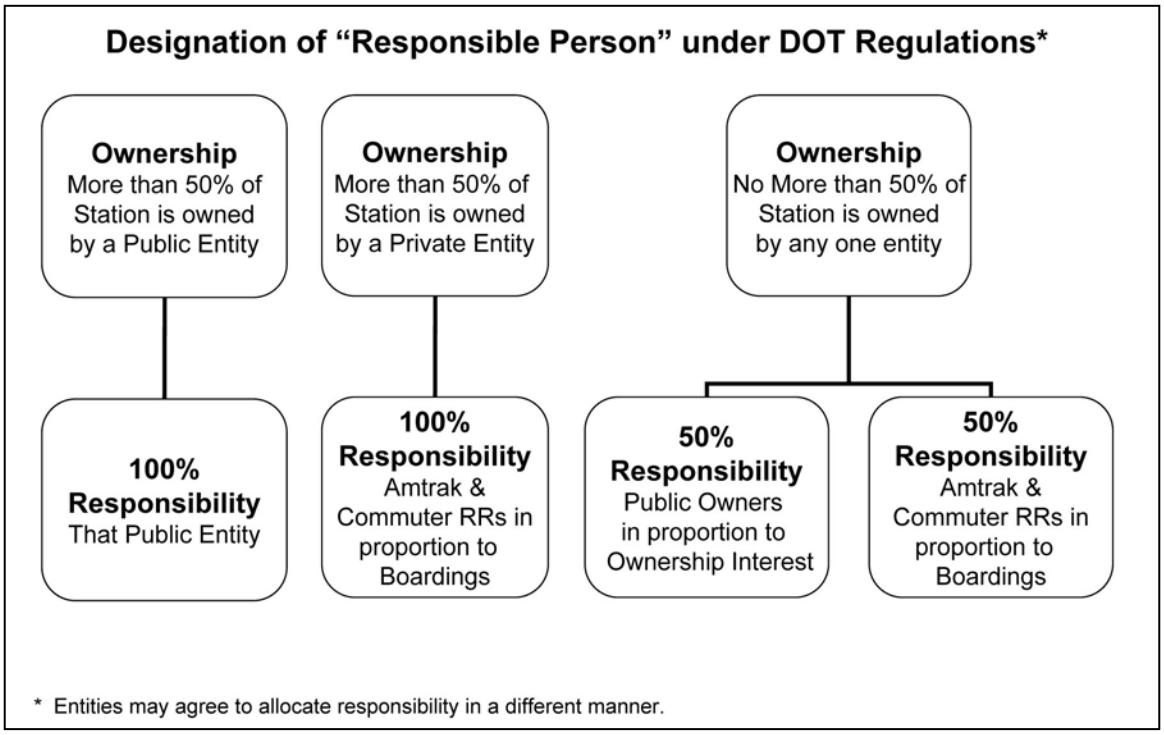
1. Determining Responsibility for ADA Compliance

For ADA compliance purposes, "stations" are effectively complexes of areas or components—station structures, platforms, parking facilities/pathways. Many of the stations that are required to be ADA compliant are not owned by Amtrak in whole or in part or indeed by any one entity. Under the ADA, a "station" generally consists of property used by the general public and related to the provision of rail transportation, including passenger platforms, designated waiting areas, ticketing areas, restrooms, but not flag stops (i.e., stations at which Amtrak stops only on passenger request). This broad definition of a "station" makes it difficult, if not impossible, to determine what entity is responsible for making and funding improvements when one entity owns the station structure (typically a public entity or Amtrak) and another entity owns the platforms (typically a private freight railroad).

The DOT regulations allow station stakeholders to allocate ADA compliance responsibility by agreement among the parties,[15] and the FRA has encouraged Amtrak to work out arrangements acceptable to all stakeholders. However, in the event the parties are unable to agree on an allocation mechanism, the regulations apportion responsibility for ADA compliance in the manner set forth in Exhibit 15 below[16]:

[15] 49 CFR 37.49 (e)
[16] 49 CFR 37.49 (a) – (d)

Exhibit 15: Responsibility for ADA Compliance at Stations



When different entities own the various components of stations (i.e., station structure, platform and parking facility), it is unclear how to determine who bears the responsibility for ADA compliance. Below are three examples of scenarios that illustrate the difficulty:

Scenario #1

A City, a public entity, owns the medium-sized station structure and the parking structure. A freight railroad, a private entity, owns the platform and leases it to Amtrak which, pursuant to the terms of the lease, is responsible for "alterations and improvements to the platform." If the station structure and the platform were analyzed separately, the City would be responsible for the station structure and Amtrak would be responsible for the platform. However, the DOT regulations' definition of a "station" to include the platforms raises the questions—"Which entity owns what percentage of the 'station'?" and "How is percentage of ownership determined—based on square footage, fair market value, etc.?" In this case, because the City owns both the station structure and the parking structure, it is likely

that the City owns more than 50 percent of the "station," regardless of how percentage of ownership is determined. Therefore, under this analysis, the City would have the full ADA responsibility for the entire station, including the station structure, the platform and the parking structure.

Scenario #2

A station is served by both Amtrak and local commuter trains. Amtrak, a public entity for purposes of the ADA, owns the small-sized station structure. The Town, a public entity, owns the parking facility. A freight railroad, a private entity, owns the platform. In this scenario, it is unclear whether any single entity owns more than 50 percent of the "station," as defined in the DOT regulations. As mentioned in Scenario #1 above, there is no formula in the regulations for making this calculation. Assuming that no entity owns more than fifty percent of the station, Amtrak and the commuter railroad would share half of the responsibility; the Town and Amtrak (because it is considered a "public entity" under the ADA) would bear the remaining half of the responsibility.

Scenario #3

A State, a public entity, owns a station structure which consists of a small shelter. A freight railroad, a private entity, owns the platform. Amtrak is the sole provider of rail service at the station. Because the station structure is a small, relatively inexpensive structure, the platform is likely to be worth more than (and is larger than) the station facility. In such a case, does the freight railroad own more than 50 percent of the "station" as defined in the DOT regulations, with the result that Amtrak is responsible for making both the station structure and the platform ADA compliant?

As these scenarios illustrate, if one were to attempt to follow the ADA regulations, the allocation of responsibility would be a time consuming undertaking with some, possibly significant proportion of, debatable and/or contested results. While Amtrak has conducted extensive research to determine station ownership and responsibility as described herein, a more practical approach may be for Amtrak to assume full responsibility (and be the recipient of all funds) for completing all necessary station improvements regardless of ownership and use. This approach would avoid the additional delays and costs associated with negotiating and coordinating improvement efforts with state and local governments, commuter railroads, and other "responsible persons."

2. Identification of Ownership—Process and Results

In order to ascertain the ownership of all three components (i.e., station structure, platforms, and parking) for the 481 stations that are required to be ADA compliant, Amtrak embarked on a year-long exercise which consisted of the following activities:

- Locating and reviewing all real estate documents (e.g., deeds, leases, easements) within the Company which set forth property rights with respect to those stations.
- Locating and reviewing all freight and commuter railroad operating agreements which set forth the parties' property rights with respect to those stations; making inquiries of freight railroads where there was uncertainty as to ownership of a particular component.
- Checking with county and city tax assessor offices to obtain land records for various parcel ownership.
- Checking with local clerk and recording offices to obtain transfer and deed information. Where online information was available, property transfer documents (e.g., deeds, assignments) were obtained.
- Checking with state, county and city planning offices to obtain Geographical Information Systems (GIS) map information to confirm ownership where land records were unavailable because of address discrepancies due to transfers, revaluation or splitting of parcels.
- Conducting online research for ownership information. (Many cities and towns have online sites where one can research redevelopment projects, various department information, board and council meeting minutes, etc.)
- Researching the identity of entities which have merged or become owners through assignment or operation of law, but which are not officially recorded as title holders.
- Making inquiries of city and town historical societies.
- Summarizing the relevant provisions of all key documents and recording ownership determinations for all 481 stations in individual station reports.

The information contained in the vast majority of Amtrak's resulting station reports is believed to be accurate, however, certain information cannot be confirmed at this point. (For example, if a station structure is owned by a private entity, such as a restaurant operator, Amtrak is not always notified if the structure changes hands.) For that reason, Amtrak intends to verify any questionable ownership information with a land records data company.

Of the 481 Amtrak-served stations that are required to meet the ADA accessibility standards, Amtrak solely owns 63 (14%) of the 459 station structures; platforms at 47 (10%) of the 481 station locations; and 33 (7%) of the 452 parking facilities. (Not all stations have structures and parking facilities.) See Exhibit 16 below which summarizes ownership information on the station components.

Exhibit 16: Ownership of Station Components (Summary)

	Station Structures	Platforms	Parking Facilities
Amtrak	63	47	33
Shared[1]	2	5	9
Other Entities	394	429	410
TOTAL	459	481	452

[1] Includes only those components for which Amtrak has a share of ownership.

Amtrak's comprehensive list of all 481 stations indicating ownership of all three components (i.e. structure, platform, and parking), based on information known as of this date, is attached hereto as Appendix 8.

3. Identification of Responsibility—Results

Once ownership of all components of a station was determined, Amtrak determined responsibility for ADA compliance for each component of each station, using a "separate component approach."[17] This process consisted of reviewing all existing agreements (e.g., leases, operating agreements) with third parties (e.g., station owners, landlords, freight railroads) to determine whether the agreements assigned responsibility for ADA compliance. If no such agreements existed (or if assignment of ADA responsibility was not set forth in the existing agreements), then Amtrak determined responsibility for ADA compliance using the method set forth in the DOT regulations, as illustrated in Exhibit 15. The determinations were set forth in the 481 individual station reports.

Based on the data currently available and using a separate component approach, Amtrak is likely to have full responsibility for 162 station structures, shared responsibility for 77 station structures; full responsibility for platforms at 339 station locations, shared responsibility for platforms at 69 station locations; and full responsibility for 152 parking facilities and shared responsibility for 62 parking facilities. See Exhibit 17 below which summarizes ADA responsibility information by station component using the separate component approach.

[17] Because of the lack of clarity in the ADA regulations on how to determine responsibility for ADA compliance when a "station" is owned by multiple parties, Amtrak has determined responsibility using a "separate component" approach. This approach involves analyzing each of the three components (i.e., station structure, platform, parking) as if it were a complete "station" for purposes of applying the rules set forth at 49 CFR 37.49.

Exhibit 17: Responsibility for ADA Compliance (Summary)

	Station Structures	Platforms	Parking Facilities
Amtrak	162	339	152
Shared[1]	77	69	62
Other Entities	220	73	238
TOTAL	459	481	452

[1] Includes only those components for which Amtrak has a potential share of responsibility.

A comprehensive list of 481 stations indicating responsibility for ADA compliance for each station component (i.e., station structure, platform and parking facility), based on information known as of this date, is attached as Appendix 8**.**

VI. Current Status of Amtrak's Stations

A. ADA Compliance Assessment

Each of the six station classifications (as described in section V (B)) has different compliance requirements as determined by the types of facilities and services provided.

An assessment of ADA compliance across the spectrum of stations has been conducted using an approach based on the Access Board survey compliance checklist (which is located at http://www.access-board.gov/adaag/checklist/a16.html) with a focus on the major components of the station: station structure, platform and pathways/parking facilities. This sub-classification of station components is important because the ownership and responsibilities are generally unique for each station component.

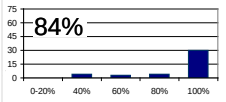
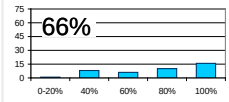
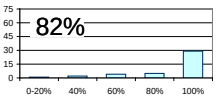
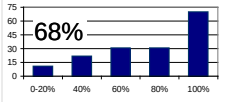
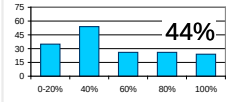
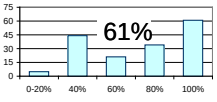
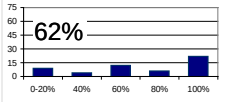
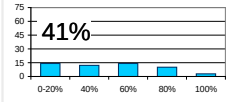
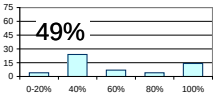
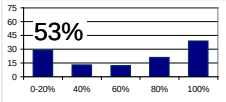
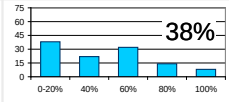
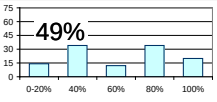
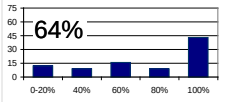
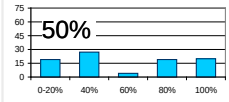
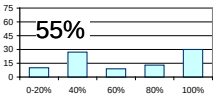
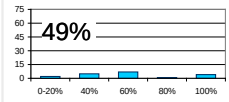
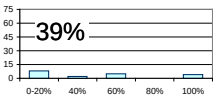
The average ADA compliance scores (100% equals full compliance) are:

- Passenger-weighted scale (i.e., in terms of passengers): 81 %
- Un-weighted scale (i.e., in terms of stations regardless of passengers): 56%

The relative compliance of stations varies as shown by station classification (Exhibit 18) with the distribution of scores within a stations category and component and the average score within the category and component. Summary data for each station is shown in Appendix 9.

Exhibit 18: Compliance Scores by Station Type and Element

Average Compliance Scores (0-100%; 100% = ADA compliant)[1]

	Stations	Platforms[2]	Pathways
Large Stations (41) Full Amenities/Staffed			
Medium Staffed Stations (165) Staffed Ticket Office/Some Amenities			
Medium Caretaker Stations (53) Some Amenities/Un-staffed			
Small Caretaker Stations (114) Few Amenities/Un-staffed			
Small Shelter Unstaffed (89) Platform/Conditioned Shelter			
Small Platform Unstaffed (19) Platform/Canopy or No Shelter	N/A		

See Appendix 9 for complete listing of all stations indicating level of ADA compliance.

1. Compliance score is estimated based on information available from Station Assessment Surveys.
2. Based on platform requirements set forth under current regulations.

B. Needed Improvements

The typical improvements that are needed at stations are described in Amtrak's Station Planning Guidelines located at www.greatamericanstations.com. These guidelines, which are regularly updated, provide more detailed guidance and requirements, as well as references to standards including the ADA Accessibility Guidelines (ADAAG) published by the Access Board. Major elements that must be addressed by station renovation and improvement projects are as follows:

1. Station Facilities

Primary functions within a station structure—including the restrooms, drinking fountains, telephones, and service counters—must be, to the maximum extent

feasible, accessible to and usable by individuals with disabilities. Requirements for restrooms and drinking fountains include mounting heights for fixtures and accessories, clear floor space, and insulation of hot water and drain pipes. At least one pay telephone in a bank of phones must be accessible to wheelchair users, and where there are four or more telephones in an interior bank of telephones, at least one must be a teletypewriter (TTY). At ticket and baggage service counters, a portion of the main counter or auxiliary counter must be no more than 36 inches high for a width of at least 36 inches, or equivalent facilitation such as a pull-out shelf must be provided with space for handing material back and forth. Self-service ticketing machine controls, reach, and clear floor area must meet ADA standards. The circulation path from primary entrances to primary functions should be the same as that for the general public and, where different, clearly identified with signage.

2. Platforms

Platforms must be accessible and persons with disabilities should be able to board and alight from trains at the same location as used by the general public. Vertical and horizontal circulation elements including stairs, ramps, escalators, elevators, platform lifts and track crossings must meet ADA standards. Detectible warnings consisting of ADA-standard color tactile surfaces must be installed along the full length of the public boarding area along the edge of the platform and the platform must be in sufficient condition to accept the application of the tactile warning edge.

3. Pathways and Parking Facilities

Pedestrian and vehicular access to the station must be accessible. Pedestrian walkways, curb cuts, ramps and stairs from access points including the perimeter public rights-of-way, parking areas, vehicle drop-off and other transportation services serving the station must be compliant with ADA. Bus, taxi and automobile loading areas must have accessible aisles and curb cuts as necessary. Parking facilities are to have the required number of car and van accessible parking spaces clearly marked with accessible aisles adjacent to an accessible route to the station and platform. Where public address systems convey audible information to the public, the same or equivalent information is to be provided in a visual format. Amtrak is currently developing a system-wide Passenger Information Display System (PIDS) specification that will provide both visual and audio messages including train status information. Directional and informational signage must meet minimum character size and contrast requirements, and specific signs must have raised characters accompanied by Grade II Braille.

C. Mobility Assessment

A major element of ADA accessibility relates to mobility enhancements for persons with disabilities that limit their ability to walk. Access to Amtrak's service by those in

wheelchairs has been improved over time. In FY 2008, Amtrak transported approximately 175,000 passengers who declared themselves as disabled and indicated that they would need the use of wheelchairs. Amtrak estimates that approximately 9,000 other passengers who were mobility-impaired did not declare themselves as disabled when they made a reservation.

Amtrak assesses its ability to serve passengers in wheelchairs and classifies its stations as:

- "Fully Accessible" (from a wheelchair user viewpoint)—all station facilities are fully accessible to persons using wheelchairs (including the path of travel from street, parking facility, or other ground transportation to platform); and
- "Barrier-Free" (from a wheelchair user viewpoint)—barrier-free access is provided between street and/or parking facility and station platform.

It is important to note that the terminology used in Amtrak's System Timetable as described above is not the same as the requirements of the ADA. Based on data from the most recent Amtrak System Timetable (effective October 27, 2008) as adjusted by field surveys, 352 stations or 74% of the 481 stations required to be ADA compliant were in one of these categories—Fully Accessible or Barrier-Free—serving 94% of Amtrak passengers.

Exhibit 19: Service to Passengers with Mobility Impairments

- From a functional point-of-view, 352 Amtrak stations (74%) have either full or barrier-free access—serving 94% of Amtrak passengers

- "Fully Accessible"[1] stations categorized as "all station facilities are fully accessible to persons using wheelchairs"
  - 210 of 481 stations or 44%
  - Serving 46.5 million ons/offs or 81%

- "Barrier-Free Access"[1] stations categorized as "barrier-free access between street or parking lot, station platform, and trains; however, not all facilities within the station are fully accessible"
  - 142 of 481 stations or 30%
  - Serving 7.4 million ons/offs or 13%

1. Designation from Amtrak System Timetable. Does not equate to "ADA compliance"

VII. Program Plan

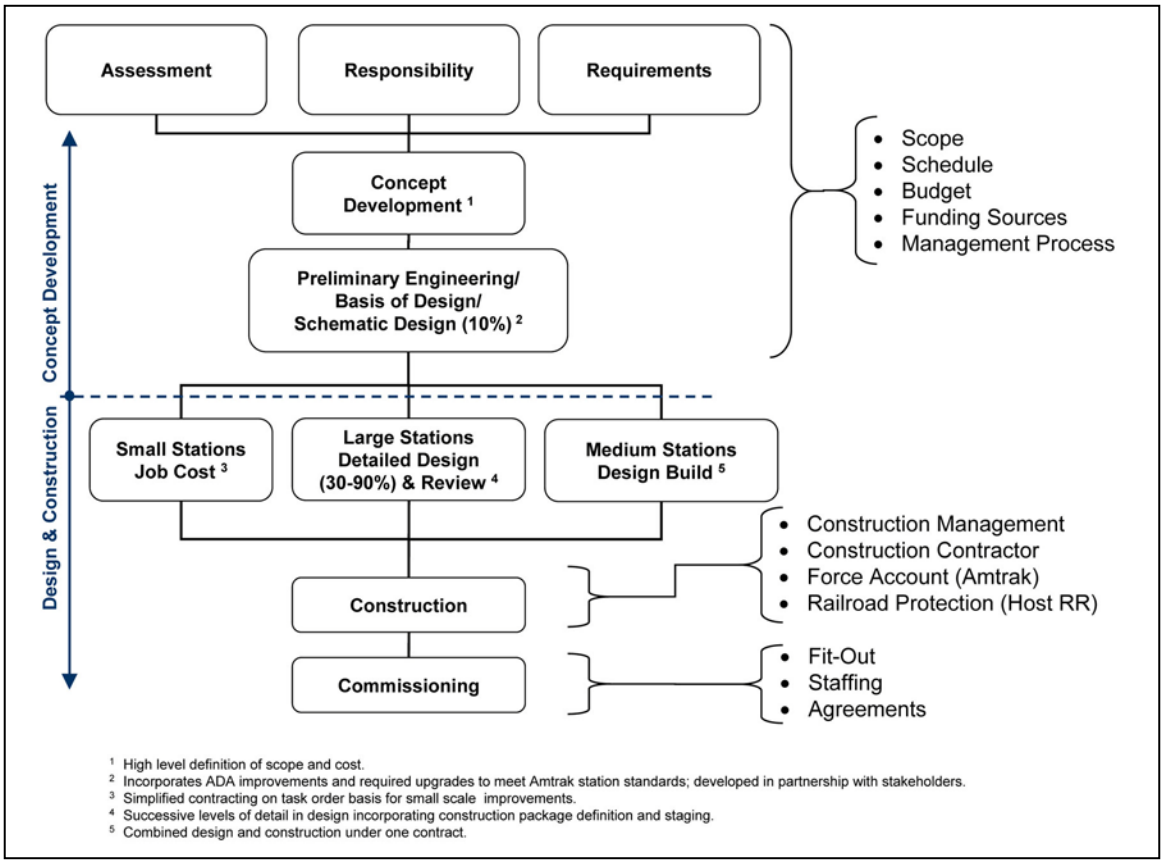
A. Stations Program and Schedule

1. Accessible Stations Development Plan Implementation Activities

The Accessible Stations Development Plan is founded on a set of initial station surveys or, in some cases, available secondary sources, for each of the 481 stations. These surveys included assessments of the current situation in terms of accessibility and ADA compliance and the description of the physical changes required to achieve full accessibility and ADA compliance.

These initial assessments will need to be updated in greater depth at each station location. The development of detailed project descriptions would be accomplished through a project development process which incorporates the essential elements of a design process to lead to construction plans and finally to the construction and completion of the improvements needed to achieve accessibility and ADA compliance (see Exhibit 20). Given the variety of station sizes and complexities, alternative approaches to the design and development process and time frames were incorporated to develop cost and schedule estimates.

Exhibit 20: ADA Station Development Process



Project designs at all stations are initiated through the development of a conceptual design. The conceptual design describes the scope of the project, time frames for implementation, responsibilities for improvements and management process steps for completing the detailed design and construction process. The stakeholders for a particular station would be convened to jointly conduct an updated assessment of the accessibility requirements and related general condition improvements—termed as "state of good repair"—that are needed to achieve accessibility as defined under ADA and any applicable state accessibility standards. In addition to Amtrak, typical stakeholders would include the host railroads (freight or commuter railroad if the station right-of-way is not owned by Amtrak), station structure and parking facility/ pathway owners, local government entities, and disabilities group representatives. The scope, schedule, and budget along with funding assumptions and management responsibilities and actions would be developed as part of this stage along with agreements among and between the parties associated with implementation. The conceptual design document includes a description of the basis of design—a statement of the end objective for the project—as well as a definition of the codes to be followed and the use of any standard designs that are available. Preliminary designs ranging in detail from a 10% to 30% design would be prepared in this process to convey and communicate the design concepts to be carried forth to the next stage of the project. Amtrak is planning to conduct this conceptual design with both internal design staff and with engineering/architectural design support procured from the private sector. The conceptual design process will range from 6-15 months depending on the size and complexity of the particular station environment.

For larger, more complex stations, the conceptual design would be followed by the procurement of an architectural/engineering firm to produce a detailed design—or a 100% design. The detailed design would be used to create construction documents, including plans, specifications, and estimates that would be required to procure the construction. The detailed plans would be reviewed with selected stakeholders (e.g., host railroads). Once the construction contractor is selected, detailed phasing plans would be developed including any work by host railroads associated with platforms or other track-side improvements. Overall management of the construction would be handled by a construction manager. Final implementation would include the deployment of modern passenger information design systems, signage, and electronic ticketing—all ADA compliant. The design-bid-build process for large stations would require procurement of a project designer, a construction management firm and a construction contractor. Large station projects would take an average of five years to complete. Approximately 206 of the stations that Amtrak serves would follow this approach.

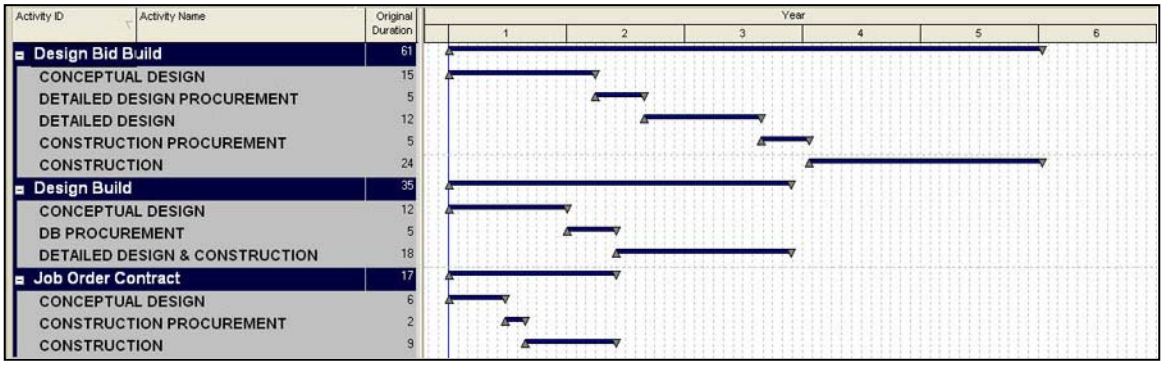
Medium-sized stations that are less complex would use a design-build project delivery system. In this approach a single contactor would handle both the detailed design and the construction allowing for a reduced schedule as portions of the

construction can proceed while other parts of the design are still in progress. This approach relies on a more complete conceptual design so that the expectations of the project sponsor—in most cases presumed to be Amtrak—are clear and the design/build contractor has a more complete specification of the work to be completed. As the procurement of only a single design-build contractor would be required beyond the conceptual design phase, the timing for these projects would be compressed. From start to finish this project delivery approach would be expected to average three years. Approximately 167 stations would be upgraded with the design-build approach.

The smallest stations—typically those with only shelters or platforms—would use a much simplified, job order contracting system. This approach would be employed for minor improvements, alterations, etc. associated with an individual station. One or more job order contracts would be competitively bid in regions of the country resulting in firm fixed price, indefinite quantity contracts against which work orders would be issued for specific needs. Then, as the conceptual designs are completed for a particular station, specific work orders would be issued to the job order contractor to achieve the needed alterations. The duration for these smaller station projects from start to finish would average approximately 18 months. A total of 108 stations would be upgraded using this approach.

The comparative schedules and activities for these three project delivery systems are shown in Exhibit 21.

Exhibit 21: Alternative Accessible Stations Development Project Delivery Systems



2. Accessible Stations Development Plan Schedules

The schedule for completion of the Accessible Stations Development Plan has been developed in a master scheduling system based on current knowledge of the station environments and key assumptions regarding process and timing, as well as funding availability. The overall program assumes that all funding would be available on a timely basis from all sources and that this funding would commence in FY 2010.

Amtrak is planning to implement the program using region-based teams in order to parallel track station development and associated major activities. A significant resource requirement is the need for approximately 93 additional Amtrak staff to support: overall program management; procurement; services for design, engineering, construction and construction management; and the negotiations of agreements between local jurisdictions, host railroads, and Amtrak regarding responsibilities and scope development—all activities that are inherent in a program of this complexity.

The implementation plan for station development is oriented towards creating the largest increase in overall accessibility score and accessible stations on a passenger weighted basis as soon as possible. Accordingly, large stations with high passenger volumes would be initiated immediately but a range of medium and smaller stations would be managed in parallel to gain more immediate improvement in accessibility. Using a three-region management structure for implementation, the overall program would be completed in six years, by the close of FY 2015.

B. Program Results

The key measures for progress during the completion of the program relate to the number of stations that are accessible and the numbers of passengers for which accessibility is provided. In addition, relative progress would be measured by the status of stations in the multiple steps of the development process (conceptual design, detailed design, construction, completion). In summary, the key indicators to be reported during the development process include:

- Number of stations that are 100% ADA compliant
- Number of passengers provided with 100% ADA compliant service
- Station-specific status updates

In terms of these key measures, the expected results of the Accessible Stations Development Plan, if implemented as planned, would be as shown in Exhibit 22**.**

Exhibit 22: Accessible Stations Development Plan Summary: Results and Investment Requirements

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Performance Plan							
Number of Stations 100% Compliant	48	60	72	126	269	427	481
Percent Stations 100% Compliant	10%	12%	15%	26%	56%	89%	100%
Investment Plan—Year of Expenditure Dollars in Millions							
TOTAL Annual		$144	$221	$399	$415	$299	$86
TOTAL Cumulative		$144	$365	$764	$1,179	$1,477	$1,564

C. Continuing Expansion of Customer Service for Persons with Disabilities

A critical part of the provision of services to the disabilities community is the delivery of service on a day-to-day basis by front line Amtrak personnel. Thus, an additional, critical component to this overall effort to improve access is to support the upgrading of curricula and training for customer service staff including conductors, assistant conductors, and other on-board service employees, as well as station staff and reservations agents.

In 1997, Amtrak worked closely with the disabilities community in improving the curriculum for training; that effort needs to be updated. In addition, policies on the management of a range of circumstances that arise in the accommodation of passengers with special needs will require parallel updating. This program would be developed during FY 2010. As it is a critical component of the overall program, it is included in the program funding plan at the level of $1 million. This budget would include the development of new training materials and the assistance and support from the disabilities communities in regional training efforts.

D. Ongoing Management Process

The Accessible Stations Development Plan is focused primarily on the improvement of physical facilities to improve access for individuals with disabilities and to comply with the associated legal mandates. Just as important, however, is the need to maintain the accessibility that is a result of the Accessible Stations Development Plan. This requires a program of normal replacement and ongoing maintenance at the station level as well as management techniques to resolve temporary disruptions to accessibility (e.g., an elevator malfunction).

As part of the conceptual design process associated with physical improvements, agreements would need to be forged or updated among the owners of the stations and Amtrak regarding the ongoing responsibility for replacement and maintenance of station elements. While Amtrak will, in general, take the responsibility for upgrading and maintaining electronic ticketing and passenger information display systems, other elements of the delivery system for service require detailed inventory and responsibility assignment. The status of systems to support customer service is part of Amtrak's annual station survey work effort, but this survey would need to be updated and linked to the improved and updated responsibility assignments developed as part of this plan. A separate management initiative is planned to develop the appropriate procedures and reporting processes to support this endeavor.

The communication and action-planning for response to stations whose accessibility has been temporarily interrupted (e.g., elevator malfunctions, passenger information display systems, etc.) exists across Amtrak but has disparate standards, reporting and action-oriented protocols. A review and update of these standards and protocols is planned, in close collaboration with Amtrak management and staff, as well as with input from the disabilities communities. This activity would entail the assessment of the existing management process for this activity and the development of improvements that are linked to the physical investment program.

VIII. Mobility First Program—Immediate Action Program

As mobility impairment is the most significant limiting factor to the use of Amtrak service, an immediate action plan is underway to accelerate the company's current program to eliminate physical barriers that are obstacles to mobility-impaired passengers (generally, those who require the use of wheelchairs). Currently, 352 (74%) of the 481 Amtrak stations that are required to be ADA compliant provide barrier-free pathways (between streets, parking areas, other ground transportation and track-side locations for boarding the train) for mobility-impaired passengers. During the first year of implementation of Amtrak's "Mobility First Program," and with a target of the current statutory deadline of July 26, 2010, Amtrak will accelerate improvements to 61 stations, with the result that 413 (86%) stations will provide barrier-free pathways. The Mobility First Program will cost approximately $8-$10 million and will include the procurement of portable wheelchair lifts and wheelchair lift enclosures and their installation on or near platforms. Alternatively, selected stations will use mini-high platforms instead of portable wheelchair lifts. In some station environments these are only temporary improvements to be replaced by permanent, fully ADA compliant facilities. In others—particularly smaller stations—these improvements may be permanent and may be part of the overall project plan for the final improvements to achieve full compliance.

Accomplishing this program will require significant cooperation of host railroads including environmental approval, railroad protection during construction, and agreement modifications with respect to maintenance and responsibility for these additional facilities. Support from the FRA will also be required in terms of short term improvements and capital projects. Completing the Mobility First program will also require a priority assignment of internal resources across several disciplines within Amtrak to achieve the desired results.

IX. Accessible Stations Development Plan—Funding Needs

Amtrak, in cooperation with other operating railroads and communities, has performed station surveys for use in assessing the current situation with respect to ADA compliance and overall condition assessment. Using these surveys as basic input and incorporating the management process for collaborative design and construction of improvements, an overall program cost estimate has been developed for achieving station accessibility and ADA compliance. The surveys focused on station structures and station platforms, including the passage ways between station structures and platforms and between station structures and parking facilities and/or curb sides. Condition assessments and ADA accessibility levels were rated to gain insight into the scope of improvements needed to achieve ADA compliance.

As part of these station surveys, cost estimates to bring stations to a state of good repair were also prepared, as basic improvements to existing station conditions are generally required to achieve quality service to all passengers, including those passengers with disabilities.

A. Overall Accessible Stations Development Plan Costs

The full costs for station improvements—initially estimated in this report—will be continuously updated following a development process that includes successively more detailed designs.

As agreements setting forth funding responsibility and scope of work required for ADA compliance and responsibility for ADA compliance are completed during the conceptual design stage, designs and schedules will be developed that will yield updated cost estimates. Further refined cost estimates will be available at the time that contracts are let for bid and again when bids are received and construction work is completed. Complete costs for the program will thus evolve as the design process continues. In addition, the timing of construction will impact cost estimates. The capacity of Amtrak and its station partners to complete station improvements is related to the process for development of plans and pursuing contracts. As the program extends over time to achieve the planned improvements, the costs for these improvements will increase due to inflation.

The total cost to complete access and rehabilitation improvements—including the responsibilities of all parties—in terms of 2009 dollars is estimated to be $1.38 billion (see Exhibit 23). Since the Accessible Stations Development Plan would be completed by the end of fiscal year 2015 (assuming funding, stakeholder cooperation and mobilization at the beginning of FY 2010), the total costs will increase by inflation to approximately $1.56 billion in year-of-expenditures dollars from all sources.

Exhibit 23: Station Improvement Cost Summary

Classification		Number of Stations (2009)	Costs of Improvements (Millions of 2009 Dollars)[1]											
			ADA				State of Good Repair (SGR)				TOTAL			
			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
I	Large - Staffed	41	$126	$187	$98	$411	$69	$65	$115	$249	$195	$251	$214	$660
II	Medium - Staffed	165	$50	$100	$22	$172	$5	$4	$5	$13	$55	$104	$26	$185
III	Medium - Caretaker	53	$38	$88	$21	$148	$3	$3	$2	$8	$42	$91	$23	$156
IV	Small - Station - Caretaker	114	$34	$78	$24	$137	$7	$5	$5	$17	$41	$83	$29	$154
V	Small - Shelter - Unstaffed	89	$38	$99	$28	$165	$8	$6	$5	$19	$45	$105	$33	$184
VI	Small - Platform - Unstaffed	19	$7	$20	$6	$33	$1	$1	$1	$3	$8	$21	$7	$36
TOTAL		**481**	**$293**	**$573**	**$200**	**$1066**	**$92**	**$83**	**$133**	**$309**	**$386**	**$656**	**$333**	**$1375**

[1] Cost estimates are preliminary and based on field surveys conducted over several years along with external information adjusted to reflect 2009 costs. While these estimates were developed on a consistent basis, recent changes at stations may not always be incorporated in the estimates. Cost estimates include conceptual design, detailed design, construction, construction management, and station automation upgrades. Evaluations of the scope of work required to achieve ADA compliance and SGR, along with costs estimates, will be updated during the conceptual design process as the first station-specific step in the implementation of the Accessible Stations Development Plan.

Estimates of the implementation costs at the station level—funded from all sources—are presented in Appendix 10.

B. Amtrak's Proportional Share of Station Costs

Analysis of each station's ownership and related responsibility using a separate component approach for ADA compliance indicates that Amtrak's share of the Accessible Stations Development Plan costs is between 63-76%. In general, Amtrak has a higher level of responsibility relative to other parties for platform improvements—70-85%—and a lower level of responsibility for station structure and parking facility improvements—35-55% for station structures and 30-50% for parking facilities. Accordingly, the range of funding required to meet Amtrak's obligations for the Accessible Stations Development Plan—between $867 million and $1.042 billion in 2009 dollars—is provided in Exhibit 24.

Exhibit 24: Funding Responsibility Assignment

Cost Elements		Costs in Millions of 2009 Dollars			
		Total Funds Required - All Sources	Total Funds Required - Amtrak	Total Funds: Others	Percent Funds: Amtrak
Conceptual Design		$80	$80	$0	100%
Design and Construction	Platforms	$413	$289 — $351	$62 — $124	70% — 85%
	Station Structures	$260	$91 — $143	$117 — $169	35% — 55%
	Pathways/Parking Facilities	$308	$92 — $154	$154 — $216	30% — 50%
	Sub-Total	$981	$473 — $648	$333 — $509	48% — 66%
Information Systems		$314	$314	$0	100%
TOTAL		**$1,375**	**$867 — $1,042**	**$333 — $509**	**63% — 76%**

C. Funding Considerations

Amtrak's recommendations for program funding incorporate several important considerations with respect to the scope of the improvements required for accessibility and ADA compliance, the sharing of responsibility for those improvements, and the reservation of capital funding for station improvements to meet ADA requirements.

1. Station Condition Improvements Included in Accessibility and ADA Compliance Cost Estimates

Amtrak's comprehensive Accessible Stations Development Plan incorporates all costs associated with making each applicable Amtrak station accessible to and usable by persons with disabilities and compliant with ADA requirements. These costs include a modest figure for condition improvements due to deferred maintenance or for bringing stations up to a state of good repair (SGR) where necessary. A station in disrepair poses challenges that disproportionately affect travelers with disabilities. Therefore, in the context of rail stations, SGR work is integral to ADA work because in most instances, ADA improvements do not benefit passengers with disabilities unless the facility itself is in acceptable operating condition.

Take, for example, a station elevator that is outfitted with all required ADA features (i.e., the call button is not more than 42 inches from the floor, the door openings are at least 36 inches wide, and all control buttons are designated by Braille and raised standard alphabet letters). If that elevator is out-of-service due to a mechanical defect, it is not accessible to or usable by persons with disabilities. It renders certain primary function areas of the station structure inaccessible as well. Thus, repair of

the mechanical defect in this instance is a state-of-good-repair improvement that is essential to facilitating ADA accessibility.

Similarly, consider the station platform that is cracked, uneven, and riddled with holes. While the platform can be made ADA compliant by adding a tactile warning strip to the edge, it is arguably not "accessible to or usable by" persons with disabilities because the uneven surface is extremely difficult to navigate for passengers that require the use of wheelchairs; it presents a tripping hazard for sight-impaired or mobility-impaired individuals who walk with assistance devices such as canes or walkers; and it may prevent the use of a wheelchair lift.

Finally, expediency and efficiency dictate that station related SGR expenses be included in the plan. While the plan evaluates ADA and SGR expenses separately, the final calculus indicates that SGR is approximately $309 million or 22% of the total $1.38 billion (2009 dollars) Accessible Stations Development Plan.

2. Costs that are the Responsibilities of Others

An important consideration in developing the overall plan is the allocation of responsibility for improving station accessibility. Amtrak estimates that between 63% and 76% of the costs to achieve compliance will reside with Amtrak; the remainder will be the responsibility of others at each station.

The shared responsibility for accessibility and ADA compliance work at many stations presents some very real and difficult coordination and cooperation challenges that Congress should consider and resolve through further guidance. Amtrak is concerned about the potential—perhaps probability in some cases—for costly and prolonged negotiations and disputes among other parties (most often local governments and private parties) over which party bears legal responsibility for achieving ADA compliance at stations with multiple owners. Amtrak is also concerned that the lack of funding by one or more of the responsible parties would thwart or delay improvements by others, as the compliant result is only possible via a unified effort. To avoid this situation and to ensure the timely, cost-effective completion of the Accessible Stations Development Plan, there should be a mechanism for bringing responsible parties and their resources together under one management and comprehensive work and funding plan to make stations accessible and ADA compliant. Certainly that plan could be Amtrak's Accessible Stations Development Plan that evaluates, for each station, the nature and costs of all improvements necessary and sets forth a project schedule for completing these improvements, but how to ensure that all responsible parties are cooperating and contributing their share of the required funding needs to be addressed.

3. Dedicated Separate Funding for Station Improvements

Federal funding for implementing the Accessible Stations Development Plan should be considered as an addition to Amtrak's funding for other capital improvements. Dedicated funding for Amtrak's accessibility and ADA compliance work and projects, as laid out in this report, would improve financial management and accountability for the plan as funding would be guaranteed.

X. Potential Barriers

A. Insufficient Funding

1. Amtrak's Funding

Over the years, Amtrak has faced numerous funding challenges. Each year, limited capital funds are apportioned among various competing projects (e.g., refurbishing and replacing aging infrastructure and equipment) all of which are essential to Amtrak's mission of providing safe, reliable and efficient national intercity passenger rail services. This past year, as part of its FY 2009 Grant and Legislative Request, Amtrak requested that Congress allocate $68.5 million (above its base grant request) toward funding of ADA compliance station improvement projects, but no such funding was granted.

Section 219 of PRIIA mandates this evaluation of compliance requirements at existing intercity rail stations. It also states that the Secretary of Transportation is authorized to appropriate for the use of Amtrak "such sums as may be necessary to improve the accessibility of facilities, including rail platforms and services". In order to do that, funds to support the investments will need to be appropriated on a continuing basis as noted in Exhibit 25.

Exhibit 25: Funding Requirements for the Accessible Stations Development Plan

	(Millions of Year-of-Expenditure Dollars)	
	Total Funds Required—All Sources	Total Funds Required—Amtrak[1]
FY 2010	$144	$90 — $109
FY 2011	$221	$139 — $168
FY 2012	$399	$251 — $303
FY 2013	$415	$261 — $315
FY 2014	$299	$188 — $227
FY 2015	$86	$54 — $66
TOTAL	**$1,564**	**$985 — $1,188**

[1] Assuming Amtrak's share of funding responsibility is approximately 63%—76%; exact shares to be determined during the design and scoping process at each station.

The funding levels indicated would be reviewed annually with reports provided to Congress and the U.S. Department of Transportation on updated schedules and funding needs based on the more detailed scopes and budgets that are produced during the design and construction process outlined previously.

2. Station Partners' Funding

As noted in the above exhibit, Amtrak's estimate of the responsibility indicates that other entities—local governments, public agencies, commuter railroads and private sector owners—will bear a portion of the funding responsibility to achieve access, with Amtrak bearing the largest share of responsibility for investments. The ability to produce timely improvements to achieve the schedules in this report will be dependent on the extent to which Amtrak must rely on other funding partners and the ability of those funding partners to provide funding. Resolution of the responsibilities and funding requirements is a critical item that will require negotiation during the conceptual design phase for each station.

B. Platform Uncertainty

The pendency of the DOT's proposed rulemaking on platform boarding has for three years caused uncertainty and confusion about the state of the law and delay on numerous station building or improvement projects that would have, among other things, improved accessibility or made facilities ADA compliant. All of that continuing uncertainty, confusion and delay can and would be done away with by a clear expression from the DOT that it intends to retain the long-standing ADA rules allowing flexibility in boarding and withdraw the rules that it proposed in February 2006 in the still-pending rulemaking concerning platform heights.

If the DOT proposed rulemaking were to become law, the investment estimates contained in this report would no longer be valid. It would take billions more dollars and decades longer to accomplish ADA accessibility under such a regime.

C. Responsibility

The division of responsibility for ADA compliance is complicated by the multiple owners of various station components and the assignment of responsibilities for funding among the various owners as part of lease, maintenance or other agreements. Following a separate component approach, Amtrak has estimated that between 63% and 76% ($0.98-$1.19 billion in year-of-expenditure dollars) of the overall program costs would be the responsibility of Amtrak, with the remainder the responsibility of other entities (local governments and/or agencies, other railroads, and/or the private sector).

Although the ADA provides that entities may agree to allocate responsibility in a different manner, permitting the apportionment of investment responsibility to be negotiated

between the parties is problematic. No guarantees exist that negotiations with funding partners can be completed in a timely and equitable manner or that the non-Amtrak funding will be provided as scheduled to allow for the expeditious completion of the individual station plans. The sharing of costs is a significant risk factor in schedule delivery for the completion of the Accessible Stations Development Plan.

D. Capacity to Complete—Planning, Design, and Construction Process

Amtrak will require a considerable increase in staff and contract support to manage this extensive program. A separate staff completely dedicated to the Accessible Stations Development Plan will be needed to shepherd the program to completion. By creating a separate program staff, the costs can be completely funded through capital grants. This is an important consideration as Amtrak's overall operating deficits—annually funded through the appropriations process—need to be continually controlled by Amtrak. It would be unreasonable to add the operating cost of this mandated program onto Amtrak's operating budget.

Amtrak estimates that 93 additional staff (see Exhibit 26) will be required to manage this $1.56 billion program over the six years required to meet the accessibility requirements of the ADA.

Exhibit 26: Accessible Stations Development Plan Management: Amtrak Staff Requirements

	Additional Headcount Requirements				
	HQ	West	Central	East	Total
Real Estate		1	1	1	3
Stations Development	6	4	8	10	28
Host Railroads		1	1	1	3
Corridor Development		1	1	1	3
Headquarters Engineeering	11				11
Division Eng.		6	6	6	18
Station Operations		1	1	1	3
PIDS–Implementation		1	1	1	3
e-Ticketing–Implementation		1	1	1	3
Security	1				1
Government Affairs	1	1	1	1	4
Law	1	1	1	1	4
Human Resources	2				2
Finance–Procurement and Materials Management	2	1	2	2	7
TOTAL	**24**	**19**	**24**	**26**	**93**

In addition to the staff requirements, major Accessible Stations Development Plan activities will require contract support. Current estimates are that these activities will require approximately $1.2 billion of external contracting (see Exhibit 27) across a range of design, construction, construction management and other support services.

Exhibit 27: Accessible Stations Development Plan Management: Contract Support Requirements

Contracted Activity	(Millions of 2009 Dollars) Funding Required
Conceptual Design - Architecture and Engineering Support Services - (481 Locations)	$37
Detailed Design - Architectural and Engineering Services - Station Specific (206 Locations)	$50
Station Construction Costs - Large Stations (206 Locations)	$493
Design Build Contracts - Including Construction (167 Locations)	$145
Job Cost Contracts - Constructing Improvements (108 Locations)	$100
Construction Management Services (481 Locations)	$35
Station Information and Support Systems (Design and Development)	$232
Railroad Protection by Host Railroads (481 Locations)	$118
Overall Program Management	$24
TOTAL	**$1234**

XI. Conclusion

A. Current Status

1. Progress to Date.

Amtrak has made steady progress with respect to accessibility and achieving ADA compliance. Amtrak's ADA accessibility evaluation of the 481 applicable stations includes an assessment of the current level of accessibility and the improvements necessary to achieve ADA compliance. As of October 1, 2008, 48 stations are 100% compliant with planning and design work underway at more than 100 stations to improve ADA compliance and overall customer service. Most stations have some major physical features that are compliant.

2. Challenges to Completion

The overall complexity of the program and the lack of a consistent funding stream dedicated to station improvements are the principal impediments toward progress on accessibility.

The major complexities and impediments toward progress include:

- *Ownership and Responsibility*. Establishment of ownership and the determination of responsibility for compliance remain as continuing concerns. While Amtrak is the agency responsible for overall compliance with the ADA, the statute indicates that responsibility for compliance is shared among property owners. Station complexes are, in virtually all cases, owned by several different entities including host railroads (freight and commuter railroads), Amtrak, governmental entities (including federal, state, and local jurisdictions), and private entities. Amtrak has made a determination of the relative range of responsibility by major station component (platforms, station structures, parking facilities)—as shown in this report—in order to estimate the funding requirements for station improvements to achieve compliance. The current estimates are that Amtrak would be responsible for between 63% and 76% of the costs of the Accessible Stations Development Plan costs. Resolving issues regarding responsibility is likely to be a contentious, time consuming effort.

- *Standards for Compliance*. The accessibility requirements for buildings and pathways are very clear in the DOT regulations. However, that clarity has been compromised and confused by the DOT's issuance of guidance that is inconsistent with the law and the pending proposed rulemaking on platform boarding objected to by the rail industry. Amtrak urges DOT to remove this uncertainty by withdrawing the pending rulemaking and making clear that DOT's

existing, and long-standing, ADA implementation rules allowing a variety of boarding methods will remain in place.

Under the Rail Safety and Improvement Act, the Secretary of Transportation is required to perform a gap safety study related to the issues of access for persons with disabilities which will help inform the decision making on the issue of platform heights and clearances. Specifically, Section 404 states that: "…the Secretary shall complete a study to determine the most safe, efficient, and cost-effective way to improve the safety of rail passenger platform gaps in order to increase compliance with the requirements under the ADA…to minimize the safety risks associated with such gaps for railroad passengers and employees", see Appendix 5. It is as yet uncertain whether this study will recommend additional platform standards and, if so, how they might impact Amtrak's plan.

- *Capital Funding*. Amtrak has asked Congress for additional funding to meet ADA requirements on several occasions. These funds have not been provided.

B. Accessible Stations Development Plan

1. Plan Summary

Amtrak's plan for completion of the 481 stations that need to be made ADA compliant will take at least six years and an estimated $1.56 billion—including all sources of funding. As Amtrak currently estimates that approximately 63%-76% of all improvement costs to achieve accessibility would need to be provided by Amtrak, the achievement of this plan within this period of time is dependent on the timely delivery of both federal funding made available to Amtrak as provided in Section 219 of the PRIIA and funding from other sources. The funding requirements for the program (see Exhibit 25) will be updated on an annual basis as the design process advances and the design and construction costs are more clearly defined.

Each individual station site will require an assessment—in collaboration with key local stakeholders—on the scope, requirements for improvement and the funding shares to support the station-specific improvement program. In addition, the management for the station improvement project is currently assumed to be performed through Amtrak using funding from all sources, although the exact determination of the responsible party for completing the needed improvements will be subject to discussions at the local level and will be linked to the funding determination.

C. *Recommended Actions*

1. Funding Requirements by Fiscal Year

Amtrak recommends that Congress provide dedicated funding on an annual basis to support the completion of this mandated program. The funding for Amtrak's Accessible Stations Development Plan will need to be considered as an addition to other capital funding required by Amtrak for investments in infrastructure, equipment, facilities, and information systems, among other priority projects.

2. Flexibility in Assignment of Responsibility

Given the uncertainty and challenges associated with defining the responsibility for funding and making improvements, a mechanism for determining responsibility for accessibility improvements is needed to clarify the roles of the parties at each station complex. Definition of such a mechanism and the process for achieving consensus on funding and responsibility will need to be resolved.

3. Withdrawal of Level-Boarding Rulemaking

Amtrak requests that the DOT Notice of Proposed Rulemaking regarding full-length, level-boarding at stations be withdrawn. Further, stations should be allowed to be constructed under the guidelines established by Amtrak for platform construction which are fully compliant with current ADA and long extant regulations.

4. Extension of Statutory Deadline

Consistent with its prior budget proposal requests, Amtrak requests that the statutory deadline for compliance be extended to no sooner than the end of FY 2015, consistent with the Accessible Stations Development Plan described in this report. Amtrak will make annual reports to Congress regarding progress in accordance with this plan and will make recommendations on changes to schedule and funding as required.

5. Ongoing Training

A key part of achieving compliance is the upgrading of training curricula and ongoing training for Amtrak staff in support of services to passengers with disabilities. This training includes on-board staff, station staff, and customer service/reservation staff. Accordingly, an annual amount should be dedicated for this training effort with a budget of approximately $300,000 per year.

6. Ongoing Accessibility Management Program

A continuing inspection and operational management program is required that focuses on the maintainability of critical station accessibility components—particularly elevators and information signage—that can disrupt service levels if not available on a continuing basis. Work-around strategies for short term outages will need to be defined and implemented as well as an internal Amtrak inspection process that is independent of the station operations process.

* * *

The provisions of PRIIA requiring this report call for a plan to bring Amtrak-served stations into compliance with the ADA by the current deadline of July 26, 2010. The accurate and responsible response to that requirement is that such a plan cannot be provided. There simply have not been and will not be sufficient funds available—even if they immediately became available—to meet the current statutory deadline. Without full funding and without the full cooperation of other parties responsible for a station's accessibility and ADA compliance and of federal regulatory agencies, Amtrak might be forced into the undesirable position of suspending service at inaccessible, non-compliant stations. Accordingly, two things follow: First, the plan we have developed lays out a feasible compliance program from FY 2009 through FY 2015, but requires appropriate funding and stakeholder cooperation and agreement. Second, consistent with Amtrak's past requests and up-coming request in our FY 2010 budget submission, Congress should extend the date for Amtrak's compliance with the ADA from July 26, 2010 to no sooner than September 30, 2015.

Amtrak, like all railroads, is a capital intensive business in that substantial capital investments are required to improve and sustain the infrastructure, passenger rail equipment, maintenance-of-way equipment and other assets of the company. Over the years, Amtrak has continually been forced to focus insufficient capital dollars on investments in projects that are central to Amtrak's core mission—to deliver safe, reliable intercity passenger rail service. Amtrak has consistently faced a prioritization challenge in a scarce capital funding environment—balancing the needs to upgrade infrastructure, equipment and other systems and make emergency repairs in order to provide safe and reliable service, and the needs to make station upgrades in order to achieve improved service quality and meet the mandates of the ADA. The company has never had the resources to meet all of these needs or, indeed, any of them fully; it necessarily focused on essential baseline elements to ensure safety and reliability. A series of complicating factors acting in combination—the complex ownership environment of stations throughout the country, the uncertainty over the entities responsible for achieving ADA compliance and overall station improvements, the conflicting and unresolved standards for platforms, the pressing needs for capital

investments in other infrastructure to support the central mission of Amtrak, and the continual scarcity of capital funding—have resulted in sporadic investments in stations, to date. However, with the development of a comprehensive Accessible Stations Development Plan, as set forth in this report, and given appropriate funding, time, and stakeholder cooperation, Amtrak will now be in a position to achieve full compliance with the mandates of the ADA.

Amtrak is committed to and looks forward to advancing its Accessible Stations Development Plan and the immediate action Mobility First Program. At a minimum, this report will form the basis for program definition and a funding needs discussion with Congressional committees and the Federal Railroad Administration.

Amtrak's corporate goals are to become greener, safer, healthier, and better connected: efforts to improve accessibility for all passengers affect each of these goals. With the help of Congress, the Federal Railroad Administration and the disabilities community, we can make our stations 100% compliant with the ADA, but not by the statutory deadline of 2010. Dedicated funding will be required, as recognized in Section 219 of the PRIIA, to achieve the earliest practicable compliance date of September 30, 2015. Station investments will need to be an expanded part of Amtrak's capital grant requests going forward. Amtrak seeks support and funding for this important work.

Appendix 1

Section 219 of the Passenger Rail Investment and Improvement Act of 2008

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Section 219 of the Passenger Rail Investment and Improvement Act of 2008

SEC. 219. STUDY OF COMPLIANCE REQUIREMENTS AT EXISTING INTERCITY RAIL STATIONS.

(a) In General- Amtrak, in consultation with station owners and other railroads operating service through the existing stations that it serves, shall evaluate the improvements necessary to make these stations readily accessible to and usable by individuals with disabilities, as required by such section 242(e)(2) of the Americans with Disabilities Act of 1990 (42 U.S.C. 12162(e)(2)). The evaluation shall include, for each applicable station, improvements required to bring it into compliance with the applicable parts of such section 242(e)(2), any potential barriers to achieving compliance, including issues related to passenger rail station platforms, the estimated cost of the improvements necessary, the identification of the responsible person (as defined in section 241(5) of that Act (42 U.S.C. 12161(5))), and the earliest practicable date when such improvements can be made. The evaluation shall also include a detailed plan and schedule for bringing all applicable stations into compliance with the applicable parts of section 242(e)(2) by the 2010 statutory deadline for station accessibility. Amtrak shall submit the evaluation to the Committee on Transportation and Infrastructure of the House of Representatives; the Committee on Commerce, Science, and Transportation of the Senate; the Department of Transportation; and the National Council on Disability by February 1, 2009, along with recommendations for funding the necessary improvements. Should the Department of Transportation issue any rule related to transportation for individuals with disabilities by intercity passenger rail after Amtrak submits its evaluation, Amtrak shall, within 120 days after the date that such rule is published, submit to the above parties a supplemental evaluation on any impact of the rule on its cost and schedule for achieving full compliance.

(b) Accessibility Improvements and Barrier Removal for People With Disabilities- There are authorized to be appropriated to the Secretary for the use of Amtrak such sums as may be necessary to improve the accessibility of facilities, including rail platforms, and services.

Appendix 2

Current ADA Station Projects

Appendix 2

Current ADA Station Projects

State	Station	Project Comments
Alabama	Anniston	The station is being remodeled, incorporating ADA compliance.
	Birmingham	A new ADA compliant intermodal station, including platforms, is being constructed to replace the former L&N station (already demolished).
California	Indio	A new accessible station has been proposed.
	Madera	A site has been identified for the relocation and construction of a new ADA-compliant station.
	Needles	The historic station is being renovated to include a hotel, restaurant, visitor's center and an ADA compliant intermodal terminal.
	Sacramento	The station track is being relocated along with the construction of new ADA-compliant platforms.
	San Francisco	The design of a fully accessible station facility within the new Transbay Terminal intermodal center is underway.
	Stockton	Site options and designs are under consideration for a new rail station that will be ADA compliant.
Colorado	Denver	New track and ADA-compliant platform configurations are under design to support the expansion of commuter and light rail, while preserving Amtrak's current levels of service and growth potential at this historic station.
	Fort Morgan	The platform is being repaired and other ADA-related platform improvements are being performed.
	Trinidad	A new permanent station—ADA compliant—is being designed.
Connecticut	Berlin	There are ongoing improvements to parking facilities and landscaping; current plans include repairs to station building.
	Windsor Locks	The town has proposed relocating and improving the station, including access features, to a downtown location.

State	Station	Project Comments
Delaware	Newark	New high level platforms will be constructed and an expanded parking lot will be built that will be ADA compliant.
	Wilmington	This historic station's exterior is being restored and the historic interior is being renovated. A platform renovation and extension for SEPTA trains is planned.
District of Columbia	Washington Union Station	Improvements to the lower level platforms are planned and the upper level platforms will receive improvements to the emergency standby power. The ADA-compliant Passenger Information Display System (PIDS) is being upgraded by replacing platform, gate and station signage and installing additional signage to further facilitate passenger flow.
Florida	Deland	Plans are underway to repair and/or replace the platform to support ADA compliance and improve under platform drainage.
	Jacksonville	A new canopy will be constructed in front of the station to protect passengers from inclement weather.
	Miami	The existing ticket counter will be replaced with one that is ADA-compliant.
	Miami Intermodal Center	Phase 1 (car rental center) of the MIC is nearing completion as is the design of the ADA compliant rail station (Tri- Rail, Amtrak and Metro).
	Okeechobee	The city and CSXT are negotiating to transfer the title of the existing railroad station to the city which will allow the city to begin the restoration effort and ultimate use as an ADA compliant, unstaffed Amtrak station. This would replace the bus shelter that Amtrak is current utilizing adjacent to the structure.
	Orlando	The design for train station renovations is at the 30 percent review stage. Renovations will incorporate ADA access improvements
	Sanford (Auto Train)	Construction of a new, ADA-compliant facility with extra roadways and increased passenger accommodations is planned.

State	Station	Project Comments
Georgia	Atlanta	The baggage elevator was replaced in late 2008.
	Jesup	The station renovation is in progress including improvements for access in accordance with ADA.
Idaho	Sandpoint	The station is being relocated and a new fully accessible station will be constructed.
Illinois	Alton	The recently expanded gravel parking lot will be paved to improve access.
	Galesburg	There are plans to expand the existing station and build additional parking lots—all ADA compliant.
	Mattoon	Renovation of the historic station incorporating improved access is planned.
	Moline (Quad Cities)	Moline will be the site of a new train station to serve the Quad Cities route. Plans are being developed incorporating ADA requirements for access.
	Springfield	The station will be redeveloped; planning process is underway including access improvements.
Iowa	Creston	There is a proposed relocation of the station from the current BNSF building (which is not passenger friendly) to the historic CB&Q facility. Access issues will be incorporated in the plans
	Osceola	Pending funding, the station exterior will be repaired, the interior will be renovated and a hard surface parking lot will be added. These improvements will improve accessibility.
	Ft. Madison	The former Santa Fe depot is being restored for use as a passenger station with improvements as needed to improve access per ADA requirements. Funding is in question for raising station and platforms above the 500-year flood stage.
Kansas	Lawrence	Negotiations are proceeding for the city to purchase the station from BNSF to restore and improve the depot including improved accessibility.
Louisiana	New Orleans	The ticket counter will be restored and made ADA compliant and the platform canopy roofs replaced.

State	Station	Project Comments
Maryland	Aberdeen	This is a pilot station for the new Passenger Information Display System (PIDS) designed to provide customer information per the requirements of the ADA.
	Baltimore	The platform canopy, stairs and historic windows are being restored. There will be upgrades to the HVAC system, waiting room, lobby and concourse. This facility is a PIDS pilot station.
	BWI-Thurgood Marshall Airport	Two new ADA-compliant elevators to serve each platform will be installed and the northbound platform and canopy will be extended.
	New Carrollton	The HVAC system will be upgraded and this will be a PIDS pilot station for improving accessible information.
Massachusetts	Springfield	The Springfield Union Station is being redeveloped into a mass transit center incorporating accessibility features.
Michigan	Dearborn	There is a three-phase plan for a new high speed rail intermodal station with phase one slated to be completed in 2010. Plans incorporate improved accessibility
	New Buffalo	Construction is underway for the relocation and construction of a new ADA-compliant platform and station in the town center to replace the bus shelter and platform.
	Pontiac	There is a new station under construction, designed to incorporate accessibility features, with a planned opening in late 2009.
	Troy	Currently planning for the relocation and design of new station using accessibility design standards.
Minnesota	Detroit Lakes	The station is being completely renovated with a new coffee shop under construction. ADA-compliant restrooms have been added to this area and plans are underway to convert the building and create a multimodal facility serving trains and buses.
	Red Wing	There are plans to replace ties in the station platform area in the summer of 2009.

State	Station	Project Comments
	Staples	Some interior and exterior work has been completed. Plans are underway to add a coffee shop and replace the station roof and windows. The women's restroom will be completely redone in 2009 incorporating ADA standards.
	St. Cloud	Repairs to some low lying areas of the platform that currently collect water will take place.
	St. Paul	Additional security cameras will be added to the exterior area of the station. The lobby will be re-carpeted.
	Winona	Plans include brick work in the platform on the north side of the station, a new floor in the lobby of the station and a ceiling fan added to the ticket office area.
Mississippi	Brookhaven	Replacement of bus shelter and facility with a new ADA-compliant, intermodal station and platform is planned.
	Marks	A new stop has been requested by the city and is awaiting approvals from the host railroad, CN, and Amtrak prior to the proceeding. The new stop would be ADA compliant in design
Missouri	St. Louis	The Gateway Multimodal Transportation Center opened in November, 2008.This station is ADA compliant
Montana	Glacier Park	Restoration of the station exterior and new ADA-compliant restrooms will proceed.
Nevada	Reno	New seating was recently installed in the waiting room.
New Jersey	Metropark	The renovation of Metropark is ongoing incorporating ADA compliance features.
	Newark	Platform drainage is being designed.
	Trenton	The renovation of this station is proceeding following ADA standards.
New York	Albany	Escalators will be upgraded to this new, ADA compliant station.
	Lyons	A proposed new station stop is being planned including accessibility features required by ADA.

State	Station	Project Comments
	New York Penn Station	Penn Station is currently undergoing level A floor restoration that will enhance accessibility. Projects are also ongoing for elevator and escalator renewal and for the rehabilitation of platforms 1 through 7.
North Carolina	Durham	The Durham Station Transportation Center will open in 2009 at the old Heart of Durham Hotel site on Chapel Hill Street that will serve Amtrak.
	Salisbury	A new, ADA compliant platform being constructed.
North Dakota	Devils Lake	Roof repairs to the station as well as replacement ceiling tiles for some water damaged tiles are planned
	Grand Forks	The shrubbery at the west end of the station will be removed this spring and that area will be seeded with grass. There will also be some platform repair work. Plans are underway to correct the station track relocation.
	Minot	Restoration of depot exterior was recently completed and restoration of the interior is ongoing incorporating ADA requirements.
	Rugby	The platform was recently renovated with tactile edge added.
	Stanley	Benches, flower pots and a fence were added to enhance the outside waiting area for passengers.
	Williston	Some major curb and sidewalk repairs are planned. The front entrance to the station will be modified to create an ADA accessible ramp and new automatic access doors.
Ohio	Elyria	The former NY Central depot is being restored as an intermodal transportation center with the interior renovations ongoing.
Oklahoma	Oklahoma City	The platform restoration continues to ADA standards.
Oregon	Chemult	Construction of a new ADA-compliant train station is being planned.
	Portland	The roofs, eaves and gutters at the facility will be replaced.

State	Station	Project Comments
Pennsylvania	Ardmore	A new transit facility to include Amtrak is being developed following current building standards including ADA.
	Coatesville	The station buildings and platform canopies will be upgraded incorporating ADA requirements.
	Elizabethtown	The existing historic facility will be renovated and made ADA-compliant and construction and extension of 48” new platforms will follow.
	Exton	New mini high-level platforms and expansion of parking lots are being planned that will improve accessibility.
	Harrisburg	Partial train shed structural rehabilitation is planned along with the replacement of the water line.
	Lancaster	The complete renovation of the station will begin in 2009 including the improvements in accessibility and the expansion of parking lots.
	Paoli	The expansion of the parking lot, ADA-compliant, will occur.
	Parkesburg	The parking lots will be upgraded to improve accessibility and surface.
	Philadelphia	An upgrade of the fire alarm, electrical system and replacement of HVAC is planned. The escalators will be renewed along with other interior improvements. Structural rehabilitation of the lower level and ADA-compliant platform improvements are scheduled.
Rhode Island	Providence	Upgrades are underway to the ADA-compliant platforms including north end platform restoration.
South Carolina	Yemassee	The city and CSXT are negotiating to transfer the title of the existing station to the city for restoration and continued use as an unstaffed Amtrak station.
Texas	Dallas	The ticket counter is being replaced and made ADA-compliant.
	Houston	Completion of the air conditioning project.

State	Station	Project Comments
	Longview	The city and UPRR are negotiating to transfer title of the existing station to the city for restoration (including ADA compliance) and continued use as an Amtrak staffed station.
	Marshall	Station enhancements include a new passenger and luggage lift at the tunnel to improve accessibility.
	San Antonio	Upgrades to tracks and platform roof are planned.
	Taylor	New intermodal station and ADA compliant platform replacing the dirt platform and gravel parking area is awaiting final approval from UPRR.
Utah	Salt Lake City	Design for a new ADA compliant station is being progressed. Platforms have been constructed to ADA standards.
Washington	Leavenworth	Establishment of a new station stop and construction of a new ADA-compliant platform with shelter is progressing.
	Seattle	Work continues at King Street station; renovations to building exterior and interior with expanded waiting area, restrooms, building systems, track and ADA-compliant platform work.
	Stanwood	New platform and shelter are being constructed to modern standards including accessibility per ADA.
West Virginia	Harpers Ferry	This station is in the design phase to support ADA requirements and honor the historic preservation and restoration completed.
	Hinton	Historic station renovation under design by city.
Wisconsin	Columbus	Plans are to complete the asphalting of the platform and replace the waiting room floor. The station interior was painted and new flooring was recently put down in the restrooms.

State	Station	Project Comments
	La Crosse	The lobby floor was recently redone along with the installation of new carpeting in the ticket office area. The west end of the platform was redone this fall along with the addition of access for passengers with disabilities to the platform from the west end of the building.
	Milwaukee	Reconstruction of the entire facility is underway. The station building is completed and the platforms are currently under design to allow for ADA-compliance. The train shed roof will be replaced and there will be some temporary patching of platform cracks.
	Wisconsin Dells	The tactile edge for the length of the platform will be replaced during the summer of 2009.

SYSTEMWIDE

Passenger Information Display Systems (PIDS)	Work is being conducted to test a pilot PIDS at New Carrollton, Baltimore and Aberdeen that will be a model for the rest of the Amtrak stations. The pilot is scheduled to begin in February 2009. This is dynamic signage to include LED and LCD technology as well as assist in emergency communication.
E-Ticketing	Amtrak is testing and close to instituting an e-ticketing system. This will produce a tremendous cost savings over paper tickets and is designed to support improved accessibility required by the ADA.
Wheelchair Lift Initiative	Wheelchair lifts and protective sheds are being installed in stations throughout the country. This initiative also involves the site preparation and a pathway for wheelchair access.
Signage	Signage is being upgraded and to meet ADA requirements.

Appendix 3

Section 12162(e) of the Americans with Disabilities Act of 1990

Appendix 3

Section 12162(e) of the Americans with Disabilities Act of 1990

42 U.S.C. Section 12162(e).

(e) Stations

(1) New stations

It shall be considered discrimination for purposes of section 12132 of this title and section 794 of title 29 for a person to build a new station for use in intercity or commuter rail transportation that is not readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, as prescribed by the Secretary of Transportation in regulations issued under section 12164 of this title.

(2) Existing stations

(A) Failure to make readily accessible

(i) General rule

It shall be considered discrimination for purposes of section 12132 of this title and section 794 of title 29 for a responsible person to fail to make existing stations in the intercity rail transportation system, and existing key stations in commuter rail transportation systems, readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, as prescribed by the Secretary of Transportation in regulations issued under section 12164 of this title.

(ii) Period for compliance

(I) Intercity rail

All stations in the intercity rail transportation system shall be made readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, as soon as practicable, but in no event later than 20 years after July 26, 1990.

(II) Commuter rail

Key stations in commuter rail transportation systems shall be made readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, as soon as practicable but in no event later than 3 years after July 26, 1990, except that the time limit may be extended by the Secretary of Transportation up to 20 years after July 26, 1990, in a case where the raising of the entire passenger platform is the only means available of attaining accessibility or where other extraordinarily expensive structural changes are necessary to attain accessibility.

(iii) Designation of key stations

Each commuter authority shall designate the key stations in its commuter rail transportation system, in consultation with individuals with disabilities and organizations representing such individuals, taking into consideration such factors as high ridership and whether such station serves as a transfer

or feeder station. Before the final designation of key stations under this clause, a commuter authority shall hold a public hearing.

(iv) Plans and milestones

The Secretary of Transportation shall require the appropriate person to develop a plan for carrying out this subparagraph that reflects consultation with individuals with disabilities affected by such plan and that establishes milestones for achievement of the requirements of this subparagraph.

(B) Requirement when making alterations

(i) General rule

It shall be considered discrimination, for purposes of section 12132 of this title and section 794 of title 29, with respect to alterations of an existing station or part thereof in the intercity or commuter rail transportation systems that affect or could affect the usability of the station or part thereof, for the responsible person, owner, or person in control of the station to fail to make the alterations in such a manner that, to the maximum extent feasible, the altered portions of the station are readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, upon completion of such alterations.

(ii) Alterations to a primary function area

It shall be considered discrimination, for purposes of section 12132 of this title and section 794 of title 29, with respect to alterations that affect or could affect the usability of or access to an area of the station containing a primary function, for the responsible person, owner, or person in control of the station to fail to make the alterations in such a manner that, to the maximum extent feasible, the path of travel to the altered area, and the bathrooms, telephones, and drinking fountains serving the altered area, are readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs, upon completion of such alterations, where such alterations to the path of travel or the bathrooms, telephones, and drinking fountains serving the altered area are not disproportionate to the overall alterations in terms of cost and scope (as determined under criteria established by the Attorney General).

(C) Required cooperation

It shall be considered discrimination for purposes of section 12132 of this title and section 794 of title 29 for an owner, or person in control, of a station governed by subparagraph (A) or (B) to fail to provide reasonable cooperation to a responsible person with respect to such station in that responsible person's efforts to comply with such subparagraph. An owner, or person in control, of a station shall be liable to a responsible person for any failure to provide reasonable cooperation as required by this subparagraph. Failure to receive reasonable cooperation required by this subparagraph shall not be a defense to a claim of discrimination under this chapter.

Appendix 4

US DOT Disability Law Guidance: Full-Length, Level-Boarding in New Commuter and Intercity Rail Stations

Appendix 4

DEPARTMENT OF TRANSPORTATION DISABILITY LAW GUIDANCE

FULL-LENGTH, LEVEL-BOARDING PLATFORMS IN NEW COMMUTER AND INTERCITY RAIL STATIONS

Under Department of Transportation ADA and section 504 regulations, the norm for new commuter and intercity rail stations is a platform running the full length of the passenger boarding area of the station that permits level boarding to all accessible cars of trains stopping at the station. Level boarding for all cars of a train is significant because, if passengers with disabilities are unable to enter all cars from the platform, the passengers will have access only to segregated service. This would be inconsistent with the nondiscrimination mandate of the ADA. It would also, in the case of Federal Transit Administration (FTA) and Federal Railroad Administration (FRA)-assisted projects (including Amtrak), be inconsistent with the requirement of the Department's section 504 regulation (49 CFR §27.7), which requires service in the most integrated setting reasonably achievable.

In the Department's ADA regulations (49 CFR Part 37, Appendix A, §10.3.1(9)), level boarding is defined as involving a horizontal gap of no more than three inches and a vertical gap of no more than 5/8 inches (1.5 inches for existing vehicles operating in new stations). However, the Department now is convinced that meeting and/or maintaining the 3" and 5/8" inch gap requirements is likely to be infeasible in most commuter and intercity rail stations. Freight rail track sharing, ballast compression and tamping, track and wheel wear, and/or rail car sway or roll contribute to this infeasibility.

The regulatory language governing situations where meeting existing gap requirements is infeasible is as follows:

> In...commuter rail and intercity rail systems where it is not operationally or structurally feasible to meet the horizontal or vertical gap requirements, mini-high platforms, car-borne or platform-mounted lifts, ramps or bridge plates, or similar manually deployed devices, meeting the applicable requirements of 36 CFR part 1192, or 49 CFR Part 38, shall suffice. 49 CFR Part 37, Appendix A, §10.3.1(9), Exception 2.

In situations where meeting gap requirements is infeasible, commuter and intercity rail operators still may often be able to provide full-length, level-entry boarding to all accessible cars of trains by using a high-level platform in conjunction with short bridge plates that provide access to each car. If this approach is feasible, it should be the option of choice.

If this approach is infeasible, then another solution permitting access to all cars of the train should be employed (e.g., car-borne or station-based lifts serving each accessible car). This

approach, while less desirable operationally and as a matter of passenger service, still permits fully integrated service to the train.

In cases where there are concerns about accommodating freight trains (including overdimensional loads) through commuter or intercity rail stations, commuter and intercity rail operators should employ solutions that accommodate both types of traffic in the presence of full-length high-level platforms, such as gauntlet or bypass tracks, unless doing so is technically or operationally infeasible.

In determining whether a particular station design or accessibility solution is feasible, the Department looks at each station on an independent, case-by-case basis. It may be possible that full-length level boarding is feasible at some stations but not others on a system. For example, suppose that, in a commuter rail system with 15 stations, the commuter rail authority demonstrates to FTA that full-length level boarding is infeasible at three stations. The other 12 stations still would have to have full-length level boarding.

In considering the facts at a given station, FTA and FRA do not view the fact that providing full-length level boarding may entail some disadvantages or additional costs, standing alone, as demonstrating infeasibility.

In any situation using a combination of high and low platforms, a commuter or intercity rail operator should not employ a solution that has the effect of channeling passengers into a narrow space between the face of the higher-level platform and the edge of the lower platform. Such a design is inherently unsafe. In this regard, any obstructions on a platform (stairwells, elevator shafts, seats, etc.) should be at least 6 feet back from the edge of a platform. Commuter and intercity rail operators should also take into account the uncertainties in the stopping position of trains in planning for accessibility solutions.

If a new commuter station is to be used by Amtrak as well as commuter rail, then when designing new stations and purchasing rolling stock, the floor height of existing Amtrak cars should be taken into account.

Passengers should not be expected to step down from a platform into a rail passenger car. In addition, the floor at all passenger car doors assessing a platform should extend at least to the edge of the passenger car outer-side wall. In other words, the rail car door should not be recessed from the platform in such a way that level boarding is impossible or that a longer bridge plate would be required to traverse the gap.

The platform height should be measured with worn vehicle components (wheels, springs, center plate, etc.). New vehicles will typically be a few inches higher than ones with worn components.

This guidance has been approved through the Department of Transportation's Disability Law Coordinating Council as representing the official views of the Department on this matter.

September 1, 2005

Appendix 5

Section 404 of the Rail Safety Improvement Act of 2008

Appendix 5

Section 404 of the Rail Safety Improvement Act of 2008

SEC. 404. STUDY OF METHODS TO IMPROVE OR CORRECT STATION PLATFORM GAPS.

Not later than 2 years after the enactment of this Act, the Secretary shall complete a study to determine the most safe, efficient, and cost-effective way to improve the safety of rail passenger station platforms gaps in order to increase compliance with the requirements under the Americans with Disabilities Act (42 U.S.C. 12101 et seq.), including regulations issued pursuant to section 504 of such Act (42 U.S.C. 12204) and to minimize the safety risks associated with such gaps for railroad passengers and employees.

Appendix 6

Amtrak Guidelines on Platform Design

Appendix 6

Amtrak Guidelines on Platform Design

These Amtrak Guidelines on Platform Design are based on two foundations: first and fundamentally, the statutory provisions of the Americans with Disabilities Act ("ADA") and the current regulations promulgated under the ADA; second, to the extent consistent with that statutory and regulatory scheme, the best engineering practices of track and platform design at railroad stations. These Amtrak Guidelines are intended to provide assistance to entities inquiring about design parameters for platforms at Amtrak-served stations. These guidelines will ultimately be included in Amtrak's station manual: Station Program & Planning—Standards and Guidelines.

A. *Instructions to Entities Seeking Advice on the Design of Amtrak Platforms*

- Questions concerning these Guidelines should be addressed to John Bennett, Assistant Vice President for Policy, Standards, and Business Integration and Chief of Amtrak's Stations/ Program Development team. He may be reached at (202) 906-2114 or at bennetjo@amtrak.com.
- Technical details on design should be addressed to Joe Rago, Senior Director Stations and Facilities Engineering Structures, at (215) 349-2120 or at ragoj@amtrak.com.
- All platform designs should be in compliance with the ADA statutory and regulatory requirements referenced in Section B below.
- All new platforms served by Amtrak along the Northeast Corridor (and select others as designated by Amtrak) should be constructed at a height of 48" above top of rail (ATR), offset by 5' 7" from center line of track on tangent sections.
- All new platforms served by Amtrak along other right-of-way should be constructed at a height of 8" ATR, offset by 5'1" from center line of track on tangent sections.
- Questions regarding the appropriate platform heights for particular stations should be addressed to Amtrak (John Bennett) for resolution.
- Platform edges adjacent to track bordering a drop-off must have a detectable warning consistent with ADA requirements. Such detectable warnings shall contrast visually with adjacent surfaces, be 24 inches (610 mm) wide, and run the full length of the public use areas of the platform**.**
- Design plans should be coordinated with Amtrak and should anticipate the use of one or more of the following assistive boarding devices as provided for in the ADA regulations:
  - Car-borne or platform-mounted wheelchair lifts;
  - Ramps or bridge plates; or
  - Mini-high platforms. (Note, the placement of the mini-high platforms should not have the effect of channeling passengers into a narrow space between the face of the higher-level platform and the edge of the lower platform, since this may place passengers uncomfortably close to moving trains.)

- For platforms served by Amtrak that are located along a host railroad, the design standards of that host railroad should normally be followed. Any inconsistencies with Amtrak's standards should be brought to the attention of Amtrak and will be reconciled by Amtrak, working with the host railroad.
- With respect to platform length, Amtrak generally supports full train length platform design, but will consider options based on individual conditions. Amtrak will make the final determination on platform length after consultation with stakeholders.
- Amtrak will coordinate the review of plans, when necessary, with the FRA or other DOT agency in accordance with the provisions of the Amtrak-FRA grant agreement and will inform the entity designing the platform of the views of any agency consulted.
- Amtrak Engineering will review the plans and specifications for new or renovated platforms to verify compliance with Amtrak's technical standards, which standards are consistent with the American Railway Engineering and Maintenance-of-Way Association (AREMA) standards.
- Plans and specifications should be forwarded to Amtrak's Engineering Department (Mark Wurpel, Sr. Director, Program Development and Planning, Engineering 215-349-1127) wurpelm@amtrak.com for distribution among engineering disciplines for review and approval.

B. *The Americans with Disabilities Act Statute and Regulations*

Entities should familiarize themselves with the Americans with Disabilities Act (ADA) statutory requirements found at 42 USC § 12162(e) and the U.S. Department of Transportation's regulations found at 49 CFR Parts 37 and 38. All Amtrak-served stations within the United States (other than flag stops) must be made accessible to passengers with disabilities by July 26, 2010.

With respect to platform requirements, the ADA and implementing regulations generally provide as follows:

- Platforms must be "readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs."
- At stations with raised platforms, there may be a gap of no more than 3" horizontal and 5/8" vertical between platform edge and entrance to the rail car (recognizing, however, that it is very unlikely that commuter and intercity rail operators can meet this requirement).
- Where it is not operationally or structurally feasible to meet such gap requirements, assistive boarding devices (e.g., ramps or bridge plates, car-borne or platform-mounted lifts, mini-high platforms) are permissible means to accommodate passengers with disabilities. Regulatory approval is not required.
- Platform length is not mandated by the ADA.

- Low level platforms must be 8” (205 mm) minimum ATR, although lower levels are permissible where vehicles are boarded from sidewalks or at street level.

C. *Related Information*

As a matter of interest, two separate appendices are attached:

- A summary of the key provisions from Amtrak’s FRA Grant related to platforms (Appendix A).
- A summary of the key provisions from DOT’s *Guidance on Full-Length, Level-Boarding Platforms in New Commuter and Intercity Rail Stations* and from DOT’s proposed new regulations, *Transportation for Individuals with Disabilities* (Appendix B).

Appendix A: Amtrak's FRA Grant Requirements

Amtrak's FY 2008 FRA grant agreement provides that:

- Where Amtrak is the "responsible party" under the ADA, Amtrak must provide the FRA, for its review and comment, copies of relevant plans and specifications for those projects which do not include full platform length level boarding.
- Where Amtrak is not the "responsible party" under the ADA, but has been asked to review plans for a project that does not provide for full platform length level boarding, Amtrak must advise the FRA of Amtrak's review of such plans prior to providing final comments to the requesting entity.
- Where Amtrak is the "responsible party" under the ADA, Amtrak shall not enter into any agreement with an entity for the purchase, lease or development of any new station or new platform not in compliance with the statutory and regulatory accessibility requirements of the ADA.

Appendix B: DOT Guidance and Proposed New Regulations on Platforms

In September 2005, DOT issued a document entitled "*Guidance on Full-Length, Level-Boarding Platforms in New Commuter and Intercity Rail Stations"* and, in February 2006, proposed new rules that differ significantly from the current ADA platform regulations. The proposed regulations are found at Docket OST-2006-23985, *Transportation for Individuals with Disabilities*, 71 Fed. Reg. 9761 (Feb. 26, 2006).

Guidance and/or proposed regulations generally provide as follows:

- The norm for new stations is a platform running the full length of the passenger boarding area of the station that permits level boarding to all accessible cars of trains stopping at the station.
- The effect of the proposed regulations would be to require the raising of platforms to a given height (15" ATR in the West; 48" ATR in the East).
- If that approach is infeasible, then car-borne or station-based lifts serving each accessible car is a secondary solution.
- Only if it is operationally or structurally infeasible to meet the level boarding requirements may assistive devices such as lifts or mini-high platforms be used. Case by case regulatory agency review and approval is required.
- Where meeting the 3" and 5/8" gap requirements is infeasible, the preferred option is a high-level platform with a short bridge plate to all accessible cars but horizontal gaps are limited to no greater than 10" on tangent track and 13" on curves. A vertical gap must be small enough that it can be traversed by a bridge plate with a slope of not more than 1:8.
- Operators should construct bypass/gauntlet tracks or employ other solutions where necessary to accommodate freight trains adjacent to high-level platforms, unless doing so is technically or operationally infeasible.
- Proposed regulations could be applied to all existing intercity rail stations or only to new stations.

Amtrak has made DOT aware of its objections to the Guidance and the proposed rules, which Amtrak believes are inconsistent with the ADA and the current implementing regulations. In response to Amtrak's expression of concern with how the Guidance has been applied by FRA and FTA, in January 2008, DOT informed Amtrak that the Guidance is "informational in nature, explaining to interested parties and the public how the Department interprets its existing statutory and regulatory authorities" and does not create "independent, legally binding requirements." (See attached letter from DOT's Under Secretary for Policy, Jeffrey Shane, dated January 31, 2008.)

U.S. Department of Transportation
Office of the Secretary of Transportation

Under Secretary for Policy

1200 New Jersey Avenue, S.E.
Washington, DC 20590

January 31, 2008

Mr. David H. Coburn
Steptoe & Johnson
1330 Connecticut Avenue, NW
Washington, DC 20036-1795

Dear Mr. Coburn:

Thank you for your letter of January 3, 2008, following up on your presentation to me on December 18, 2007. In your presentation and letter, you explained the concerns of Amtrak and other railroads about a proposed Department of Transportation rule affecting new passenger rail station platforms and the Department's interpretation of its current rules on this subject.

The concerns you raise go to the substance of the Department's proposed rule. Consequently, we have placed a memorandum summarizing the December 18 meeting, including a copy of the Power Point presentation you made, and a copy of your January 3 letter in the docket for the rulemaking. The Department will consider very seriously the points you and other commenters have made as we work toward a final rule.

I want to assure you that the Department is committed to implementing good guidance practices. The Department does not view guidance, including the September 2005 guidance document concerning rail station platform accessibility, as creating independent, legally binding requirements. Rather, such guidance is informational in nature, explaining to interested parties and the public how the Department interprets its existing statutory and regulatory authorities. As we address individual issues that arise under current rules, we will do so on the basis of our understanding and interpretation how the current rules apply in each situation.

Making sure that individuals with disabilities have equal access to facilities and services in the most integrated setting reasonably achievable is an important objective of laws and policies requiring nondiscrimination on the basis of disability. The Department looks forward to working with Amtrak and other railroads as we continue to implement this objective.

Sincerely,

Jeffrey N. Shane

Appendix 7

Station Characteristics—Classification, Ridership, Revenue and Frequency

Appendix 7

Station Characteristics—Classification, Ridership, Revenue and Frequency

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	FY 2008 Revenue[3]	Train Frequency (Weekly)[4]
Alabama				
Anniston	**IV.** Small - Station - Caretaker	5,181	$ 431,163	14
Birmingham	**II.** Medium - Staffed	32,733	$ 2,341,139	14
Tuscaloosa	**II.** Medium - Staffed	10,030	$ 696,454	14
Arizona				
Flagstaff	**II.** Medium - Staffed	39,723	$ 5,765,671	14
Kingman	**IV.** Small - Station - Caretaker	10,322	$ 1,586,220	14
Maricopa	**II.** Medium - Staffed	6,393	$ 765,177	6
Tucson	**II.** Medium - Staffed	14,780	$ 1,443,803	6
Williams Junction	**VI.** Small - Platform - Unstaffed	8,199	$ 1,233,557	14
Winslow	**IV.** Small - Station - Caretaker	4,767	$ 465,304	14
Yuma	**VI.** Small - Platform - Unstaffed	3,057	$ 253,284	6
Arkansas				
Little Rock	**II.** Medium - Staffed	19,724	$ 1,573,621	14
Texarkana	**II.** Medium - Staffed	6,972	$ 543,130	14
Walnut Ridge	**III.** Medium - Caretaker	4,057	$ 288,793	14
California				
Anaheim	**II.** Medium - Staffed	357,906	$ 4,027,919	160
Antioch-Pittsburg	**V.** Small - Shelter - Unstaffed	29,129	$ 632,474	56
Auburn	**V.** Small - Shelter - Unstaffed	39,023	$ 316,381	14
Bakersfield	**I.** Large - Staffed	427,087	$ 11,170,907	84
Barstow	**V.** Small - Shelter - Unstaffed	3,334	$ 284,477	14
Berkeley	**VI.** Small - Platform - Unstaffed	122,133	$ 1,469,437	204
Burbank (Airport)	**V.** Small - Shelter - Unstaffed	45,061	$ 1,033,123	70
Camarillo	**VI.** Small - Platform - Unstaffed	31,620	$ 716,536	63
Carpinteria	**V.** Small - Shelter - Unstaffed	20,944	$ 350,861	70
Chatsworth	**V.** Small - Shelter - Unstaffed	53,350	$ 1,214,226	70
Chico	**VI.** Small - Platform - Unstaffed	6,171	$ 381,560	14
Colfax	**IV.** Small - Station - Caretaker	3,610	$ 294,939	14
Coliseum/Oakland Airport	**V.** Small - Shelter - Unstaffed	19,736	$ 340,081	125
Corcoran	**IV.** Small - Station - Caretaker	26,018	$ 428,585	84
Davis	**II.** Medium - Staffed	451,995	$ 5,708,008	232
Dunsmuir	**IV.** Small - Station - Caretaker	3,402	$ 205,886	14
Emeryville	**I.** Large - Staffed	528,203	$ 20,183,882	288
Fremont	**III.** Medium - Caretaker	46,146	$ 618,735	98
Fresno	**II.** Medium - Staffed	335,298	$ 6,318,707	84
Fullerton	**II.** Medium - Staffed	443,953	$ 7,199,742	174
Glendale	**IV.** Small - Station - Caretaker	40,084	$ 894,491	70
Goleta	**V.** Small - Shelter - Unstaffed	74,111	$ 1,488,272	70
Grover Beach	**V.** Small - Shelter - Unstaffed	18,275	$ 568,385	28
Guadalupe	**V.** Small - Shelter - Unstaffed	10,914	$ 313,092	28
Hanford	**I.** Large - Staffed	184,930	$ 2,758,793	84
Hayward	**V.** Small - Shelter - Unstaffed	30,583	$ 370,491	98
Irvine	**II.** Medium - Staffed	669,405	$ 5,609,856	160
Laguna Niguel	**V.** Small - Shelter - Unstaffed	1,479	$ 22,317	33
Lodi	**IV.** Small - Station - Caretaker	7,657	$ 146,613	28
Lompoc-Surf	**V.** Small - Shelter - Unstaffed	8,190	$ 219,622	28
Los Angeles	**I.** Large - Staffed	1,582,364	$ 57,211,085	208
Madera	**V.** Small - Shelter - Unstaffed	17,875	$ 368,542	84
Martinez	**II.** Medium - Staffed	398,683	$ 7,714,356	288
Merced	**II.** Medium - Staffed	96,406	$ 1,803,379	84

[1] Includes 481 Amtrak-served stations that are required to be ADA compliant.

[2] Station Classifications: **I.** Large - Staffed; **II.** Medium Staffed; **III.** Medium - Station - Caretaker; **IV.** Small - Station - Caretaker; **V.** Small -Shelter - Unstaffed; and **VI.** Small - Platform - Unstaffed.

[3] Passenger ticket revenue only; does not include support payments from states or other entities.

[4] Weekly train frequencies serving stations as listed in the Fall 2008-Winter 2009 Amtrak System Timetable. A weekly frequency of 14 is equivalent to one train in each direction per day. Not all stations have a minimum of daily service. Amtrak service only; does not include commuter rail frequencies for those stations served by commuter rail.

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	FY 2008 Revenue[3]	Train Frequency (Weekly)[4]
California (continued)				
Modesto	**II.** Medium - Staffed	93,426	$ 1,860,015	77
Moorpark	**VI.** Small - Platform - Unstaffed	12,779	$ 286,238	35
Needles	**VI.** Small - Platform - Unstaffed	8,093	$ 539,641	14
Oakland	**I.** Large - Staffed	379,580	$ 7,169,659	274
Oceanside	**II.** Medium - Staffed	325,877	$ 5,507,707	160
Ontario	**V.** Small - Shelter - Unstaffed	3,590	$ 479,008	6
Orange	**V.** Small - Shelter - Unstaffed	1,178	$ 19,015	26
Oxnard	**II.** Medium - Staffed	77,965	$ 2,245,396	84
Palm Springs	**V.** Small - Shelter - Unstaffed	5,237	$ 485,236	6
Paso Robles	**III.** Medium - Caretaker	8,160	$ 429,727	14
Pomona	**IV.** Small - Station - Caretaker	1,588	$ 187,100	6
Redding	**IV.** Small - Station - Caretaker	6,781	$ 442,116	14
Richmond	**IV.** Small - Station - Caretaker	306,657	$ 4,509,008	260
Riverside	**V.** Small - Shelter - Unstaffed	9,399	$ 948,387	14
Rocklin	**IV.** Small - Station - Caretaker	47,748	$ 212,886	14
Roseville	**III.** Medium - Caretaker	81,478	$ 1,139,050	28
Sacramento	**I.** Large - Staffed	1,146,308	$ 26,490,733	260
Salinas	**II.** Medium - Staffed	15,909	$ 889,383	14
San Bernardino	**IV.** Small - Station - Caretaker	8,707	$ 979,977	14
San Clemente Pier	**VI.** Small - Platform - Unstaffed	10,092	$ 148,562	28
San Diego - Downtown	**II.** Medium - Staffed	912,096	$ 21,182,761	160
San Diego - Old Town	**V.** Small - Shelter - Unstaffed	22,531	$ 540,629	19
San Jose	**II.** Medium - Staffed	228,564	$ 5,532,017	112
San Juan Capistrano	**I.** Large - Staffed	263,945	$ 3,370,064	160
San Luis Obispo	**II.** Medium - Staffed	103,914	$ 3,807,602	42
Santa Ana	**II.** Medium - Staffed	174,903	$ 2,420,394	160
Santa Barbara	**I.** Large - Staffed	294,968	$ 7,529,759	84
Santa Clara (Great America)	**VI.** Small - Platform - Unstaffed	110,534	$ 1,089,541	98
Simi Valley	**V.** Small - Shelter - Unstaffed	40,821	$ 1,157,214	84
Solana Beach	**II.** Medium - Staffed	448,081	$ 8,658,176	160
Stockton - San Joaquin St. Station	**II.** Medium - Staffed	226,311	$ 4,166,413	56
Stockton - Downtown/ACE Station	**IV.** Small - Station - Caretaker	29,498	$ 677,233	28
Suisun	**III.** Medium - Caretaker	152,984	$ 1,171,828	204
Truckee	**IV.** Small - Station - Caretaker	7,801	$ 433,044	14
Turlock-Denair	**V.** Small - Shelter - Unstaffed	19,434	$ 427,277	84
Van Nuys	**II.** Medium - Staffed	73,353	$ 1,994,537	84
Ventura	**V.** Small - Shelter - Unstaffed	47,732	$ 984,412	70
Victorville	**V.** Small - Shelter - Unstaffed	4,904	$ 416,409	14
Wasco	**IV.** Small - Station - Caretaker	18,635	$ 275,632	84
Colorado				
Denver	**I.** Large - Staffed	129,773	$ 14,076,988	14
Fort Morgan	**IV.** Small - Station - Caretaker	3,178	$ 261,966	14
Glenwood Springs	**II.** Medium - Staffed	36,484	$ 2,366,782	14
Granby	**IV.** Small - Station - Caretaker	3,629	$ 257,139	14
Grand Junction	**II.** Medium - Staffed	28,302	$ 2,458,991	14
La Junta	**II.** Medium - Staffed	7,475	$ 737,121	14
Lamar	**V.** Small - Shelter - Unstaffed	1,644	$ 154,906	14
Trinidad	**III.** Medium - Caretaker	4,628	$ 471,129	14
Winter Park/Fraser	**IV.** Small - Station - Caretaker	9,400	$ 798,230	14
Connecticut				
Berlin	**II.** Medium - Staffed	24,532	$ 571,976	90
Bridgeport	**IV.** Small - Station - Caretaker	75,487	$ 4,967,795	103
Hartford	**II.** Medium - Staffed	168,435	$ 4,882,705	90
Meriden	**II.** Medium - Staffed	33,137	$ 460,211	90
Mystic	**V.** Small - Shelter - Unstaffed	19,272	$ 928,298	53
New Haven	**I.** Large - Staffed	705,458	$ 36,391,523	313
New London	**II.** Medium - Staffed	171,022	$ 9,662,416	141
Old Saybrook	**II.** Medium - Staffed	66,048	$ 3,559,951	103
Stamford	**II.** Medium - Staffed	368,918	$ 35,835,076	255
Wallingford	**V.** Small - Shelter - Unstaffed	14,232	$ 192,400	88
Windsor	**V.** Small - Shelter - Unstaffed	11,102	$ 250,533	74
Windsor Locks	**V.** Small - Shelter - Unstaffed	15,607	$ 443,705	88

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	FY 2008 Revenue[3]	Train Frequency (Weekly)[4]
Delaware				
Newark	**V.** Small - Shelter - Unstaffed	7,883	$ 498,334	17
Wilmington	**I.** Large - Staffed	731,539	$ 56,251,899	537
District of Columbia				
Washington	**I.** Large - Staffed	4,489,955	$ 441,204,921	551
Florida				
Deerfield Beach	**II.** Medium - Staffed	26,044	$ 1,646,648	28
Deland	**II.** Medium - Staffed	24,854	$ 1,755,692	28
Delray Beach	**V.** Small - Shelter - Unstaffed	9,448	$ 614,878	28
Fort Lauderdale	**II.** Medium - Staffed	45,979	$ 3,323,106	28
Hollywood	**II.** Medium - Staffed	33,372	$ 1,971,044	28
Jacksonville	**I.** Large - Staffed	61,758	$ 5,005,375	28
Kissimmee	**II.** Medium - Staffed	38,495	$ 2,532,854	28
Lakeland	**II.** Medium - Staffed	24,179	$ 1,014,026	14
Miami	**I.** Large - Staffed	80,348	$ 5,862,967	28
Okeechobee	**V.** Small - Shelter - Unstaffed	3,297	$ 167,356	14
Orlando	**I.** Large - Staffed	147,491	$ 11,795,294	28
Palatka	**IV.** Small - Station - Caretaker	12,082	$ 779,716	28
Sanford (Auto Train)	**I.** Large - Staffed	234,839	$ 58,154,402	14
Sebring	**II.** Medium - Staffed	17,945	$ 808,450	28
Tampa	**II.** Medium - Staffed	100,119	$ 5,383,573	14
West Palm Beach	**II.** Medium - Staffed	52,249	$ 3,645,988	28
Winter Haven	**II.** Medium - Staffed	21,079	$ 900,102	28
Winter Park	**II.** Medium - Staffed	29,514	$ 1,535,222	28
Georgia				
Atlanta	**I.** Large - Staffed	101,084	$ 9,679,923	12
Gainesville	**IV.** Small - Station - Caretaker	5,541	$ 613,209	14
Jesup	**VI.** Small - Platform - Unstaffed	8,784	$ 740,455	14
Savannah	**II.** Medium - Staffed	54,168	$ 4,634,839	42
Idaho				
Sandpoint	**IV.** Small - Station - Caretaker	6,181	$ 565,296	14
Illinois				
Alton	**II.** Medium - Staffed	53,741	$ 1,472,248	70
Bloomington-Normal	**II.** Medium - Staffed	180,589	$ 3,786,297	14
Carbondale	**II.** Medium - Staffed	112,096	$ 4,737,396	42
Carlinville	**V.** Small - Shelter - Unstaffed	10,261	$ 261,824	63
Centralia	**IV.** Small - Station - Caretaker	18,822	$ 592,836	42
Champaign-Urbana	**II.** Medium - Staffed	151,732	$ 3,834,246	42
Chicago - Union Station	**I.** Large - Staffed	3,104,151	$ 173,881,796	390
Du Quoin	**IV.** Small - Station - Caretaker	8,311	$ 261,399	28
Dwight	**IV.** Small - Station - Caretaker	7,768	$ 130,515	49
Effingham	**III.** Medium - Caretaker	22,367	$ 643,960	42
Galesburg	**II.** Medium - Staffed	98,419	$ 5,007,975	56
Gilman	**V.** Small - Shelter - Unstaffed	2,016	$ 39,441	28
Glenview	**II.** Medium - Staffed	65,769	$ 1,595,382	110
Homewood	**II.** Medium - Staffed	31,123	$ 1,697,575	42
Joliet	**II.** Medium - Staffed	43,087	$ 1,299,897	70
Kankakee	**IV.** Small - Station - Caretaker	15,669	$ 449,568	42
Kewanee	**V.** Small - Shelter - Unstaffed	11,430	$ 229,565	28
La Grange	**IV.** Small - Station - Caretaker	14,304	$ 393,205	28
Lincoln	**V.** Small - Shelter - Unstaffed	20,703	$ 400,285	63
Macomb	**IV.** Small - Station - Caretaker	69,193	$ 1,664,169	28
Mattoon	**IV.** Small - Station - Caretaker	31,078	$ 799,005	35
Mendota	**III.** Medium - Caretaker	20,677	$ 533,004	42
Naperville	**II.** Medium - Staffed	49,389	$ 2,496,997	56
Plano	**IV.** Small - Station - Caretaker	4,605	$ 91,162	28
Pontiac	**IV.** Small - Station - Caretaker	12,642	$ 227,903	63
Princeton	**IV.** Small - Station - Caretaker	28,042	$ 865,341	56
Quincy	**V.** Small - Shelter - Unstaffed	50,298	$ 1,515,023	28
Rantoul	**IV.** Small - Station - Caretaker	2,978	$ 53,694	28
Springfield	**II.** Medium - Staffed	157,540	$ 3,985,905	70
Summit	**V.** Small - Shelter - Unstaffed	5,661	$ 139,630	49

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	FY 2008 Revenue[3]	Train Frequency (Weekly)[4]
Indiana				
Connersville	**V.** Small - Shelter - Unstaffed	647	$ 29,228	6
Dyer	**V.** Small - Shelter - Unstaffed	2,162	$ 66,510	14
Elkhart	**IV.** Small - Station - Caretaker	14,115	$ 624,102	28
Hammond-Whiting	**IV.** Small - Station - Caretaker	6,289	$ 215,174	28
Indianapolis	**II.** Medium - Staffed	34,089	$ 991,377	14
Lafayette	**IV.** Small - Station - Caretaker	23,083	$ 524,198	14
Michigan City	**V.** Small - Shelter - Unstaffed	2,176	$ 66,815	14
Rensselaer	**V.** Small - Shelter - Unstaffed	1,830	$ 36,307	14
South Bend	**II.** Medium - Staffed	17,576	$ 1,156,150	28
Waterloo	**V.** Small - Shelter - Unstaffed	17,881	$ 848,146	28
Iowa				
Burlington	**III.** Medium - Caretaker	7,283	$ 521,686	14
Creston	**IV.** Small - Station - Caretaker	4,444	$ 302,789	14
Fort Madison	**II.** Medium - Staffed	9,307	$ 861,284	14
Mt. Pleasant	**II.** Medium - Staffed	14,422	$ 1,192,051	14
Osceola	**III.** Medium - Caretaker	17,811	$ 1,580,170	14
Ottumwa	**II.** Medium - Staffed	10,993	$ 826,584	14
Kansas				
Dodge City	**IV.** Small - Station - Caretaker	4,612	$ 472,127	14
Garden City	**II.** Medium - Staffed	6,840	$ 712,637	14
Hutchinson	**IV.** Small - Station - Caretaker	4,289	$ 408,614	14
Lawrence	**III.** Medium - Caretaker	4,008	$ 357,819	14
Newton	**II.** Medium - Staffed	14,563	$ 1,569,012	14
Topeka	**II.** Medium - Staffed	7,554	$ 750,870	14
Kentucky				
Ashland	**III.** Medium - Caretaker	2,909	$ 193,898	6
Maysville	**IV.** Small - Station - Caretaker	1,707	$ 107,735	6
South Shore-South Portsmouth	**V.** Small - Shelter - Unstaffed	811	$ 46,356	6
Louisiana				
Hammond	**II.** Medium - Staffed	14,695	$ 1,092,201	14
Lafayette	**IV.** Small - Station - Caretaker	3,835	$ 294,751	6
Lake Charles	**III.** Medium - Caretaker	2,200	$ 176,973	6
New Orleans	**I.** Large - Staffed	154,532	$ 13,452,642	34
Maine				
Old Orchard Beach (Seasonal)	**V.** Small - Shelter - Unstaffed	12,226	$ 195,957	39
Portland	**I.** Large - Staffed	170,105	$ 3,130,357	70
Saco	**V.** Small - Shelter - Unstaffed	35,346	$ 529,771	70
Wells	**IV.** Small - Station - Caretaker	48,452	$ 689,258	70
Maryland				
Aberdeen	**IV.** Small - Station - Caretaker	45,052	$ 2,125,550	85
Baltimore - Penn Station	**I.** Large - Staffed	1,020,304	$ 79,273,047	537
BWI Thurgood Marshall Airport Station	**II.** Medium - Staffed	644,640	$ 49,479,265	387
Cumberland	**III.** Medium - Caretaker	11,257	$ 476,098	14
New Carrollton	**II.** Medium - Staffed	203,449	$ 16,175,154	276
Rockville	**V.** Small - Shelter - Unstaffed	3,178	$ 247,206	14
Massachusetts				
Amherst	**V.** Small - Shelter - Unstaffed	12,679	$ 664,769	14
Boston - Back Bay	**II.** Medium - Staffed	424,605	$ 35,844,723	252
Boston - North Station	**I.** Large - Staffed	414,835	$ 5,928,153	70
Boston - South Station	**I.** Large - Staffed	1,393,691	$ 115,333,815	252
Framingham	**V.** Small - Shelter - Unstaffed	1,735	$ 34,192	14
Haverhill	**V.** Small - Shelter - Unstaffed	36,050	$ 298,498	70
Pittsfield	**IV.** Small - Station - Caretaker	6,893	$ 120,332	14
Route 128	**II.** Medium - Staffed	404,908	$ 41,593,807	238
Springfield	**I.** Large - Staffed	113,955	$ 3,751,214	104
Woburn	**IV.** Small - Station - Caretaker	14,406	$ 227,034	70
Worcester	**II.** Medium - Staffed	6,183	$ 109,923	14
Michigan				
Albion	**IV.** Small - Station - Caretaker	1,817	$ 52,755	14
Ann Arbor	**II.** Medium - Staffed	148,594	$ 5,319,636	42
Bangor	**III.** Medium - Caretaker	3,710	$ 85,691	14
Battle Creek	**II.** Medium - Staffed	57,264	$ 1,471,411	56
Birmingham	**V.** Small - Shelter - Unstaffed	19,714	$ 751,223	42
Dearborn	**II.** Medium - Staffed	75,840	$ 2,729,869	42

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	FY 2008 Revenue[3]	Train Frequency (Weekly)[4]
Michigan (continued)				
Detroit	**II.** Medium - Staffed	59,973	$ 2,058,398	42
Dowagiac	**IV.** Small - Station - Caretaker	2,919	$ 69,681	28
Durand	**III.** Medium - Caretaker	9,310	$ 298,579	14
East Lansing	**II.** Medium - Staffed	51,012	$ 1,522,558	14
Flint	**II.** Medium - Staffed	26,134	$ 843,717	14
Grand Rapids	**III.** Medium - Caretaker	57,465	$ 1,632,283	14
Holland	**IV.** Small - Station - Caretaker	40,463	$ 1,073,126	14
Jackson	**II.** Medium - Staffed	27,902	$ 920,678	42
Kalamazoo	**II.** Medium - Staffed	119,121	$ 3,225,917	56
Lapeer	**III.** Medium - Caretaker	7,473	$ 235,250	14
New Buffalo	**V.** Small - Shelter - Unstaffed	3,297	$ 43,293	14
Niles	**II.** Medium - Staffed	19,286	$ 501,649	49
Pontiac	**VI.** Small - Platform - Unstaffed	16,546	$ 607,052	42
Port Huron	**II.** Medium - Staffed	14,115	$ 411,463	14
Royal Oak	**IV.** Small - Station - Caretaker	30,362	$ 1,139,015	42
St. Joseph	**IV.** Small - Station - Caretaker	8,521	$ 158,737	14
Minnesota				
Detroit Lakes	**IV.** Small - Station - Caretaker	4,659	$ 446,192	14
Red Wing	**IV.** Small - Station - Caretaker	10,584	$ 733,330	14
St. Cloud	**IV.** Small - Station - Caretaker	14,206	$ 1,355,190	14
St. Paul/Minneapolis	**I.** Large - Staffed	147,791	$ 13,312,916	14
Staples	**IV.** Small - Station - Caretaker	8,606	$ 718,967	14
Winona	**II.** Medium - Staffed	26,351	$ 1,499,960	14
Mississippi				
Greenwood	**IV.** Small - Station - Caretaker	14,085	$ 1,117,201	14
Hattiesburg	**III.** Medium - Caretaker	9,920	$ 593,460	14
Jackson	**II.** Medium - Staffed	40,245	$ 2,461,008	14
Meridian	**II.** Medium - Staffed	10,747	$ 745,424	14
Missouri				
Hermann	**V.** Small - Shelter - Unstaffed	10,816	$ 184,761	28
Independence	**IV.** Small - Station - Caretaker	7,261	$ 158,651	28
Jefferson City	**III.** Medium - Caretaker	45,032	$ 871,558	28
Kansas City	**II.** Medium - Staffed	130,459	$ 7,442,532	42
Kirkwood	**III.** Medium - Caretaker	43,359	$ 959,005	28
La Plata	**IV.** Small - Station - Caretaker	10,544	$ 677,433	14
Lees Summit	**V.** Small - Shelter - Unstaffed	22,359	$ 495,559	28
Poplar Bluff	**III.** Medium - Caretaker	4,631	$ 291,455	14
Sedalia	**IV.** Small - Station - Caretaker	9,643	$ 168,098	28
St. Louis	**I.** Large - Staffed	271,997	$ 8,766,704	98
Warrensburg	**III.** Medium - Caretaker	12,314	$ 233,627	28
Washington	**IV.** Small - Station - Caretaker	12,071	$ 203,932	28
Montana				
Browning (Seasonal)	**IV.** Small - Station - Caretaker	2,269	$ 147,746	14
Cut Bank	**III.** Medium - Caretaker	3,455	$ 230,950	14
East Glacier Park (Seasonal)	**IV.** Small - Station - Caretaker	15,759	$ 2,832,573	14
Glasgow	**IV.** Small - Station - Caretaker	6,351	$ 557,648	14
Havre	**II.** Medium - Staffed	17,759	$ 1,778,098	14
Libby	**IV.** Small - Station - Caretaker	6,062	$ 484,071	14
Malta	**IV.** Small - Station - Caretaker	4,095	$ 419,245	14
Shelby	**II.** Medium - Staffed	18,881	$ 1,986,002	14
West Glacier	**III.** Medium - Caretaker	7,396	$ 1,035,199	14
Whitefish	**II.** Medium - Staffed	72,207	$ 7,951,254	14
Wolf Point	**II.** Medium - Staffed	8,280	$ 774,250	14
Nebraska				
Hastings	**II.** Medium - Staffed	4,623	$ 403,861	14
Holdrege	**IV.** Small - Station - Caretaker	1,794	$ 153,401	14
Lincoln	**II.** Medium - Staffed	11,935	$ 1,012,322	14
McCook	**IV.** Small - Station - Caretaker	2,987	$ 239,837	14
Omaha	**II.** Medium - Staffed	25,841	$ 2,598,470	14
Nevada				
Elko	**V.** Small - Shelter - Unstaffed	4,607	$ 340,574	14
Reno	**II.** Medium - Staffed	55,780	$ 4,286,400	14
Sparks	**VI.** Small - Platform - Unstaffed	2,095	$ 159,723	14
Winnemucca	**V.** Small - Shelter - Unstaffed	2,730	$ 176,543	14

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	FY 2008 Revenue[3]	Train Frequency (Weekly)[4]
New Hampshire				
Claremont	**VI.** Small - Platform - Unstaffed	1,799	$ 89,822	14
Dover	**III.** Medium - Caretaker	56,187	$ 637,322	70
Durham	**V.** Small - Shelter - Unstaffed	66,173	$ 710,935	70
Exeter	**V.** Small - Shelter - Unstaffed	95,204	$ 774,252	70
New Jersey				
Metropark	**II.** Medium - Staffed	406,287	$ 38,340,022	326
New Brunswick	**II.** Medium - Staffed	7,538	$ 418,987	15
Newark - Penn Station	**I.** Large - Staffed	679,279	$ 72,675,941	667
Newark Liberty International Airport	**II.** Medium - Staffed	116,979	$ 9,253,079	145
Princeton Junction	**II.** Medium - Staffed	46,816	$ 2,044,431	34
Trenton	**II.** Medium - Staffed	451,090	$ 30,139,945	484
New Mexico				
Albuquerque	**II.** Medium - Staffed	72,434	$ 7,812,641	14
Gallup	**III.** Medium - Caretaker	12,517	$ 912,187	14
Lamy	**II.** Medium - Staffed	13,976	$ 1,812,036	14
Las Vegas	**IV.** Small - Station - Caretaker	4,280	$ 332,190	14
Raton	**IV.** Small - Station - Caretaker	15,037	$ 1,456,281	14
New York				
Albany-Rensselaer	**I.** Large - Staffed	830,740	$ 40,519,824	189
Amsterdam	**IV.** Small - Station - Caretaker	7,948	$ 400,019	35
Buffalo - Exchange St.	**II.** Medium - Staffed	20,797	$ 1,212,498	42
Buffalo-Depew	**I.** Large - Staffed	94,619	$ 5,635,365	56
Croton Harmon	**IV.** Small - Station - Caretaker	39,893	$ 2,024,483	165
Fort Edward-Glens Falls	**IV.** Small - Station - Caretaker	6,934	$ 312,432	28
Hudson	**II.** Medium - Staffed	151,457	$ 5,590,815	168
New Rochelle	**IV.** Small - Station - Caretaker	87,463	$ 6,651,607	91
New York - Penn Station	**I.** Large - Staffed	8,739,345	$ 751,008,358	858
Niagara Falls	**II.** Medium - Staffed	25,491	$ 1,367,928	42
Plattsburgh	**IV.** Small - Station - Caretaker	10,004	$ 453,377	14
Port Henry	**IV.** Small - Station - Caretaker	2,647	$ 119,341	14
Port Kent (Seasonal)	**VI.** Small - Platform - Unstaffed	750	$ 27,935	14
Poughkeepsie	**IV.** Small - Station - Caretaker	65,860	$ 2,531,121	148
Rhinecliff	**II.** Medium - Staffed	159,541	$ 4,446,090	168
Rochester	**II.** Medium - Staffed	96,395	$ 5,709,313	56
Rome	**IV.** Small - Station - Caretaker	7,608	$ 397,077	35
Rouses Point	**VI.** Small - Platform - Unstaffed	964	$ 38,130	14
Saratoga Springs	**II.** Medium - Staffed	31,137	$ 1,462,593	28
Schenectady	**II.** Medium - Staffed	49,659	$ 2,446,511	84
Syracuse	**II.** Medium - Staffed	124,980	$ 7,319,920	56
Ticonderoga	**V.** Small - Shelter - Unstaffed	1,693	$ 72,213	14
Utica	**II.** Medium - Staffed	54,145	$ 3,134,194	56
Westport	**III.** Medium - Caretaker	5,431	$ 252,249	14
Whitehall	**V.** Small - Shelter - Unstaffed	1,477	$ 61,119	14
Yonkers	**IV.** Small - Station - Caretaker	18,720	$ 988,537	107
North Carolina				
Burlington	**III.** Medium - Caretaker	15,766	$ 371,311	28
Cary	**III.** Medium - Caretaker	32,897	$ 1,229,958	42
Charlotte	**II.** Medium - Staffed	135,435	$ 6,330,423	42
Durham	**II.** Medium - Staffed	49,986	$ 1,835,047	28
Fayetteville	**II.** Medium - Staffed	52,227	$ 3,923,228	28
Greensboro	**II.** Medium - Staffed	89,675	$ 3,834,612	42
Hamlet	**III.** Medium - Caretaker	4,571	$ 372,344	14
High Point	**III.** Medium - Caretaker	23,231	$ 897,837	42
Kannapolis	**III.** Medium - Caretaker	11,603	$ 405,591	28
Raleigh	**I.** Large - Staffed	141,291	$ 6,415,755	42
Rocky Mount	**II.** Medium - Staffed	53,169	$ 3,411,164	56
Salisbury	**III.** Medium - Caretaker	23,891	$ 841,369	42
Selma	**III.** Medium - Caretaker	12,498	$ 567,852	28
Southern Pines	**IV.** Small - Station - Caretaker	5,389	$ 433,729	14
Wilson	**II.** Medium - Staffed	40,846	$ 2,218,380	28
North Dakota				
Devils Lake	**IV.** Small - Station - Caretaker	6,860	$ 605,074	14
Fargo	**II.** Medium - Staffed	24,142	$ 2,206,235	14
Grand Forks	**II.** Medium - Staffed	22,842	$ 2,492,262	14

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	FY 2008 Revenue[3]	Train Frequency (Weekly)[4]
North Dakota (continued)				
Minot	**II.** Medium - Staffed	42,801	$ 3,890,709	14
Rugby	**II.** Medium - Staffed	7,048	$ 617,507	14
Stanley	**IV.** Small - Station - Caretaker	3,694	$ 316,506	14
Williston	**II.** Medium - Staffed	23,619	$ 2,261,294	14
Ohio				
Alliance	**V.** Small - Shelter - Unstaffed	3,720	$ 225,959	14
Bryan	**IV.** Small - Station - Caretaker	5,507	$ 215,426	14
Cincinnati	**II.** Medium - Staffed	15,067	$ 937,532	6
Cleveland	**II.** Medium - Staffed	36,977	$ 2,306,059	28
Elyria	**III.** Medium - Caretaker	3,426	$ 199,558	28
Sandusky	**IV.** Small - Station - Caretaker	5,832	$ 304,556	28
Toledo	**I.** Large - Staffed	50,490	$ 3,035,961	28
Oklahoma				
Ardmore	**V.** Small - Shelter - Unstaffed	8,607	$ 104,827	14
Norman	**IV.** Small - Station - Caretaker	13,414	$ 259,316	14
Oklahoma City	**IV.** Small - Station - Caretaker	55,015	$ 1,240,924	14
Pauls Valley	**V.** Small - Shelter - Unstaffed	5,942	$ 82,802	14
Purcell	**V.** Small - Shelter - Unstaffed	2,086	$ 34,667	14
Oregon				
Albany	**II.** Medium - Staffed	31,870	$ 1,165,291	42
Chemult	**V.** Small - Shelter - Unstaffed	7,030	$ 496,117	14
Eugene	**II.** Medium - Staffed	100,211	$ 4,076,069	42
Klamath Falls	**II.** Medium - Staffed	31,908	$ 1,928,616	14
Oregon City	**V.** Small - Shelter - Unstaffed	8,061	$ 188,863	28
Portland	**I.** Large - Staffed	598,633	$ 28,063,810	91
Salem	**II.** Medium - Staffed	56,436	$ 1,776,040	42
Pennsylvania				
Altoona	**II.** Medium - Staffed	25,415	$ 865,993	14
Ardmore	**IV.** Small - Station - Caretaker	46,333	$ 1,300,029	78
Coatesville	**V.** Small - Shelter - Unstaffed	12,705	$ 125,587	88
Connellsville	**V.** Small - Shelter - Unstaffed	4,531	$ 249,986	14
Cornwells Heights	**V.** Small - Shelter - Unstaffed	6,843	$ 217,587	20
Downingtown	**V.** Small - Shelter - Unstaffed	50,255	$ 713,823	132
Elizabethtown	**V.** Small - Shelter - Unstaffed	90,644	$ 1,029,923	172
Erie	**III.** Medium - Caretaker	11,855	$ 758,327	14
Exton	**V.** Small - Shelter - Unstaffed	74,913	$ 1,599,079	150
Greensburg	**IV.** Small - Station - Caretaker	12,882	$ 535,774	14
Harrisburg	**I.** Large - Staffed	527,056	$ 10,833,637	172
Huntingdon	**III.** Medium - Caretaker	5,290	$ 182,959	14
Johnstown	**II.** Medium - Staffed	19,206	$ 690,137	14
Lancaster	**II.** Medium - Staffed	484,102	$ 8,671,558	172
Lewistown	**III.** Medium - Caretaker	10,674	$ 370,094	14
Middletown	**V.** Small - Shelter - Unstaffed	51,149	$ 864,009	142
Mount Joy	**V.** Small - Shelter - Unstaffed	53,828	$ 292,017	105
Paoli	**II.** Medium - Staffed	130,744	$ 3,551,084	172
Parkesburg	**V.** Small - Shelter - Unstaffed	40,650	$ 370,120	126
Philadelphia - 30th Street Station	**I.** Large - Staffed	3,968,278	$ 254,509,799	715
Philadelphia - North	**V.** Small - Shelter - Unstaffed	349	$ 7,641	25
Pittsburgh	**I.** Large - Staffed	142,828	$ 7,211,804	28
Rhode Island				
Kingston	**II.** Medium - Staffed	160,420	$ 7,797,166	126
Providence	**I.** Large - Staffed	608,417	$ 39,239,734	238
Westerly	**II.** Medium - Staffed	36,430	$ 1,724,802	79
South Carolina				
Camden	**III.** Medium - Caretaker	3,809	$ 344,700	14
Charleston	**II.** Medium - Staffed	69,942	$ 6,243,782	28
Clemson	**III.** Medium - Caretaker	5,841	$ 527,968	14
Columbia	**II.** Medium - Staffed	38,578	$ 3,362,327	14
Denmark	**III.** Medium - Caretaker	4,903	$ 454,141	14
Dillon	**IV.** Small - Station - Caretaker	7,693	$ 533,723	14
Florence	**II.** Medium - Staffed	47,163	$ 3,725,125	28
Greenville	**II.** Medium - Staffed	16,897	$ 1,464,836	14
Kingstree	**III.** Medium - Caretaker	13,186	$ 1,085,097	28

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	FY 2008 Revenue[3]	Train Frequency (Weekly)[4]
South Carolina (continued)				
Spartanburg	**III.** Medium - Caretaker	4,238	$ 434,003	14
Yemassee	**IV.** Small - Station - Caretaker	12,064	$ 1,201,111	28
Tennessee				
Memphis	**II.** Medium - Staffed	54,879	$ 4,129,319	14
Texas				
Alpine	**IV.** Small - Station - Caretaker	3,519	$ 384,763	6
Austin	**II.** Medium - Staffed	23,829	$ 1,745,664	14
Beaumont	**VI.** Small - Platform - Unstaffed	1,662	$ 143,859	6
Cleburne	**IV.** Small - Station - Caretaker	2,135	$ 120,639	14
Dallas	**II.** Medium - Staffed	35,860	$ 3,138,080	14
Del Rio	**IV.** Small - Station - Caretaker	1,665	$ 177,901	6
El Paso	**II.** Medium - Staffed	9,605	$ 1,090,001	6
Fort Worth	**I.** Large - Staffed	109,012	$ 4,227,518	28
Gainesville	**IV.** Small - Station - Caretaker	9,249	$ 134,659	14
Houston	**II.** Medium - Staffed	14,891	$ 1,629,715	6
Longview	**II.** Medium - Staffed	27,920	$ 2,280,228	14
Marshall	**II.** Medium - Staffed	7,406	$ 434,473	14
McGregor	**IV.** Small - Station - Caretaker	3,141	$ 174,776	14
Mineola	**IV.** Small - Station - Caretaker	4,376	$ 290,789	14
San Antonio	**II.** Medium - Staffed	48,151	$ 4,519,146	20
San Marcos	**IV.** Small - Station - Caretaker	3,741	$ 220,204	14
Taylor	**V.** Small - Shelter - Unstaffed	3,981	$ 149,066	14
Temple	**II.** Medium - Staffed	12,914	$ 765,485	14
Utah				
Green River	**VI.** Small - Platform - Unstaffed	1,568	$ 167,914	14
Helper	**IV.** Small - Station - Caretaker	2,070	$ 201,679	14
Provo	**V.** Small - Shelter - Unstaffed	3,965	$ 343,424	14
Salt Lake City	**II.** Medium - Staffed	30,937	$ 3,214,190	14
Vermont				
Bellows Falls	**III.** Medium - Caretaker	4,050	$ 195,766	14
Brattleboro	**III.** Medium - Caretaker	11,544	$ 583,368	14
Essex Junction	**III.** Medium - Caretaker	15,823	$ 849,993	14
Fair Haven	**V.** Small - Shelter - Unstaffed	2,582	$ 148,769	14
Montpelier	**IV.** Small - Station - Caretaker	5,830	$ 321,171	14
Randolph	**VI.** Small - Platform - Unstaffed	1,617	$ 76,537	14
Rutland	**III.** Medium - Caretaker	16,732	$ 954,764	14
St. Albans	**IV.** Small - Station - Caretaker	2,564	$ 133,182	14
Waterbury	**III.** Medium - Caretaker	4,421	$ 244,418	14
White River Jct.	**III.** Medium - Caretaker	16,033	$ 857,962	14
Windsor	**VI.** Small - Platform - Unstaffed	1,020	$ 51,716	14
Virginia				
Alexandria	**II.** Medium - Staffed	120,153	$ 7,096,496	130
Ashland	**V.** Small - Shelter - Unstaffed	16,497	$ 700,643	54
Charlottesville	**II.** Medium - Staffed	53,038	$ 4,018,825	20
Clifton Forge	**IV.** Small - Station - Caretaker	3,867	$ 257,945	6
Culpeper	**IV.** Small - Station - Caretaker	5,166	$ 376,014	20
Danville	**IV.** Small - Station - Caretaker	6,141	$ 485,961	14
Franconia-Springfield	**V.** Small - Shelter - Unstaffed	2,598	$ 114,568	14
Fredericksburg	**V.** Small - Shelter - Unstaffed	52,300	$ 2,628,630	68
Lorton (Auto Train)	**I.** Large - Staffed	234,839	$ 58,154,402	14
Lynchburg	**II.** Medium - Staffed	25,383	$ 1,907,100	14
Manassas	**IV.** Small - Station - Caretaker	9,644	$ 707,739	20
Newport News	**II.** Medium - Staffed	117,154	$ 7,353,759	30
Petersburg	**II.** Medium - Staffed	20,909	$ 1,290,577	56
Quantico	**IV.** Small - Station - Caretaker	21,113	$ 873,886	68
Richmond - Main St.	**IV.** Small - Station - Caretaker	19,360	$ 956,661	29
Richmond - Staples Mill Rd.	**I.** Large - Staffed	275,479	$ 15,982,971	111
Staunton	**IV.** Small - Station - Caretaker	6,265	$ 367,511	6
Williamsburg	**II.** Medium - Staffed	49,685	$ 2,859,586	30
Woodbridge	**V.** Small - Shelter - Unstaffed	10,426	$ 447,561	20
Washington				
Bellingham	**II.** Medium - Staffed	63,363	$ 1,573,730	28
Bingen-White Salmon	**IV.** Small - Station - Caretaker	2,908	$ 172,464	14
Centralia	**II.** Medium - Staffed	22,552	$ 603,402	70

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	FY 2008 Revenue[3]	Train Frequency (Weekly)[4]
Washington (continued)				
Edmonds	**II.** Medium - Staffed	30,876	$ 1,446,405	42
Ephrata	**V.** Small - Shelter - Unstaffed	4,178	$ 235,319	14
Everett	**II.** Medium - Staffed	44,514	$ 2,675,058	42
Kelso-Longview	**IV.** Small - Station - Caretaker	27,236	$ 736,175	70
Mount Vernon	**IV.** Small - Station - Caretaker	21,993	$ 498,728	28
Olympia/Lacey	**III.** Medium - Caretaker	56,481	$ 1,628,067	70
Pasco	**II.** Medium - Staffed	26,517	$ 1,883,586	14
Seattle - King Street Station	**I.** Large - Staffed	617,067	$ 37,739,621	98
Spokane	**II.** Medium - Staffed	53,196	$ 4,216,074	28
Tacoma	**II.** Medium - Staffed	122,118	$ 4,117,592	70
Tukwila	**V.** Small - Shelter - Unstaffed	21,900	$ 662,562	56
Vancouver	**II.** Medium - Staffed	97,026	$ 3,772,885	84
Wenatchee	**V.** Small - Shelter - Unstaffed	19,275	$ 1,008,979	14
Wishram	**V.** Small - Shelter - Unstaffed	1,865	$ 113,496	14
West Virginia				
Charleston	**II.** Medium - Staffed	9,178	$ 626,931	6
Harpers Ferry	**V.** Small - Shelter - Unstaffed	3,967	$ 211,108	14
Hinton	**IV.** Small - Station - Caretaker	10,162	$ 380,241	6
Huntington	**II.** Medium - Staffed	12,610	$ 562,273	6
Martinsburg	**IV.** Small - Station - Caretaker	7,068	$ 402,010	14
Montgomery	**V.** Small - Shelter - Unstaffed	886	$ 56,173	6
Prince	**II.** Medium - Staffed	3,495	$ 231,794	6
White Sulphur Springs	**IV.** Small - Station - Caretaker	4,896	$ 344,226	6
Wisconsin				
Columbus	**II.** Medium - Staffed	18,617	$ 1,636,748	14
LaCrosse	**II.** Medium - Staffed	31,221	$ 1,942,029	14
Milwaukee	**II.** Medium - Staffed	565,009	$ 12,350,327	103
Milwaukee - General Mitchell Intl. Airport	**IV.** Small - Station - Caretaker	149,824	$ 2,772,125	96
Portage	**V.** Small - Shelter - Unstaffed	7,453	$ 508,472	14
Sturtevant	**III.** Medium - Caretaker	74,176	$ 963,128	96
Tomah	**IV.** Small - Station - Caretaker	10,147	$ 590,471	14
Wisconsin Dells	**III.** Medium - Caretaker	13,288	$ 783,917	14

Appendix 8

Station Characteristics—Ownership and ADA Responsibility

Appendix 8

Station Characteristics—Ownership and ADA Responsibility
Using Separate Component Approach

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Alabama						
Anniston	City of Anniston	Norfolk Southern	City of Anniston	City of Anniston	Amtrak	City of Anniston
Birmingham	CSXT	CSXT	City of Birmingham	Amtrak	Amtrak	City of Birmingham
Tuscaloosa	Norfolk Southern	Norfolk Southern	Norfolk Southern	Amtrak	Amtrak	Amtrak
Arizona						
Flagstaff	City of Flagstaff	BNSF/City of Flagstaff	City of Flagstaff	City of Flagstaff	Amtrak/City of Flagstaff	City of Flagstaff
Kingman	BNSF	BNSF	BNSF	City of Kingman	City of Kingman	City of Kingman
Maricopa	Pinal County/Union Pacific	Union Pacific	Union Pacific	Pinal County/Amtrak	Pinal County/Amtrak	Pinal County/Amtrak
Tucson	City of Tucson	Union Pacific	City of Tucson	City of Tucson	Amtrak	City of Tucson
Williams Junction	N/A	BNSF	N/A	N/A	Amtrak	N/A
Winslow	La Posada, LLC	BNSF	La Posada, LLC	La Posada, LLC	La Posada, LLC	La Posada, LLC
Yuma	N/A	Union Pacific	Union Pacific	N/A	Amtrak	Amtrak
Arkansas						
Little Rock	Bailey Properties, LLC	Union Pacific	Bailey Properties, LLC	Amtrak	Amtrak	Amtrak
Texarkana	Jeff Sandefur	Union Pacific	Jeff Sandefur	Amtrak	Amtrak	Amtrak
Walnut Ridge	City of Walnut Ridge	Union Pacific	Union Pacific	City of Walnut Ridge	Amtrak	Amtrak
California						
Anaheim	City of Anaheim	City of Anaheim	City of Anaheim	SCRRA/Amtrak	SCRRA/Amtrak	SCRRA/Amtrak
Antioch-Pittsburg	City of Antioch	City of Antioch	N/A	City of Antioch	City of Antioch	N/A
Auburn	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Bakersfield	City of Bakersfield	City of Bakersfield	City of Bakersfield	City of Bakersfield	City of Bakersfield	City of Bakersfield
Barstow	N/A	BNSF	City of Barstow	N/A	Amtrak	City of Barstow
Berkeley	N/A	Union Pacific	N/A	N/A	Amtrak	N/A
Burbank (Airport)	City of Burbank	City of Burbank	City of Burbank	SCRRA/Amtrak	SCRRA/Amtrak	SCRRA/Amtrak
Camarillo	N/A	Union Pacific	City of Camarillo	N/A	Amtrak/Metrolink	City of Camarillo
Carpinteria	City of Carpinteria	Union Pacific	City of Carpinteria	City of Carpinteria	City of Carpinteria/Amtrak	City of Carpinteria
Chatsworth	City of Chatsworth	City of Chatsworth	City of Chatsworth	SCRRA/Amtrak	SCRRA/Amtrak	SCRRA/Amtrak

1) The information contained herein is accurate and complete as of the date of this report, except for a limited number of data points–i.e., ownership of and responsibility for certain station components–which Amtrak is in the process of confirming with an outside title company.
2) Where responsibility is designated as "City/Amtrak," for example, this means either that the City and Amtrak share responsibility for funding the ADA improvements or that further review is needed to determine which party has responsibility.

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
California (continued)						
Chico	Union Pacific	Union Pacific	City of Chico	City of Chico	Amtrak	City of Chico/Union Pacific
Colfax	City of Colfax	Union Pacific	City of Colfax	City of Colfax	Amtrak	City of Colfax
Coliseum/Oakland Airport	City of Oakland	Union Pacific	City of Oakland	City of Oakland	Amtrak	City of Oakland
Corcoran	City of Corcoran	BNSF	City of Corcoran	City of Corcoran	Amtrak	City of Corcoran
Davis	City of Davis	Union Pacific	City of Davis	City of Davis	Amtrak	City of Davis
Dunsmuir	Union Pacific	Union Pacific	Union Pacific	City of Dunsmuir	Amtrak	City of Dunsmuir
Emeryville	City of Emeryville	City of Emeryville	City of Emeryville	City of Emeryville	City of Emeryville	City of Emeryville
Fremont	City of Fremont	Union Pacific	City of Fremont	City of Fremont	Amtrak/Altamont Commuter Express	City of Fremont
Fresno	City of Fresno	BNSF	City of Fresno	City of Fresno	Amtrak	City of Fresno
Fullerton	Fullerton Redevelopment Agency	Fullerton Redevelopment Agency	Fullerton Redevelopment Agency	Fullerton Redevelopment Agency	Fullerton Redevelopment Agency	Fullerton Redevelopment Agency
Glendale	City of Glendale	City of Glendale	City of Glendale	SCRRA/Amtrak	SCRRA/Amtrak	SCRRA/Amtrak
Goleta	Amtrak	Amtrak	City of Goleta	Amtrak	Amtrak	City of Goleta
Grover Beach	N/A	Union Pacific/Amtrak	City of Grover Beach	N/A	Amtrak	City of Grover Beach
Guadalupe	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Hanford	City of Hanford	BNSF	BNSF	City of Hanford	Amtrak	Amtrak
Hayward	City of Hayward	Union Pacific	City of Hayward	City of Hayward	Amtrak	City of Hayward
Irvine	City of Irvine	City of Irvine	City of Irvine	City of Irvine/SCRRA/Amtrak	City of Irvine/SCRRA/Amtrak	City of Irvine/SCRRA/Amtrak
Laguna Niguel	N/A	City of Laguna Niguel	City of Laguna Niguel	N/A	SCRRA/Amtrak	SCRRA/Amtrak
Lodi	City of Lodi	Union Pacific	City of Lodi	City of Lodi	Amtrak	City of Lodi
Lompoc-Surf	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Los Angeles	Catellus Operating Limited Partnership	Catellus Operating Limited Partnership	Catellus Operating Limited Partnership	Catellus Operating Limited Partnership/Amtrak	Catellus Operating Limited Partnership	Catellus Operating Limited Partnership
Madera	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Martinez	City of Martinez	Union Pacific	City of Martinez	City of Martinez/Amtrak	Amtrak	City of Martinez
Merced	State of California	BNSF	State of California	State of California	Amtrak	State of California
Modesto	City of Modesto	BNSF	City of Modesto	City of Modesto	City of Modesto	City of Modesto
Moorpark	N/A	City of Moorpark	City of Moorpark	N/A	SCRRA/Amtrak	SCRRA/Amtrak
Needles	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Oakland	Port of Oakland	Union Pacific	Port of Oakland	Port of Oakland/Amtrak	Amtrak	Port of Oakland
Oceanside	NCTD	NCTD	NCTD	NCTD	NCTD	NCTD
Ontario	N/A	Union Pacific	City of Ontario	N/A	City of Ontario/Amtrak	City of Ontario
Orange	City of Orange	City of Orange	City of Orange	SCRRA/Amtrak	SCRRA/Amtrak	SCRRA/Amtrak
Oxnard	City of Oxnard	Union Pacific	City of Oxnard	City of Oxnard/Amtrak/Metrolink	Amtrak/Metrolink	City of Oxnard

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
California (continued)						
Palm Springs	City of Palm Springs	Union Pacific	City of Palm Springs	City of Palm Springs	Amtrak	City of Palm Springs
Paso Robles	City of Paso Robles	Union Pacific	City of Paso Robles	City of Paso Robles	Amtrak	City of Paso Robles
Pomona	N/A	Union Pacific	City of Pomona	N/A	Amtrak	City of Pomona
Redding	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Richmond	BART/Union Pacific	Union Pacific	BART	Amtrak/BART	Amtrak	Amtrak/BART
Riverside	Riverside County Transportation Commission	Riverside County Transportation Commission	Riverside County Transportation Commission	Riverside County Transportation Commission	Riverside County Transportation Commission	Riverside County Transportation Commission
Rocklin	City of Rocklin	Union Pacific	City of Rocklin	City of Rocklin	Amtrak	Amtrak
Roseville	City of Roseville	Union Pacific	City of Roseville	City of Roseville	Amtrak	City of Roseville
Sacramento	City of Sacramento	Union Pacific	Union Pacific	City of Sacramento	Amtrak	City of Sacramento
Salinas	City of Salinas Redevelopment Agency	Union Pacific	City of Salinas Redevelopment Agency	City of Salinas	Amtrak	City of Salinas
San Bernardino	San Bernardino Associated Governments	BNSF	N/A	San Bernardino Associated Governments	Amtrak/Metrolink	N/A
San Clemente Pier	N/A	City of San Clemente	N/A	N/A	Amtrak	N/A
San Diego - Downtown	Catellus Development Corporation	Catellus Development Corporation	N/A	Amtrak	Amtrak	N/A
San Diego - Old Town	NCTD	NCTD	N/A	NCTD	NCTD	N/A
San Jose	Peninsula Corridor Joint Powers Board	Peninsula Corridor Joint Powers Board	Peninsula Corridor Joint Powers Board	Peninsula Corridor Joint Powers Board	Peninsula Corridor Joint Powers Board	Peninsula Corridor Joint Powers Board
San Juan Capistrano	Manna Station, Inc.	City of San Juan Capistrano	City of San Juan Capistrano	SCRRA/Amtrak	SCRRA/Amtrak	SCRRA/Amtrak
San Luis Obispo	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Santa Ana	City of Santa Ana	City of Santa Ana	City of Santa Ana	SCRRA/Amtrak	SCRRA/Amtrak	SCRRA/Amtrak
Santa Barbara	Redevelopment Agency of the City of Santa Barbara	Union Pacific	Redevelopment Agency of the City of Santa Barbara	Redevelopment Agency of the City of Santa Barbara/Amtrak	Amtrak	Redevelopment Agency of the City of Santa Barbara
Santa Clara (Great America)	N/A	Union Pacific	City of Santa Clara	N/A	Amtrak/ACE	City of Santa Clara
Simi Valley	N/A	City of Simi Valley	City of Simi Valley	N/A	SCRRA/Amtrak	SCRRA/Amtrak
Solana Beach	NCTD	NCTD	NCTD	NCTD	NCTD	NCTD
Stockton - San Joaquin St. Station	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Stockton - Downtown/ACE Station	City of Stockton	Union Pacific	N/A	City of Stockton	Amtrak/Altamont Commuter Express	N/A
Suisun	City of Suisun	Union Pacific	City of Suisun	City of Suisun	Amtrak	City of Suisun
Truckee	Town of Truckee	Union Pacific	Town of Truckee	Town of Truckee	Amtrak	Town of Truckee
Turlock-Denair	BNSF/Amtrak	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Van Nuys	State of California	State of California	State of California	SCRRA/Amtrak	SCRRA/Amtrak	SCRRA/Amtrak
Ventura	City of Ventura	Union Pacific	City of Ventura	City of Ventura	Amtrak	City of Ventura
Victorville	City of Victorville	BNSF	City of Victorville	City of Victorville	Amtrak	City of Victorville
Wasco	City of Wasco	City of Wasco	City of Wasco	City of Wasco	City of Wasco	City of Wasco

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Colorado						
Denver	Regional Transportation District	Regional Transportation District	Regional Transportation District	Regional Transportation District	Regional Transportation District	Regional Transportation District
Fort Morgan	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Glenwood Springs	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Granby	Town of Granby	Union Pacific	Union Pacific	Town of Granby	Amtrak	Amtrak
Grand Junction	Pufferbelly, Inc.	Union Pacific	Pufferbelly, Inc.	Pufferbelly, Inc.	Amtrak	Pufferbelly, Inc.
La Junta	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Lamar	City of Lamar	BNSF	City of Lamar	City of Lamar	Amtrak	City of Lamar
Trinidad	State of Colorado	BNSF	N/A	State of Colorado	Amtrak	N/A
Winter Park/Fraser	Ronald M. Anderson	Union Pacific	N/A	Ronald M. Anderson	Amtrak	N/A
Connecticut						
Berlin	Amtrak	Amtrak	Amtrak/State of Connecticut	Amtrak	Amtrak	Amtrak/State of Connecticut
Bridgeport	City of Bridgeport	State of Connecticut	State of Connecticut	City of Bridgeport	State of Connecticut	State of Connecticut
Hartford	Greater Hartford Transit District	Amtrak	Greater Hartford Transit District	Greater Hartford Transit District/Amtrak	Amtrak	Greater Hartford Transit District
Meriden	City of Meriden	Amtrak	City of Meriden	City of Meriden	Amtrak	City of Meriden
Mystic	Amtrak	Amtrak	Amtrak	Amtrak/Mystic Depot, Inc.	Amtrak	Amtrak/Mystic Depot, Inc.
New Haven	State of Connecticut	State of Connecticut	City of New Haven/CDOT	State of Connecticut/City of New Haven/New Haven Parking	State of Connecticut	City of New Haven/New Haven Parking Authority/CDOT
New London	New London RR CO., LLC	Amtrak	City of New London	Amtrak/CDOT (SLE)	Amtrak	City of New London
Old Saybrook	Amtrak	Amtrak	Muros South Limited Partnership	Amtrak/Shore Line East	Amtrak/Shore Line East	Muros/Amtrak/Shore Line East
Stamford	State of Connecticut	State of Connecticut	State of Connecticut	State of Connecticut	State of Connecticut	State of Connecticut
Wallingford	Town of Wallingford	Town of Wallingford/Amtrak	Town of Wallingford	Town of Wallingford	Town of Wallingford/Amtrak	Town of Wallingford
Windsor	Town of Windsor	Amtrak	Town of Windsor	Town of Windsor	Amtrak	Town of Windsor
Windsor Locks	Amtrak	Amtrak	N/A	Amtrak	Amtrak	N/A
Delaware						
Newark	City of Newark	Amtrak	City of Newark/DELDOT	City of Newark	Amtrak/DTC	City of Newark/DELDOT
Wilmington	Amtrak	Amtrak	City of Wilmington	Amtrak/DELDOT	Amtrak/DELDOT	City of Wilmington
District of Columbia						
Washington	U.S. Department of Transportation	Washington Terminal Corp.	U.S. Department of Transportation	Amtrak/MARC/VRE/Union Station Redevelopment Corp.	Amtrak/MARC/VRE	Amtrak/MARC/VRE/Union Station Redevelopment Corp.
Florida						
Deerfield Beach	Florida Department of Transportation	Florida Department of Transportation	Florida Department of Transportation	Florida Department of Transportation	Florida Department of Transportation	Florida Department of Transportation
Deland	Amtrak	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Delray Beach	Palm Beach County	Florida Department of Transportation	Palm Beach County	Palm Beach County	Florida Department of Transportation	Palm Beach County
Fort Lauderdale	Florida Department of Transportation	Florida Department of Transportation	Florida Department of Transportation	Florida Department of Transportation	Florida Department of Transportation	Florida Department of Transportation

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Florida (continued)						
Hollywood	Florida Department of Transportation	Florida Department of Transportation	Florida Department of Transportation	Florida Department of Transportation	Florida Department of Transportation	Florida Department of Transportation
Jacksonville	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak
Kissimmee	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Lakeland	City of Lakeland	City of Lakeland	City of Lakeland	City of Lakeland	City of Lakeland	City of Lakeland
Miami	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak
Okeechobee	Seaboard Air Line Railway	CSXT	Seaboard Air Line Railway	Amtrak	Amtrak	Amtrak
Orlando	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Palatka	City of Palatka	City of Palatka	City of Palatka	City of Palatka	City of Palatka	City of Palatka
Sanford (Auto Train)	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Sebring	Amtrak	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Tampa	City of Tampa	CSXT	Tampa Hillsborough Crosstown Expressway Authority?	City of Tampa	Amtrak	Authority/City of Tampa
West Palm Beach	City of West Palm Beach	Florida Department of Transportation	City of West Palm Beach	City of West Palm Beach	Florida Department of Transportation	City of West Palm Beach/Florida Department of Transportation
Winter Haven	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Winter Park	City of Winter Park	CSXT	City of Winter Park	City of Winter Park	Amtrak	City of Winter Park
Georgia						
Atlanta	Southern Railway A&C Division	Norfolk Southern Corporation	N/A	Amtrak	Amtrak	N/A
Gainesville	Norfolk Southern	Norfolk Southern	Norfolk Southern	Amtrak	Amtrak	Amtrak
Jesup	City of Jesup	CSXT	City of Jesup	City of Jesup	Amtrak	City of Jesup
Savannah	Savannah Economic Development Authority	CSXT	Savannah Economic Development Authority	Amtrak	Amtrak	Amtrak
Idaho						
Sandpoint	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Illinois						
Alton	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Bloomington-Normal	Amtrak	Union Pacific	City of Normal	Amtrak	Amtrak	City of Normal
Carbondale	Illinois Central Gulf Railroad	CNIC	Illinois Central Gulf Railroad/City of Carbondale	Amtrak	Amtrak	Amtrak/City
Carlinville	Amtrak	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Centralia	City of Centralia	CNIC	Regions Bank as Trustee for Centralia Foundation Parish Fund	City of Centralia	Amtrak	Amtrak
Champaign-Urbana	Champaign-Urbana Mass Transit District	CNIC	Champaign-Urbana Mass Transit District	Champaign-Urbana Mass Transit District	Champaign-Urbana Mass Transit District	Champaign-Urbana Mass Transit District
Chicago - Union Station	Chicago Union Station Company	Chicago Union Station Company	Amtrak	Amtrak	Amtrak	Amtrak
Du Quoin	City of Du Quoin	CNIC	City of Du Quoin	City of Du Quoin	Amtrak	City of Du Quoin
Dwight	Village of Dwight	Union Pacific	Village of Dwight	Village of Dwight	Amtrak	Village of Dwight
Effingham	National Trail Development, LLC	CNIC	National Trail Development, LLC	Amtrak/National Trail Development, LLC	Amtrak	Amtrak

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Illinois (continued)						
Galesburg	City of Galesburg	BNSF	City of Galesburg	City of Galesburg	Amtrak	City of Galesburg
Gilman	CNIC	CNIC	CNIC	Amtrak	Amtrak	Amtrak
Glenview	METRA	METRA	METRA	METRA	METRA	METRA
Homewood	CNIC	CNIC	Private	Amtrak/METRA	Amtrak/METRA	Private/Amtrak/METRA
Joliet	City of Joliet/METRA	City of Joliet/METRA	City of Joliet	City of Joliet/METRA	City of Joliet/METRA	City of Joliet
Kankakee	City of Kankakee	CNIC	City of Kankakee	City of Kankakee	Amtrak	City of Kankakee
Kewanee	City of Kewanee	BNSF	City of Kewanee	City of Kewanee	Amtrak	City of Kewanee
La Grange	BNSF	BNSF	N/A	METRA/Amtrak	METRA/Amtrak	N/A
Lincoln	State Bank of Lincoln Trust #723	Union Pacific	N/A	Amtrak	Amtrak	N/A
Macomb	BNSF	BNSF	BNSF	Amtrak/City	Amtrak	Amtrak/City
Mattoon	City of Mattoon	CNIC	City of Mattoon	City of Mattoon	Amtrak	City of Mattoon
Mendota	Mendota Museum and Historical Society	BNSF	Mendota Museum and Historical Society	Mendota Museum and Historical Society	Mendota Museum and Historical Society	Mendota Museum and Historical Society
Naperville	City of Naperville	BNSF	City of Naperville	City of Naperville	Amtrak/Metra Commuter	City of Naperville
Plano	City of Plano	BNSF	City of Plano	City of Plano	Amtrak	City of Plano
Pontiac	Gary Wayne Porter	Union Pacific	Gary Wayne Porter	Amtrak	Amtrak	Amtrak
Princeton	BNSF	BNSF	BNSF	City of Princeton/Amtrak	City of Princeton/Amtrak	City of Princeton/Amtrak
Quincy	City of Quincy	BNSF	City of Quincy	City of Quincy	Amtrak	City of Quincy
Rantoul	Village of Rantoul	CNIC	N/A	Village of Rantoul	Amtrak	N/A
Springfield	SPCSL Corporation	Union Pacific	SPCSL Corporation	Amtrak	Amtrak	Amtrak
Summit	METRA	CNIC	METRA	METRA	METRA/Amtrak	METRA
Indiana						
Connersville	City of Connersville	Amtrak	CSXT	City of Connersville	Amtrak	Amtrak
Dyer	Amtrak	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Elkhart	City of Elkhart	Norfolk Southern	City of Elkhart	City of Elkhart	Amtrak	City of Elkhart
Hammond-Whiting	Amtrak	Norfolk Southern Corporation	Amtrak	Amtrak	Amtrak	Amtrak/Horseshoe Hammond, Inc.
Indianapolis	City of Indianapolis	City of Indianapolis	N/A	City of Indianapolis	City of Indianapolis	N/A
Lafayette	City of Lafayette	CSXT	City of Lafayette	City of Lafayette	Amtrak	City of Lafayette
Michigan City	Amtrak	Norfolk Southern	Amtrak	Amtrak	Amtrak	Amtrak
Rensselaer	Amtrak	CSXT	CSXT	Amtrak	Amtrak	Amtrak
South Bend	Chicago South Shore & South Bend RR	Norfolk Southern	Chicago South Shore & South Bend RR	Amtrak/Chicago South Shore & South Bend RR	Amtrak/Chicago South Shore & South Bend RR	Amtrak/Chicago South Shore & South Bend RR
Waterloo	Amtrak	Norfolk Southern	Amtrak	Amtrak	Amtrak	Amtrak

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Iowa						
Burlington	City of Burlington	BNSF	City of Burlington	City of Burlington	Amtrak	City of Burlington
Creston	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Fort Madison	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Mt. Pleasant	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Osceola	City of Osceola	BNSF	City of Osceola	City of Osceola	Amtrak	City of Osceola
Ottumwa	Wapello County Historical Society, Inc.	BNSF	City of Ottumwa	Amtrak/Wapello County Historical Society, Inc.	Amtrak	City of Ottumwa
Kansas						
Dodge City	City of Dodge City	BNSF	City of Dodge City, KS	City of Dodge City, KS	Amtrak	City of Dodge City, KS
Garden City	City of Garden City	BNSF	City of Garden City	City of Garden City	Amtrak	City of Garden City
Hutchinson	James L. Strawn	BNSF	James L. Strawn	James L. Strawn	Amtrak	James L. Strawn
Lawrence	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Newton	Crossroads Lumber Co., Inc.	BNSF	N/A	Amtrak	Amtrak	N/A
Topeka	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Kentucky						
Ashland	City of Ashland	City of Ashland/CSXT	City of Ashland	City of Ashland	City of Ashland/Amtrak	City of Ashland
Maysville	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
South Shore-South Portsmouth	Amtrak	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Louisiana						
Hammond	Hammond Chamber of Commerce	CNIC	Hammond Chamber of Commerce	Hammond Chamber of Commerce	Amtrak	Hammond Chamber of Commerce
Lafayette	City of Lafayette	Union Pacific	City of Lafayette	City of Lafayette	Amtrak	City of Lafayette
Lake Charles	City of Lake Charles	Union Pacific	City of Lake Charles	City of Lake Charles	Amtrak	City of Lake Charles
New Orleans	City of New Orleans	City of New Orleans	City of New Orleans	City of New Orleans	City of New Orleans	City of New Orleans
Maine						
Old Orchard Beach (Seasonal)	Chamber of Commerce	Guilford n/k/a Pan Am Railways	Chamber of Commerce	Amtrak	Amtrak	Amtrak
Portland	Concord Coach Bus Company	Guilford n/k/a Pan Am Railways	Concord Coach Bus Company	Town of Portland	Amtrak	Town of Portland
Saco	City of Saco	Guilford n/k/a Pan Am Railways	City of Saco	City of Saco	Amtrak	City of Saco
Wells	Town of Wells	Guilford n/k/a Pan Am Railways	Town of Wells	Town of Wells	Amtrak	Town of Wells
Maryland						
Aberdeen	Amtrak	Amtrak	Amtrak	Amtrak/MARC	Amtrak/MARC	Amtrak/MARC
Baltimore - Penn Station	Amtrak	Amtrak	City of Baltimore	Amtrak/MARC	Amtrak/MARC	City of Baltimore
BWI Thurgood Marshall Airport Station	Amtrak	Amtrak	Amtrak	Amtrak/MARC	Amtrak/MARC	Amtrak/MARC
Cumberland	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Maryland (continued)						
New Carrollton	Amtrak	Amtrak	Amtrak	Amtrak/MARC	Amtrak/MARC	Amtrak/MARC
Rockville	WMATA	CSXT/WMATA	WMATA	Amtrak/WMATA/MARC	Amtrak/WMATA/MARC	Amtrak/WMATA/MARC
Massachusetts						
Amherst	Town of Amherst	New England Central Railroad	Town of Amherst	Town of Amherst	Amtrak	Town of Amherst
Boston - Back Bay	MBTA	MBTA	N/A	MBTA	MBTA	N/A
Boston - North Station	MBTA	MBTA	MBTA	MBTA/Amtrak	MBTA/Amtrak	MBTA/Amtrak
Boston - South Station	MBTA	MBTA	MBTA	MBTA/Beacon South Station Associates, L.P.	MBTA	MBTA
Framingham	MBTA	CSXT	City of Framingham	MBTA	Amtrak/MBTA	City of Framingham
Haverhill	MBTA	MBTA	MBTA	MBTA/Amtrak	MBTA/Amtrak	MBTA/Amtrak
Pittsfield	Berkshire Regional Transit Authority	CSXT	City of Pittsfield	Berkshire Regional Transit Authority	Amtrak	City of Pittsfield
Route 128	Amtrak	Amtrak	MBTA	Amtrak	Amtrak	MBTA
Springfield	Springfield Redevelopment Authority	Amtrak	Springfield Redevelopment Authority	Springfield Redevelopment Authority	Amtrak	Springfield Redevelopment Authority
Woburn	MBTA	MBTA	MBTA	MBTA/Amtrak	MBTA/Amtrak	MBTA/Amtrak
Worcester	Worcester Redevelopment Authority	CSXT	MBTA	Worcester Redevelopment Authority	Amtrak/MBTA	MBTA
Michigan						
Albion	Norfolk Southern	Norfolk Southern	Norfolk Southern	Amtrak	Amtrak	Amtrak
Ann Arbor	Amtrak	Norfolk Southern	Amtrak	Amtrak	Amtrak	Amtrak
Bangor	City of Bangor	CSXT	City of Bangor	City of Bangor	Amtrak	City of Bangor
Battle Creek	City of Battle Creek	Norfolk Southern/CNIC	City of Battle Creek	City of Battle Creek	Amtrak	City of Battle Creek
Birmingham	CNIC	CNIC	N/A	Amtrak	Amtrak	N/A
Dearborn	City of Dearborn	Norfolk Southern Corporation	City of Dearborn	City of Dearborn	Amtrak	City of Dearborn
Detroit	Michigan Department of Transportation	CNIC	Michigan Department of Transportation	Michigan Department of Transportation	Amtrak	Michigan Department of Transportation
Dowagiac	City of Dowagiac	Amtrak	City of Dowagiac	City of Dowagiac	Amtrak	City of Dowagiac
Durand	City of Durand	GTW	City of Durand	City of Durand	City of Durand	City of Durand
East Lansing	Michigan State University	CNIC	Michigan State University	Michigan State University/CARC	Amtrak	Michigan State University/CARC
Flint	Mass Transportation Authority	Mass Transportation Authority	Mass Transportation Authority	Mass Transportation Authority/Amtrak	Mass Transportation Authority/Amtrak	Mass Transportation Authority/Amtrak
Grand Rapids	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Holland	City of Holland	CSXT	City of Holland	City of Holland	Amtrak	City of Holland
Jackson	Amtrak	Norfolk Southern	Amtrak	Amtrak	Amtrak	Amtrak
Kalamazoo	City of Kalamazoo	City of Kalamazoo	City of Kalamazoo	City of Kalamazoo	City of Kalamazoo	City of Kalamazoo
Lapeer	City of Lapeer	CNIC/GTW	City of Lapeer	City of Lapeer	Amtrak	City of Lapeer
New Buffalo	N/A	Amtrak	N/A	N/A	City of New Buffalo	N/A

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Michigan (continued)						
Niles	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak
Pontiac	Michigan Department of Transportation	Michigan Department of Transportation	Michigan Department of Transportation	Michigan Department of Transportation	Michigan Department of Transportation	Michigan Department of Transportation
Port Huron	Amtrak	CNIC	Amtrak	Amtrak	Amtrak	Amtrak
Royal Oak	City of Royal Oak	Amtrak	City of Royal Oak	City of Royal Oak	Amtrak	City of Royal Oak
St. Joseph	City of St. Joseph	City of St. Joseph	City of St. Joseph	City of St. Joseph	City of St. Joseph	City of St. Joseph
Minnesota						
Detroit Lakes	BNSF	BNSF	BNSF	Amtrak/White Earth Tribe	Amtrak	Amtrak/White Earth Tribe
Red Wing	Red Wing Property Conservation Fund	CP Rail	Red Wing Property Conservation Fund	Amtrak	Amtrak	Amtrak
St. Cloud	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
St. Paul/Minneapolis	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak
Staples	Staples Historical Society	BNSF	Staples Historical Society	Staples Historical Society	Amtrak	Staples Historical Society
Winona	CP Rail	CP Rail	CP Rail	Amtrak	Amtrak	Amtrak
Mississippi						
Greenwood	Illinois Central Gulf Railroad	CNIC	Illinois Central Gulf Railroad	Amtrak	Amtrak	Amtrak
Hattiesburg	City of Hattiesburg	Norfolk Southern	City of Hattiesburg	City of Hattiesburg	Amtrak	City of Hattiesburg
Jackson	City of Jackson	CNIC	N/A	City of Jackson	Amtrak	N/A
Meridian	City of Meridian	Norfolk Southern	City of Meridian	City of Meridian	Amtrak	City of Meridian
Missouri						
Hermann	Union Pacific	Union Pacific	Union Pacific	City of Hermann/Amtrak	Amtrak	City of Hermann
Independence	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Jefferson City	U.S. National Park Service	Union Pacific	U.S. National Park Service	Amtrak	Amtrak	Amtrak
Kansas City	Union Station Kansas City, Inc.	Kansas City Terminal Railway Company	Union Station Kansas City, Inc.	Union Station Kansas City, Inc./Amtrak	Amtrak	Union Station Kansas City, Inc.
Kirkwood	City of Kirkwood	Union Pacific	City of Kirkwood	City of Kirkwood	Amtrak	City of Kirkwood
La Plata	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Lees Summit	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Poplar Bluff	Poplar Bluff Historic Depot Restoration Corporation	Union Pacific	Poplar Bluff Historic Depot Restoration Corporation	Poplar Bluff Historic Depot Restoration Corporation	Amtrak	Poplar Bluff Historic Depot Restoration Corporation
Sedalia	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
St. Louis	City of St. Louis	City of St. Louis	City of St. Louis/Amtrak	City of St. Louis	City of St. Louis	City of St. Louis/Amtrak
Warrensburg	City of Warrensburg	Union Pacific	City of Warrensburg	City of Warrensburg	Amtrak	City of Warrensburg
Washington	City of Washington	Union Pacific	City of Washington	City of Washington	Amtrak	City of Washington

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Montana						
Browning (Seasonal)	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Cut Bank	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
East Glacier Park (Seasonal)	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Glasgow	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Havre	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Libby	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Malta	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Shelby	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
West Glacier	Glacier Natural History Association	BNSF	Glacier Natural History Association	Glacier Natural History Association	Amtrak	Glacier Natural History Association
Whitefish	Stumptown Historical Society	BNSF	City of Whitefish	Stumptown Historical Society	Amtrak	City of Whitefish
Wolf Point	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Nebraska						
Hastings	Midland Corporation	BNSF	Midland Corporation	Midland Corporation/Amtrak	Amtrak	Midland Corporation/Amtrak
Holdrege	Marvin Westcott	BNSF	Marvin Westcott	Westcott/Amtrak	Amtrak	Westcott/Amtrak
Lincoln	Lincoln Depot Limited Partnership	BNSF	Lincoln Depot Limited Partnership	Lincoln Depot Limited Partnership/Amtrak	Amtrak	Lincoln Depot Limited Partnership/Amtrak
McCook	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Omaha	Amtrak	BNSF	Amtrak	Amtrak	Amtrak	Amtrak
Nevada						
Elko	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Reno	City of Reno	City of Reno	N/A	City of Reno	City of Reno	N/A
Sparks	N/A	Union Pacific	Union Pacific	N/A	Amtrak	Amtrak
Winnemucca	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
New Hampshire						
Claremont	N/A	New England Central Railroad	John Lambert	N/A	Amtrak	John Lambert
Dover	Town of Dover	Guilford n/k/a Pan Am Railways	Town of Dover	Town of Dover	Amtrak	Town of Dover
Durham	University of New Hampshire	Guilford n/k/a Pan Am Railways	University of New Hampshire	Amtrak	Amtrak	Amtrak
Exeter	Town of Exeter	Guilford n/k/a Pan Am Railways	Town of Exeter	Town of Exeter	Amtrak	Town of Exeter
New Jersey						
Metropark	New Jersey Transit Corporation	New Jersey Transit Corporation	New Jersey Transit Corporation	New Jersey Transit Corporation/ Amtrak	New Jersey Transit Corporation/Amtrak	New Jersey Transit Corporation
New Brunswick	New Jersey Transit Corporation	New Jersey Transit Corporation	N/A	New Jersey Transit Corporation/ Amtrak	New Jersey Transit Corporation/Amtrak	N/A
Newark - Penn Station	New Jersey Transit Corporation/ Newark Penn Station Associates	New Jersey Transit Corporation	New Jersey Transit Corporation/ Newark/Penn Station Associates	New Jersey Transit Corporation	Amtrak/PATH	New Jersey Transit Corporation
Newark Liberty International Airport	Port Authority of New York	Port Authority of New York/Amtrak	N/A	Port Authority of New York	Port Authority of New York/Amtrak	N/A

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
New Jersey (continued)						
Princeton Junction	New Jersey Transit Corporation	New Jersey Transit Corporation	New Jersey Transit Corporation	New Jersey Transit Corporation	New Jersey Transit Corporation/Amtrak	New Jersey Transit Corporation
Trenton	New Jersey Transit Corporation	New Jersey Transit Corporation	New Jersey Transit Corporation	New Jersey Transit Corporation/Amtrak	New Jersey Transit Corporation/Amtrak	New Jersey Transit Corporation
New Mexico						
Albuquerque	City of Albuquerque	NMDOT	City of Albuquerque	Greyhound Lines, Inc./Amtrak/Rail Runner	NMDOT	Greyhound Lines, Inc./Amtrak/Rail Runner
Gallup	City of Gallup	BNSF	City of Gallup	City of Gallup	Amtrak	City of Gallup
Lamy	Santa Fe Southern Railway, Inc.	NMDOT	Santa Fe Southern Railway, Inc.	Amtrak/Rail Runner/Santa Fe Southern Railway, Inc.	NMDOT/Santa Fe Southern Railway, Inc./Amtrak	Amtrak/Rail Runner
Las Vegas	City of Las Vegas	BNSF	City of Las Vegas	City of Las Vegas	Amtrak	City of Las Vegas
Raton	BNSF/Amtrak	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Albany-Rensselaer	CDTA Facilities, Inc.	CDTA Facilities, Inc./Amtrak/CSXT	CDTA Facilities, Inc.	CDTA Facilities, Inc./Amtrak	CDTA Facilities, Inc./Amtrak	CDTA Facilities, Inc/Amtrak
Amsterdam	Amtrak	CSXT	Amtrak	Amtrak	Amtrak	Amtrak
Buffalo - Exchange St.	City of Buffalo	CSXT	City of Buffalo	City of Buffalo	Amtrak	City of Buffalo
Buffalo-Depew	State of New York	CSXT	State of New York	State of New York	Amtrak	State of New York
Croton Harmon	Metropolitan Transportation Authority/Metro-North?	Metropolitan Transportation Authority/Metro-North?	Village of Croton-on-Hudson	Metropolitan Transportation Authority/Metro-North	Metropolitan Transportation Authority/Metro-North	Village of Croton-on-Hudson
Fort Edward-Glens Falls	Fort Edward Local Development Corporation	CP Rail	Fort Edward Local Development Corporation	Amtrak	Amtrak	Amtrak
Hudson	Amtrak	CSXT	Amtrak/City	Amtrak	Amtrak	Amtrak/City
New Rochelle	Metropolitan Transportation Authority/Metro-North?	Metropolitan Transportation Authority/Metro-North?	City of New Rochelle	Metropolitan Transportation Authority/Metro-North	Metropolitan Transportation Authority/Metro-North	City of New Rochelle
New York - Penn Station	Amtrak	Amtrak	N/A	Amtrak/NJT/LIRR	Amtrak/NJT/LIRR	N/A
Niagara Falls	Owasco River Railway, Inc.	Owasco River Railway, Inc.	Owasco River Railway, Inc.	Amtrak	Amtrak	Amtrak
Plattsburgh	Plattsburgh Depot Partnership	Canadian Pacific Railway	Plattsburgh Depot Partnership	Plattsburgh Depot Partnership/Amtrak	Amtrak	Plattsburgh Depot Partnership/Amtrak
Port Henry	D&H Railway	Canadian Pacific Railway	D&H Railway	Town of Moriah/Amtrak	Amtrak	Amtrak
Port Kent (Seasonal)	Amtrak	Canadian Pacific Railway	D&H Railway Company, Inc.	Amtrak	Amtrak	Amtrak
Poughkeepsie	Metropolitan Transportation Authority/Metro-North?	Metropolitan Transportation Authority/Metro-North?	Metropolitan Transportation Authority/Metro-North?	Metropolitan Transportation Authority/Metro-North	Metropolitan Transportation Authority/Metro-North	Metropolitan Transportation Authority/Metro-North
Rhinecliff	Amtrak	CSXT	Amtrak/CSXT	Amtrak	Amtrak	Amtrak
Rochester	Amtrak	CSXT	Amtrak	Amtrak	Amtrak	Amtrak
Rome	City of Rome	CSXT	City of Rome/Amtrak	City of Rome	Amtrak	City of Rome/Amtrak
Rouses Point	Village of Rouses Point	Canadian Pacific Railway	Village of Rouses Point	Village of Rouses Point	Amtrak	Village of Rouses Point
Saratoga Springs	CP Rail	CP Rail	CP Rail	CDTA Facilities, Inc./Amtrak	Amtrak	CDTA Facilities, Inc.
Schenectady	Amtrak	CSXT	Amtrak/Metroplex	Amtrak	Amtrak	Amtrak/Metroplex
Syracuse	Intermodal Transportation Center, Inc.	Intermodal Transportation Center, Inc.	Intermodal Transportation Center, Inc.	Intermodal Transportation Center, Inc./Amtrak	Intermodal Transportation Center, Inc.	Intermodal Transportation Center, Inc.
Ticonderoga	Amtrak	Canadian Pacific Railway	D&H Railway Company	Amtrak	Amtrak	Amtrak
Utica	County of Oneida	CSXT	County of Oneida	County of Oneida	Amtrak	County of Oneida

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
New York (continued)						
Westport	Town of Westport	Canadian Pacific Railway Company	D & H Railway Company	Amtrak/Depot Theatre	Amtrak	Town of Westport/Depot Theatre/Amtrak
Whitehall	Amtrak	Canadian Pacific Railway	D&H Railway Company	Amtrak	Amtrak	Amtrak
Yonkers	Metropolitan Transportation Authority/Metro-North?	Metropolitan Transportation Authority/Metro-North?	Yonkers Parking Authority	Metropolitan Transportation Authority/Metro-North	Metropolitan Transportation Authority/Metro-North	Yonkers Parking Authority
North Carolina						
Burlington	North Carolina Railroad Company	North Carolina Railroad Company	North Carolina Railroad Company?	North Carolina Railroad Company	North Carolina Railroad Company	North Carolina Railroad Company
Cary	Town of Cary	Town of Cary	Town of Cary	Town of Cary	Town of Cary	Town of Cary
Charlotte	Norfolk Southern	Norfolk Southern	Norfolk Southern	Amtrak	Amtrak	Amtrak
Durham	City of Durham	North Carolina Railroad Company	North Carolina Railroad	City of Durham	North Carolina Railroad Company	North Carolina Railroad Company
Fayetteville	City of Fayetteville	CSXT	City of Fayetteville	City of Fayetteville/Amtrak	Amtrak	City of Fayetteville/Amtrak
Greensboro	City of Greensboro	North Carolina Railroad Company	City of Greensboro	City of Greensboro/Amtrak	North Carolina Railroad Company	City of Greensboro/Amtrak
Hamlet	City of Hamlet	CSXT	City of Hamlet	City of Hamlet	Amtrak	City of Hamlet
High Point	City of High Point	North Carolina Railroad Company	City of High Point	City of High Point	North Carolina Railroad Company	City of High Point
Kannapolis	City of Kannapolis	North Carolina Railroad Company	City of Kannapolis	City of Kannapolis	North Carolina Railroad Company	City of Kannapolis
Raleigh	North Carolina Railroad Company	North Carolina Railroad Company	North Carolina Railroad Company	North Carolina Railroad Company	North Carolina Railroad Company	North Carolina Railroad Company
Rocky Mount	City of Rocky Mount	CSXT	City of Rocky Mount	City of Rocky Mount	Amtrak	City of Rocky Mount
Salisbury	Historic Salisbury Foundation, Inc.	North Carolina Railroad Company	Historic Salisbury Foundation, Inc.	Amtrak/Foundation	North Carolina Railroad Company	Amtrak/Foundation
Selma	City of Selma	NCRR/CSXT	City of Selma	City of Selma	NCRR/Amtrak	City of Selma
Southern Pines	City of Southern Pines	CSXT	City of Southern Pines	City of Southern Pines	Amtrak	City of Southern Pines
Wilson	City of Wilson	CSXT	City of Wilson	City of Wilson	Amtrak	City of Wilson
North Dakota						
Devils Lake	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Fargo	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Grand Forks	Amtrak	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Minot	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Rugby	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Stanley	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Williston	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Ohio						
Alliance	Pennsylvania Lines, LLC	Norfolk Southern	Pennsylvania Lines, LLC	Amtrak	Amtrak	Amtrak
Bryan	Pennsylvania Lines, LLC	Norfolk Southern Corporation	Amtrak	Amtrak	Amtrak	Amtrak
Cincinnati	City of Cincinnati	CSXT	City of Cincinnati	City of Cincinnati/Amtrak	Amtrak	City of Cincinnati
Cleveland	Amtrak	Norfolk Southern	Amtrak	Amtrak	Amtrak	Amtrak

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Ohio (continued)						
Elyria	Amtrak	Norfolk Southern	Norfolk Southern	Amtrak	Amtrak	Amtrak
Sandusky	City of Sandusky	Norfolk Southern	City of Sandusky	City of Sandusky	Amtrak	City of Sandusky
Toledo	Toledo-Lucas County Port Authority	Norfolk Southern	Toledo-Lucas County Port Authority	Toledo-Lucas County Port Authority	Amtrak	Toledo-Lucas County Port Authority
Oklahoma						
Ardmore	City of Ardmore	City of Ardmore	City of Ardmore	City of Ardmore	City of Ardmore	City of Ardmore
Norman	City of Norman	BNSF	City of Norman	City of Norman	Amtrak	City of Norman
Oklahoma City	Bricktown Real Estate & Development Co., Inc.	BNSF	Bricktown Real Estate & Development Co., Inc.	Amtrak	Amtrak	Amtrak
Pauls Valley	City of Pauls Valley	BNSF	City of Pauls Valley	City of Pauls Valley	Amtrak	City of Pauls Valley
Purcell	City of Purcell	BNSF	City of Purcell	City of Purcell	Amtrak	City of Purcell
Oregon						
Albany	City of Albany	Union Pacific	City of Albany	City of Albany	Amtrak	City of Albany
Chemult	Amtrak	Amtrak	Union Pacific	Amtrak	Amtrak	Amtrak
Eugene	City of Eugene	Union Pacific	City of Eugene	City of Eugene	Amtrak	City of Eugene
Klamath Falls	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Oregon City	City of Oregon City	Union Pacific	Oregon Trail Museum	City of Oregon City	Amtrak	Oregon Trail Museum/Amtrak
Portland	City of Portland	City of Portland	City of Portland	City of Portland	City of Portland	City of Portland
Salem	State of Oregon	Union Pacific	State of Oregon	State of Oregon	Amtrak	State of Oregon
Pennsylvania						
Altoona	Redevelopment Authority of Altoona, PA	Norfolk Southern	Redevelopment Authority of Altoona, PA	Redevelopment Authority	Amtrak	Redevelopment Authority
Ardmore	Amtrak	Amtrak	Amtrak	SEPTA	SEPTA	SEPTA
Coatesville	Amtrak	Amtrak	Amtrak	City	Amtrak	Amtrak
Connellsville	Amtrak	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Cornwells Heights	Amtrak	Amtrak	Amtrak	SEPTA	SEPTA	SEPTA
Downingtown	Amtrak	Amtrak	Amtrak	SEPTA	SEPTA	SEPTA
Elizabethtown	Amtrak	Amtrak	Amtrak	Borough	Amtrak	Borough
Erie	LPUSA, Ltd.	CSXT	LPUSA, Ltd.	LPUSA, Ltd.	Amtrak	LPUSA, Ltd.
Exton	Amtrak	Amtrak	Amtrak	SEPTA	SEPTA	SEPTA
Greensburg	Westmoreland Trust	Norfolk Southern	Westmoreland Trust	Westmoreland Trust/Amtrak	Amtrak	Westmoreland Trust/Amtrak
Harrisburg	Amtrak	Amtrak	Amtrak	HRA/Amtrak	Amtrak	HRA
Huntingdon	Amtrak	Norfolk Southern	Norfolk Southern	Amtrak	Amtrak	Amtrak
Johnstown	SFB Partnership	Norfolk Southern	SFB Partnership	Amtrak	Amtrak	Amtrak
Lancaster	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak/PRK-MOR, Inc.

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Pennsylvania (continued)						
Lewistown	PRTHS	Norfolk Southern	PRTHS	Amtrak/PRTHS	Amtrak	Amtrak/PRTHS
Middletown	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak
Mount Joy	Amtrak	Amtrak	Church of God of Mount Joy	Amtrak	Amtrak	Amtrak
Paoli	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak
Parkesburg	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak
Philadelphia - 30th Street Station	Amtrak	Amtrak	Amtrak (beneath station); PEDFA (parking garage)	Amtrak/SEPTA	Amtrak/SEPTA	Amtrak/PEDFA
Philadelphia - North	Amtrak	Amtrak	Amtrak/SEPTA	Amtrak	Amtrak	Amtrak
Pittsburgh	Amtrak	Amtrak/Norfolk Southern	Amtrak/Historic Landmarks Realty Growth Fund (The Pennsylvanian)	Amtrak	Amtrak	Amtrak/Historic Landmarks Realty Growth Fund (The Pennsylvanian)
Rhode Island						
Kingston	Rhode Island Department of Transportation	Amtrak	Rhode Island Department of Transportation	Rhode Island Department of Transportation	Amtrak	Rhode Island Department of Transportation
Providence	Amtrak	Amtrak	MBTA	Amtrak	Amtrak	MBTA
Westerly	State of Rhode Island	Amtrak	State of Rhode Island	State of Rhode Island/Amtrak	Amtrak	State of Rhode Island
South Carolina						
Camden	City of Camden/CSXT	CSXT	CSXT	City of Camden/Amtrak	Amtrak	Amtrak
Charleston	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Clemson	City of Clemson	Norfolk Southern	City of Clemson	City of Clemson	Amtrak	City of Clemson
Columbia	City of Columbia	CSXT	City of Columbia	City of Columbia	Amtrak	City of Columbia
Denmark	City of Denmark	CSXT	City of Denmark	City of Denmark	Amtrak	City of Denmark
Dillon	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Florence	McLeod Regional Medical Center	CSXT	McLeod Regional Medical Center	Amtrak	Amtrak	Amtrak
Greenville	Norfolk Southern	Norfolk Southern	Norfolk Southern	Amtrak	Amtrak	Amtrak
Kingstree	Town of Kingstree	Town of Kingstree	Town of Kingstree	Town of Kingstree	Town of Kingstree	Town of Kingstree
Spartanburg	City of Spartanburg	Norfolk Southern	City of Spartanburg	City of Spartanburg	Amtrak	City of Spartanburg
Yemassee	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Tennessee						
Memphis	City of Memphis/MATA	City of Memphis/MATA	City of Memphis/MATA	City of Memphis	City of Memphis	City of Memphis
Texas						
Alpine	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Austin	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Beaumont	N/A	Union Pacific	N/A	N/A	Amtrak	N/A
Cleburne	City of Cleburne	BNSF	City of Cleburne	City of Cleburne	Amtrak	City of Cleburne
Dallas	City of Dallas	City of Dallas	City of Dallas	City of Dallas	City of Dallas	City of Dallas

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Texas (continued)						
Del Rio	City of Del Rio	Union Pacific	City of Del Rio	City of Del Rio	Amtrak	City of Del Rio
El Paso	City of El Paso	City of El Paso	City of El Paso	City of El Paso	City of El Paso	City of El Paso
Fort Worth	Fort Worth Transportation Authority	Fort Worth Transportation Authority	Fort Worth Transportation Authority	Fort Worth Transportation Authority/Amtrak	Fort Worth Transportation Authority	Fort Worth Transportation Authority
Gainesville	City of Gainesville	City of Gainesville	City of Gainesville	City of Gainesville	City of Gainesville	City of Gainesville
Houston	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Longview	Union Pacific	Union Pacific	Union Pacific	Amtrak	Amtrak	Amtrak
Marshall	City of Marshall	Union Pacific	Missouri Pacific Railroad Company	City of Marshall	Amtrak	City of Marshall
McGregor	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Mineola	City of Mineola	Union Pacific	City of Mineola	City of Mineola	Amtrak	City of Mineola
San Antonio	VIA Metropolitan Transit	VIA Metropolitan Transit	VIA Metropolitan Transit	VIA Metropolitan Transit/Amtrak	VIA Metropolitan Transit/Amtrak	VIA Metropolitan Transit/Amtrak
San Marcos	Capital Area Rural Transportation System	Capital Area Rural Transportation System	Capital Area Rural Transportation System	Capital Area Rural Transportation System	Capital Area Rural Transportation System	Capital Area Rural Transportation System
Taylor	N/A	Amtrak	Union Pacific	N/A	Amtrak	Amtrak
Temple	City of Temple	BNSF	City of Temple	City of Temple	Amtrak	City of Temple
Utah						
Green River	N/A	Union Pacific	Union Pacific	N/A	Amtrak	Amtrak
Helper	Union Pacific	Union Pacific	City of Helper	Amtrak	Amtrak	City of Helper
Provo	Union Pacific	Union Pacific	City of Provo	Amtrak	Amtrak	City of Provo
Salt Lake City	Utah Transit Authority	Utah Transit Authority	Utah Transit Authority	Utah Transit Authority	Utah Transit Authority	Utah Transit Authority
Vermont						
Bellows Falls	Green Mountain Railroad Corporation	Green Mountain Railroad Corporation	Green Mountain Railroad Corporation	Amtrak/Green Mountain Railroad Corporation	Amtrak/Green Mountain Railroad Corporation	Amtrak/Green Mountain Railroad Corporation
Brattleboro	Town of Brattleboro	New England Central Railroad	Town of Brattleboro	Town of Brattleboro	Amtrak	Town of Brattleboro
Essex Junction	New England Central Railroad	New England Central Railroad	New England Central Railroad	Amtrak	Amtrak	Amtrak
Fair Haven	D&H Railway	VTR	N/A	Amtrak	Amtrak	N/A
Montpelier	New England Central Railroad	New England Central Railroad	New England Central Railroad	Amtrak	Amtrak	Amtrak
Randolph	N/A	New England Central Railroad	Depot Square Partners	N/A	Amtrak	Amtrak
Rutland	City of Rutland	City of Rutland	City of Rutland	City of Rutland	City of Rutland	City of Rutland
St. Albans	New England Central Railroad	New England Central Railroad	New England Central Railroad	Amtrak	Amtrak	Amtrak
Waterbury	New England Central Railroad	New England Central Railroad	New England Central Railroad	Amtrak	Amtrak	Amtrak
White River Jct.	Byron C. Hathorn	New England Central Railroad	Byron C. Hathorn	Byron C. Hathorn/Amtrak	Amtrak	Byron C. Hathorn
Windsor	N/A	New England Central Railroad	N.L. Wilson Railways, LLC	N/A	Amtrak	N/A

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Virginia						
Alexandria	City of Alexandria	CSXT	City of Alexandria	City of Alexandria	Amtrak/Virginia Railway Express	City of Alexandria
Ashland	Town of Ashland	CSXT	N/A	Town of Ashland	Amtrak	N/A
Charlottesville	Union Station Partners, LLC	Norfolk Southern/CSXT	Union Station Partners, LLC/City of Charlottesville	Union Station Partners, LLC/Amtrak	Amtrak	Union Station Partners, LLC/City of Charlottesville
Clifton Forge	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Culpeper	Town of Culpeper	Norfolk Southern	Town of Culpeper	Town of Culpeper	Amtrak	Town of Culpeper
Danville	City of Danville	City of Danville	City of Danville	City of Danville	City of Danville	City of Danville
Franconia-Springfield	WMATA	Virginia Railway Express/CSXT	WMATA	WMATA	Virginia Railway Express/Amtrak	WMATA
Fredericksburg	Thomas H. Mitchell	CSXT	Thomas H. Mitchell	Virginia Railway Express/Amtrak	Virginia Railway Express/Amtrak	Virginia Railway Express/Amtrak
Lorton (Auto Train)	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak
Lynchburg	City of Lynchburg	Norfolk Southern	City of Lynchburg	City of Lynchburg	Amtrak	City of Lynchburg
Manassas	City of Manassas	Norfolk Southern	City of Manassas	City of Manassas	Amtrak/Virginia Railway Express	City of Manassas
Newport News	Economic Development Authority of Newport News	CSXT	Newport News Parking Authority	Economic Development Authority of Newport News	Amtrak	Newport News Parking Authority
Petersburg	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Quantico	Richmond, Fredericksburg & Potomac Railroad	CSXT	Virginia Railway Express	Amtrak/Virginia Railway Express	Amtrak/Virginia Railway Express	Virginia Railway Express
Richmond - Main St.	City of Richmond	CSXT	City of Richmond	City of Richmond	Amtrak	City of Richmond
Richmond - Staples Mill Rd.	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	APCO/Amtrak
Staunton	MH Staunton, LLC	CSXT	MH Staunton, LLC	Amtrak	Amtrak	Amtrak
Williamsburg	City of Williamsburg	CSXT	City of Williamsburg	City of Williamsburg	Amtrak	City of Williamsburg
Woodbridge	Virginia Railway Express	CSXT	Virginia Railway Express	Virginia Railway Express	Virginia Railway Express/Amtrak	Virginia Railway Express
Washington						
Bellingham	Port of Bellingham	Port of Bellingham	Port of Bellingham	Port of Bellingham/Amtrak	Port of Bellingham	Port of Bellingham
Bingen-White Salmon	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Centralia	City of Centralia	BNSF	City of Centralia	City of Centralia	Amtrak	City of Centralia
Edmonds	BNSF	BNSF	Central Puget Sound Regional Transit Authority	Amtrak/Sound Transit	Central Puget Sound Regional Transit Authority	Central Puget Sound Regional Transit Authority
Ephrata	City of Ephrata	BNSF	City of Ephrata	City of Ephrata	Amtrak	City of Ephrata
Everett	City of Everett	BNSF	City of Everett	City of Everett	Amtrak/Sound Transit	City of Everett
Kelso-Longview	City of Kelso	BNSF	BNSF	City of Kelso/Amtrak	Amtrak	Amtrak
Mount Vernon	Skagit Transit	BNSF	Skagit Transit	Skagit Transit	Amtrak	Skagit Transit
Olympia/Lacey	Intercity Transit	BNSF	Intercity Transit	Intercity Transit	Amtrak	Intercity Transit
Pasco	City of Pasco	BNSF	City of Pasco	City of Pasco	Amtrak	City of Pasco
Seattle - King Street Station	City of Seattle	BNSF	City of Seattle	City of Seattle/Amtrak	Amtrak	City of Seattle/Amtrak
Spokane	City of Spokane	BNSF	City of Spokane	City of Spokane	Amtrak	City of Spokane

Station	Ownership			Responsibility		
	Station Structures	Platforms	Parking Facilities	Station Structures	Platforms	Parking Facilities
Washington (continued)						
Tacoma	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
Tukwila	Sound Transit	BNSF	Sound Transit	Amtrak/Sound Transit	Amtrak/Sound Transit	Amtrak/Sound Transit
Vancouver	City of Vancouver	City of Vancouver/BNSF	City of Vancouver	City of Vancouver	City of Vancouver/Amtrak	City of Vancouver
Wenatchee	BNSF	BNSF	Link Transit	Amtrak	Amtrak	Link Transit
Wishram	BNSF	BNSF	BNSF	Amtrak	Amtrak	Amtrak
West Virginia						
Charleston	Susan Lee Haddad	CSXT	Susan Lee Haddad	Amtrak	Amtrak	Amtrak/Susan Lee Haddad
Harpers Ferry	U.S. National Park Service	CSXT	U.S. National Park Service	Amtrak/MARC	Amtrak/MARC	Amtrak/MARC
Hinton	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Huntington	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
Martinsburg	City of Martinsburg	CSXT	City of Martinsburg	City of Martinsburg	Amtrak/MARC	City of Martinsburg
Montgomery	N/A	CSXT	Montgomery Parking Authority	N/A	Amtrak	Montgomery Parking Authority
Prince	CSXT	CSXT	CSXT	Amtrak	Amtrak	Amtrak
White Sulphur Springs	Old White Development Company/CSXT	CSXT	Old White Development Company/CSXT	Amtrak	Amtrak	Amtrak
Wisconsin						
Columbus	CMC Heartland Partners	CP Rail	CMC Heartland Partners	Amtrak	Amtrak	Amtrak
LaCrosse	La Crosse Depot, LLC	CP Rail	La Crosse Depot, LLC	La Crosse Depot, LLC	Amtrak	Amtrak
Milwaukee	Wisconsin Department of Transportation	CP Rail	Wisconsin Department of Transportation	Wisconsin Department of Transportation	Amtrak	Wisconsin Department of Transportation
Milwaukee - General Mitchell Intl. Airport	Wisconsin Department of Transportation	CP Rail	General Mitchell Int'l Airport	Wisconsin Department of Transporation	Amtrak	General Mitchell Int'l Airport
Portage	CP Rail	CP Rail	CP Rail	Amtrak	Amtrak	Amtrak
Sturtevant	Village of Sturtevant	Village of Sturtevant	Village of Sturtevant	Village of Sturtevant	Village of Sturtevant	Village of Sturtevant
Tomah	CP Rail	CP Rail	N/A	Amtrak	Amtrak	N/A
Wisconsin Dells	City of Wisconsin Dells	CP Rail	City of Wisconsin Dells	City of Wisconsin Dells	Amtrak	City of Wisconsin Dells

Appendix 9

Station Characteristics—ADA Compliance Scores

Appendix 9

Station Characteristics—ADA Compliance Scores

Key

Mobility Access Status:
- Complete Barrier-Free Access
- Barrier-Free Access to Platforms

- General compliance (80-100%)
- Partial compliance (21-79%)
- Minimal compliance (0-20%)

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[3]	Mobility Access[4]	Level of Compliance			
					Station Structures	Platforms[5]	Pathways	Total
Alabama								
Anniston	**IV.** Small - Station - Caretaker	5,181	14					
Birmingham	**II.** Medium - Staffed	32,733	14					
Tuscaloosa	**II.** Medium - Staffed	10,030	14	♿				
Arizona								
Flagstaff	**II.** Medium - Staffed	39,723	14	♿				
Kingman	**IV.** Small - Station - Caretaker	10,322	14	♿				
Maricopa	**II.** Medium - Staffed	6,393	6	♿				
Tucson	**II.** Medium - Staffed	14,780	6	♿				
Williams Junction	**VI.** Small - Platform - Unstaffed	8,199	14		NA			
Winslow	**IV.** Small - Station - Caretaker	4,767	14	♿				
Yuma	**VI.** Small - Platform - Unstaffed	3,057	6	♿	NA			
Arkansas								
Little Rock	**II.** Medium - Staffed	19,724	14	♿				
Texarkana	**II.** Medium - Staffed	6,972	14					
Walnut Ridge	**III.** Medium - Caretaker	4,057	14					
California								
Anaheim	**II.** Medium - Staffed	357,906	160	♿				
Antioch-Pittsburg	**V.** Small - Shelter - Unstaffed	29,129	56	♿				
Auburn	**V.** Small - Shelter - Unstaffed	39,023	14	♿				
Bakersfield	**I.** Large - Staffed	427,087	84	♿				
Barstow	**V.** Small - Shelter - Unstaffed	3,334	14	♿				
Berkeley	**VI.** Small - Platform - Unstaffed	122,133	204	♿	NA			
Burbank (Airport)	**V.** Small - Shelter - Unstaffed	45,061	70	♿				
Camarillo	**VI.** Small - Platform - Unstaffed	31,620	63		NA			
Carpinteria	**V.** Small - Shelter - Unstaffed	20,944	70	♿				
Chatsworth	**V.** Small - Shelter - Unstaffed	53,350	70	♿				
Chico	**VI.** Small - Platform - Unstaffed	6,171	14	♿	NA			

[1] Includes 481 Amtrak-served stations that are required to be ADA compliant.

[2] Station Classifications: **I.** Large - Staffed; **II.** Medium Staffed; **III.** Medium - Station - Caretaker; **IV.** Small - Station - Caretaker; **V.** Small - Shelter - Unstaffed; and **VI.** Small - Platform - Unstaffed.

[3] Weekly train frequencies serving stations as listed in the Fall 2008-Winter 2009 Amtrak System Timetable. A weekly frequency of 14 is equivalent to one train in each direction per day. Not all stations have a minimum of daily service. Amtrak service only; does not include commuter rail frequencies for those stations served by commuter rail.

[4] Mobility Access defined as ability for passengers who require the use of wheelchairs to access train service:
♿: Access available to platforms and trains; ♿ Access to platforms, trains and station services. Mobility Access is **not** equivalent to ADA compliant access.

[5] Level of compliance for platforms is based on requirements set forth under current regulations.

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[3]	Mobility Access[4]	Level of Compliance			
					Station Structures	Platforms[5]	Pathways	Total
California (continued)								
Colfax	**VI.** Small - Platform - Unstaffed	3,610	14	♿				
Coliseum/Oakland Airport	**V.** Small - Shelter - Unstaffed	19,736	125					
Corcoran	**IV.** Small - Station - Caretaker	26,018	84					
Davis	**II.** Medium - Staffed	451,995	232					
Dunsmuir	**IV.** Small - Station - Caretaker	3,402	14					
Emeryville	**I.** Large - Staffed	528,203	288					
Fremont	**III.** Medium - Caretaker	46,146	98					
Fresno	**II.** Medium - Staffed	335,298	84					
Fullerton	**II.** Medium - Staffed	443,953	174					
Glendale	**IV.** Small - Station - Caretaker	40,084	70					
Goleta	**V.** Small - Shelter - Unstaffed	74,111	70					
Grover Beach	**V.** Small - Shelter - Unstaffed	18,275	28					
Guadalupe	**V.** Small - Shelter - Unstaffed	10,914	28					
Hanford	**I.** Large - Staffed	184,930	84					
Hayward	**V.** Small - Shelter - Unstaffed	30,583	98					
Irvine	**II.** Medium - Staffed	669,405	160					
Laguna Niguel	**V.** Small - Shelter - Unstaffed	1,479	33					
Lodi	**IV.** Small - Station - Caretaker	7,657	28					
Lompoc-Surf	**V.** Small - Shelter - Unstaffed	8,190	28					
Los Angeles	**I.** Large - Staffed	1,582,364	208					
Madera	**V.** Small - Shelter - Unstaffed	17,875	84					
Martinez	**II.** Medium - Staffed	398,683	288					
Merced	**II.** Medium - Staffed	96,406	84					
Modesto	**II.** Medium - Staffed	93,426	77					
Moorpark	**VI.** Small - Platform - Unstaffed	12,779	35		NA			
Needles	**VI.** Small - Platform - Unstaffed	8,093	14	♿	NA			
Oakland	**I.** Large - Staffed	379,580	274					
Oceanside	**II.** Medium - Staffed	325,877	160					
Ontario	**VI.** Small - Platform - Unstaffed	3,590	6					
Orange	**V.** Small - Shelter - Unstaffed	1,178	26					
Oxnard	**II.** Medium - Staffed	77,965	84					
Palm Springs	**V.** Small - Shelter - Unstaffed	5,237	6					
Paso Robles	**III.** Medium - Caretaker	8,160	14					
Pomona	**VI.** Small - Platform - Unstaffed	1,588	6	♿				
Redding	**IV.** Small - Station - Caretaker	6,781	14					
Richmond	**IV.** Small - Station - Caretaker	306,657	260					
Riverside	**V.** Small - Shelter - Unstaffed	9,399	14					
Rocklin	**IV.** Small - Station - Caretaker	47,748	14	♿				
Roseville	**III.** Medium - Caretaker	81,478	28					
Sacramento	**I.** Large - Staffed	1,146,308	260					
Salinas	**II.** Medium - Staffed	15,909	14					
San Bernardino	**IV.** Small - Station - Caretaker	8,707	14					
San Clemente Pier	**VI.** Small - Platform - Unstaffed	10,092	28		NA			
San Diego - Downtown	**II.** Medium - Staffed	912,096	160					
San Diego - Old Town	**VI.** Small - Platform - Unstaffed	22,531	19					
San Jose	**II.** Medium - Staffed	228,564	112					
San Juan Capistrano	**I.** Large - Staffed	263,945	160					

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[3]	Mobility Access[4]	Level of Compliance			
					Station Structures	Platforms[5]	Pathways	Total
California (continued)								
San Luis Obispo	**II.** Medium - Staffed	103,914	42					
Santa Ana	**II.** Medium - Staffed	174,903	160					
Santa Barbara	**I.** Large - Staffed	294,968	84					
Santa Clara (Great America)	**VI.** Small - Platform - Unstaffed	110,534	98		NA			
Simi Valley	**VI.** Small - Platform - Unstaffed	40,821	84					
Solana Beach	**II.** Medium - Staffed	448,081	160					
Stockton - San Joaquin St. Station	**II.** Medium - Staffed	226,311	56					
Stockton - Downtown/ACE Station	**IV.** Small - Station - Caretaker	29,498	28					
Suisun	**III.** Medium - Caretaker	152,984	204					
Truckee	**IV.** Small - Station - Caretaker	7,801	14					
Turlock-Denair	**V.** Small - Shelter - Unstaffed	19,434	84					
Van Nuys	**II.** Medium - Staffed	73,353	84					
Ventura	**V.** Small - Shelter - Unstaffed	47,732	70					
Victorville	**V.** Small - Shelter - Unstaffed	4,904	14					
Wasco	**IV.** Small - Station - Caretaker	18,635	84					
Colorado								
Denver	**I.** Large - Staffed	129,773	14					
Fort Morgan	**IV.** Small - Station - Caretaker	3,178	14					
Glenwood Springs	**II.** Medium - Staffed	36,484	14					
Granby	**VI.** Small - Platform - Unstaffed	3,629	14					
Grand Junction	**II.** Medium - Staffed	28,302	14					
La Junta	**II.** Medium - Staffed	7,475	14					
Lamar	**V.** Small - Shelter - Unstaffed	1,644	14					
Trinidad	**III.** Medium - Caretaker	4,628	14					
Winter Park/Fraser	**IV.** Small - Station - Caretaker	9,400	14					
Connecticut								
Berlin	**II.** Medium - Staffed	24,532	90					
Bridgeport	**IV.** Small - Station - Caretaker	75,487	103					
Hartford	**II.** Medium - Staffed	168,435	90					
Meriden	**II.** Medium - Staffed	33,137	90					
Mystic	**V.** Small - Shelter - Unstaffed	19,272	53					
New Haven	**I.** Large - Staffed	705,458	313					
New London	**II.** Medium - Staffed	171,022	141					
Old Saybrook	**II.** Medium - Staffed	66,048	103					
Stamford	**II.** Medium - Staffed	368,918	255					
Wallingford	**V.** Small - Shelter - Unstaffed	14,232	88					
Windsor	**V.** Small - Shelter - Unstaffed	11,102	74					
Windsor Locks	**V.** Small - Shelter - Unstaffed	15,607	88					
Delaware								
Newark	**V.** Small - Shelter - Unstaffed	7,883	17					
Wilmington	**I.** Large - Staffed	731,539	537					
District of Columbia								
Washington	**I.** Large - Staffed	4,489,955	551					

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[3]	Mobility Access[4]	Level of Compliance			
					Station Structures	Platforms[5]	Pathways	Total
Florida								
Deerfield Beach	**II.** Medium - Staffed	26,044	28	♿				
Deland	**II.** Medium - Staffed	24,854	28	♿				
Delray Beach	**V.** Small - Shelter - Unstaffed	9,448	28	♿				
Fort Lauderdale	**II.** Medium - Staffed	45,979	28	♿				
Hollywood	**II.** Medium - Staffed	33,372	28	♿				
Jacksonville	**I.** Large - Staffed	61,758	28	♿				
Kissimmee	**II.** Medium - Staffed	38,495	28	♿				
Lakeland	**II.** Medium - Staffed	24,179	14	♿				
Miami	**I.** Large - Staffed	80,348	28	♿				
Okeechobee	**V.** Small - Shelter - Unstaffed	3,297	14					
Orlando	**I.** Large - Staffed	147,491	28	♿				
Palatka	**IV.** Small - Station - Caretaker	12,082	28	♿				
Sanford (Auto Train)	**I.** Large - Staffed	234,839	14	♿				
Sebring	**II.** Medium - Staffed	17,945	28	♿				
Tampa	**II.** Medium - Staffed	100,119	14					
West Palm Beach	**II.** Medium - Staffed	52,249	28	♿				
Winter Haven	**II.** Medium - Staffed	21,079	28	♿				
Winter Park	**II.** Medium - Staffed	29,514	28	♿				
Georgia								
Atlanta	**I.** Large - Staffed	101,084	12	♿				
Gainesville	**IV.** Small - Station - Caretaker	5,541	14	♿				
Jesup	**IV.** Small - Station - Caretaker	8,784	14		NA			
Savannah	**II.** Medium - Staffed	54,168	42	♿				
Idaho								
Sandpoint	**IV.** Small - Station - Caretaker	6,181	14	♿				
Illinois								
Alton	**II.** Medium - Staffed	53,741	70	♿				
Bloomington-Normal	**II.** Medium - Staffed	180,589	14	♿				
Carbondale	**II.** Medium - Staffed	112,096	42	♿				
Carlinville	**V.** Small - Shelter - Unstaffed	10,261	63	♿				
Centralia	**IV.** Small - Station - Caretaker	18,822	42	♿				
Champaign-Urbana	**II.** Medium - Staffed	151,732	42	♿				
Chicago - Union Station	**I.** Large - Staffed	3,104,151	390	♿				
Du Quoin	**IV.** Small - Station - Caretaker	8,311	28					
Dwight	**IV.** Small - Station - Caretaker	7,768	49					
Effingham	**III.** Medium - Caretaker	22,367	42	♿				
Galesburg	**II.** Medium - Staffed	98,419	56	♿				
Gilman	**V.** Small - Shelter - Unstaffed	2,016	28	♿				
Glenview	**II.** Medium - Staffed	65,769	110	♿				
Homewood	**II.** Medium - Staffed	31,123	42					
Joliet	**II.** Medium - Staffed	43,087	70	♿				
Kankakee	**IV.** Small - Station - Caretaker	15,669	42	♿				
Kewanee	**V.** Small - Shelter - Unstaffed	11,430	28					
La Grange	**V.** Small - Shelter - Unstaffed	14,304	28					
Lincoln	**V.** Small - Shelter - Unstaffed	20,703	63	♿				
Macomb	**IV.** Small - Station - Caretaker	69,193	28					

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[3]	Mobility Access[4]	Level of Compliance			
					Station Structures	Platforms[5]	Pathways	Total
Illinois (continued)								
Mattoon	**IV.** Small - Station - Caretaker	31,078	35					
Mendota	**III.** Medium - Caretaker	20,677	42	♿				
Naperville	**II.** Medium - Staffed	49,389	56	♿				
Plano	**IV.** Small - Station - Caretaker	4,605	28					
Pontiac	**IV.** Small - Station - Caretaker	12,642	63	♿				
Princeton	**IV.** Small - Station - Caretaker	28,042	56	♿				
Quincy	**V.** Small - Shelter - Unstaffed	50,298	28					
Rantoul	**IV.** Small - Station - Caretaker	2,978	28	♿				
Springfield	**II.** Medium - Staffed	157,540	70	♿				
Summit	**V.** Small - Shelter - Unstaffed	5,661	49					
Indiana								
Connersville	**V.** Small - Shelter - Unstaffed	647	6	♿				
Dyer	**V.** Small - Shelter - Unstaffed	2,162	14					
Elkhart	**IV.** Small - Station - Caretaker	14,115	28	♿				
Hammond-Whiting	**IV.** Small - Station - Caretaker	6,289	28	♿				
Indianapolis	**II.** Medium - Staffed	34,089	14					
Lafayette	**IV.** Small - Station - Caretaker	23,083	14	♿				
Michigan City	**V.** Small - Shelter - Unstaffed	2,176	14	♿				
Rensselaer	**V.** Small - Shelter - Unstaffed	1,830	14					
South Bend	**II.** Medium - Staffed	17,576	28					
Waterloo	**V.** Small - Shelter - Unstaffed	17,881	28					
Iowa								
Burlington	**III.** Medium - Caretaker	7,283	14	♿				
Creston	**IV.** Small - Station - Caretaker	4,444	14					
Fort Madison	**II.** Medium - Staffed	9,307	14	♿				
Mt. Pleasant	**II.** Medium - Staffed	14,422	14					
Osceola	**III.** Medium - Caretaker	17,811	14	♿				
Ottumwa	**II.** Medium - Staffed	10,993	14	♿				
Kansas								
Dodge City	**IV.** Small - Station - Caretaker	4,612	14	♿				
Garden City	**II.** Medium - Staffed	6,840	14	♿				
Hutchinson	**IV.** Small - Station - Caretaker	4,289	14	♿				
Lawrence	**III.** Medium - Caretaker	4,008	14	♿				
Newton	**II.** Medium - Staffed	14,563	14	♿				
Topeka	**II.** Medium - Staffed	7,554	14	♿				
Kentucky								
Ashland	**III.** Medium - Caretaker	2,909	6	♿				
Maysville	**IV.** Small - Station - Caretaker	1,707	6					
South Shore-South Portsmouth	**V.** Small - Shelter - Unstaffed	811	6					
Louisiana								
Hammond	**II.** Medium - Staffed	14,695	14					
Lafayette	**IV.** Small - Station - Caretaker	3,835	6	♿				
Lake Charles	**III.** Medium - Caretaker	2,200	6	♿				
New Orleans	**I.** Large - Staffed	154,532	34					

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[3]	Mobility Access[4]	Level of Compliance			
					Station Structures	Platforms[5]	Pathways	Total
Maine								
Old Orchard Beach (Seasonal)	**V.** Small - Shelter - Unstaffed	12,226	39					
Portland	**I.** Large - Staffed	170,105	70					
Saco	**V.** Small - Shelter - Unstaffed	35,346	70					
Wells	**IV.** Small - Station - Caretaker	48,452	70					
Maryland								
Aberdeen	**IV.** Small - Station - Caretaker	45,052	85					
Baltimore - Penn Station	**I.** Large - Staffed	1,020,304	537					
BWI–Thurgood Marshall Airport Station	**II.** Medium - Staffed	644,640	387					
Cumberland	**III.** Medium - Caretaker	11,257	14					
New Carrollton	**II.** Medium - Staffed	203,449	276					
Rockville	**V.** Small - Shelter - Unstaffed	3,178	14					
Massachusetts								
Amherst	**V.** Small - Shelter - Unstaffed	12,679	14					
Boston - Back Bay	**II.** Medium - Staffed	424,605	252					
Boston - North Station	**I.** Large - Staffed	414,835	70					
Boston - South Station	**I.** Large - Staffed	1,393,691	252					
Framingham	**V.** Small - Shelter - Unstaffed	1,735	14					
Haverhill	**V.** Small - Shelter - Unstaffed	36,050	70					
Pittsfield	**IV.** Small - Station - Caretaker	6,893	14					
Route 128	**II.** Medium - Staffed	404,908	238					
Springfield	**I.** Large - Staffed	113,955	104					
Woburn	**IV.** Small - Station - Caretaker	14,406	70					
Worcester	**II.** Medium - Staffed	6,183	14					
Michigan								
Albion	**IV.** Small - Station - Caretaker	1,817	14					
Ann Arbor	**II.** Medium - Staffed	148,594	42					
Bangor	**III.** Medium - Caretaker	3,710	14					
Battle Creek	**II.** Medium - Staffed	57,264	56					
Birmingham	**V.** Small - Shelter - Unstaffed	19,714	42					
Dearborn	**II.** Medium - Staffed	75,840	42					
Detroit	**II.** Medium - Staffed	59,973	42					
Dowagiac	**IV.** Small - Station - Caretaker	2,919	28					
Durand	**III.** Medium - Caretaker	9,310	14					
East Lansing	**II.** Medium - Staffed	51,012	14					
Flint	**II.** Medium - Staffed	26,134	14					
Grand Rapids	**III.** Medium - Caretaker	57,465	14					
Holland	**IV.** Small - Station - Caretaker	40,463	14					
Jackson	**II.** Medium - Staffed	27,902	42					
Kalamazoo	**II.** Medium - Staffed	119,121	56					
Lapeer	**III.** Medium - Caretaker	7,473	14					
New Buffalo	**V.** Small - Shelter - Unstaffed	3,297	14					
Niles	**II.** Medium - Staffed	19,286	49					
Pontiac	**VI.** Small - Platform - Unstaffed	16,546	42		NA			
Port Huron	**II.** Medium - Staffed	14,115	14					
Royal Oak	**V.** Small - Shelter - Unstaffed	30,362	42					
St. Joseph	**IV.** Small - Station - Caretaker	8,521	14					

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[3]	Mobility Access[4]	Level of Compliance			
					Station Structures	Platforms[5]	Pathways	Total
Minnesota								
Detroit Lakes	**IV.** Small - Station - Caretaker	4,659	14					
Red Wing	**IV.** Small - Station - Caretaker	10,584	14	♿				
St. Cloud	**IV.** Small - Station - Caretaker	14,206	14					
St. Paul/Minneapolis	**I.** Large - Staffed	147,791	14	♿				
Staples	**IV.** Small - Station - Caretaker	8,606	14					
Winona	**II.** Medium - Staffed	26,351	14					
Mississippi								
Greenwood	**IV.** Small - Station - Caretaker	14,085	14					
Hattiesburg	**III.** Medium - Caretaker	9,920	14					
Jackson	**II.** Medium - Staffed	40,245	14	♿				
Meridian	**II.** Medium - Staffed	10,747	14	♿				
Missouri								
Hermann	**V.** Small - Shelter - Unstaffed	10,816	28	♿				
Independence	**IV.** Small - Station - Caretaker	7,261	28					
Jefferson City	**III.** Medium - Caretaker	45,032	28	♿				
Kansas City	**II.** Medium - Staffed	130,459	42	♿				
Kirkwood	**III.** Medium - Caretaker	43,359	28	♿				
La Plata	**IV.** Small - Station - Caretaker	10,544	14					
Lees Summit	**V.** Small - Shelter - Unstaffed	22,359	28					
Poplar Bluff	**III.** Medium - Caretaker	4,631	14					
Sedalia	**IV.** Small - Station - Caretaker	9,643	28					
St. Louis	**I.** Large - Staffed	271,997	98	♿				
Warrensburg	**III.** Medium - Caretaker	12,314	28	♿				
Washington	**IV.** Small - Station - Caretaker	12,071	28	♿				
Montana								
Browning (Seasonal)	**IV.** Small - Station - Caretaker	2,269	14					
Cut Bank	**III.** Medium - Caretaker	3,455	14					
East Glacier Park (Seasonal)	**IV.** Small - Station - Caretaker	15,759	14	♿				
Glasgow	**IV.** Small - Station - Caretaker	6,351	14	♿				
Havre	**II.** Medium - Staffed	17,759	14	♿				
Libby	**IV.** Small - Station - Caretaker	6,062	14	♿				
Malta	**IV.** Small - Station - Caretaker	4,095	14					
Shelby	**II.** Medium - Staffed	18,881	14	♿				
West Glacier	**III.** Medium - Caretaker	7,396	14					
Whitefish	**II.** Medium - Staffed	72,207	14					
Wolf Point	**II.** Medium - Staffed	8,280	14	♿				
Nebraska								
Hastings	**II.** Medium - Staffed	4,623	14	♿				
Holdrege	**IV.** Small - Station - Caretaker	1,794	14	♿				
Lincoln	**II.** Medium - Staffed	11,935	14	♿				
McCook	**IV.** Small - Station - Caretaker	2,987	14					
Omaha	**II.** Medium - Staffed	25,841	14	♿				

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[3]	Mobility Access[4]	Level of Compliance			
					Station Structures	Platforms[5]	Pathways	Total
Nevada								
Elko	**V.** Small - Shelter - Unstaffed	4,607	14					
Reno	**II.** Medium - Staffed	55,780	14	♿				
Sparks	**VI.** Small - Platform - Unstaffed	2,095	14		NA			
Winnemucca	**V.** Small - Shelter - Unstaffed	2,730	14	♿				
New Hampshire								
Claremont	**VI.** Small - Platform - Unstaffed	1,799	14		NA			
Dover	**III.** Medium - Caretaker	56,187	70	♿				
Durham	**V.** Small - Shelter - Unstaffed	66,173	70	♿				
Exeter	**V.** Small - Shelter - Unstaffed	95,204	70	♿				
New Jersey								
Metropark	**II.** Medium - Staffed	406,287	326	♿				
New Brunswick	**II.** Medium - Staffed	7,538	15	♿				
Newark - Penn Station	**I.** Large - Staffed	679,279	667	♿				
Newark Liberty International Airport	**II.** Medium - Staffed	116,979	145	♿				
Princeton Junction	**II.** Medium - Staffed	46,816	34	♿				
Trenton	**II.** Medium - Staffed	451,090	484	♿				
New Mexico								
Albuquerque	**II.** Medium - Staffed	72,434	14	♿				
Gallup	**III.** Medium - Caretaker	12,517	14	♿				
Lamy	**II.** Medium - Staffed	13,976	14	♿				
Las Vegas	**IV.** Small - Station - Caretaker	4,280	14	♿				
Raton	**IV.** Small - Station - Caretaker	15,037	14	♿				
New York								
Albany-Rensselaer	**I.** Large - Staffed	830,740	189	♿				
Amsterdam	**IV.** Small - Station - Caretaker	7,948	35					
Buffalo - Exchange St.	**II.** Medium - Staffed	20,797	42	♿				
Buffalo-Depew	**I.** Large - Staffed	94,619	56	♿				
Croton Harmon	**IV.** Small - Station - Caretaker	39,893	165	♿				
Fort Edward-Glens Falls	**IV.** Small - Station - Caretaker	6,934	28					
Hudson	**II.** Medium - Staffed	151,457	168	♿				
New Rochelle	**IV.** Small - Station - Caretaker	87,463	91	♿				
New York - Penn Station	**I.** Large - Staffed	8,739,345	858	♿				
Niagara Falls	**II.** Medium - Staffed	25,491	42	♿				
Plattsburgh	**IV.** Small - Station - Caretaker	10,004	14					
Port Henry	**IV.** Small - Station - Caretaker	2,647	14					
Port Kent (Seasonal)	**VI.** Small - Platform - Unstaffed	750	14		NA			
Poughkeepsie	**IV.** Small - Station - Caretaker	65,860	148	♿				
Rhinecliff	**II.** Medium - Staffed	159,541	168	♿				
Rochester	**II.** Medium - Staffed	96,395	56	♿				
Rome	**IV.** Small - Station - Caretaker	7,608	35	♿				
Rouses Point	**VI.** Small - Platform - Unstaffed	964	14		NA			
Saratoga Springs	**II.** Medium - Staffed	31,137	28	♿				
Schenectady	**II.** Medium - Staffed	49,659	84	♿				
Syracuse	**II.** Medium - Staffed	124,980	56	♿				
Ticonderoga	**V.** Small - Shelter - Unstaffed	1,693	14	♿				
Utica	**II.** Medium - Staffed	54,145	56					

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[3]	Mobility Access[4]	Level of Compliance			
					Station Structures	Platforms[5]	Pathways	Total
New York (continued)								
Westport	**III.** Medium - Caretaker	5,431	14					
Whitehall	**V.** Small - Shelter - Unstaffed	1,477	14					
Yonkers	**IV.** Small - Station - Caretaker	18,720	107					
North Carolina								
Burlington	**III.** Medium - Caretaker	15,766	28					
Cary	**III.** Medium - Caretaker	32,897	42					
Charlotte	**II.** Medium - Staffed	135,435	42					
Durham	**II.** Medium - Staffed	49,986	28					
Fayetteville	**II.** Medium - Staffed	52,227	28					
Greensboro	**II.** Medium - Staffed	89,675	42					
Hamlet	**III.** Medium - Caretaker	4,571	14					
High Point	**III.** Medium - Caretaker	23,231	42					
Kannapolis	**III.** Medium - Caretaker	11,603	28					
Raleigh	**I.** Large - Staffed	141,291	42					
Rocky Mount	**II.** Medium - Staffed	53,169	56					
Salisbury	**III.** Medium - Caretaker	23,891	42					
Selma	**III.** Medium - Caretaker	12,498	28					
Southern Pines	**IV.** Small - Station - Caretaker	5,389	14					
Wilson	**II.** Medium - Staffed	40,846	28					
North Dakota								
Devils Lake	**IV.** Small - Station - Caretaker	6,860	14					
Fargo	**II.** Medium - Staffed	24,142	14					
Grand Forks	**II.** Medium - Staffed	22,842	14					
Minot	**II.** Medium - Staffed	42,801	14					
Rugby	**II.** Medium - Staffed	7,048	14					
Stanley	**IV.** Small - Station - Caretaker	3,694	14					
Williston	**II.** Medium - Staffed	23,619	14					
Ohio								
Alliance	**VI.** Small - Platform - Unstaffed	3,720	14					
Bryan	**IV.** Small - Station - Caretaker	5,507	14					
Cincinnati	**II.** Medium - Staffed	15,067	6					
Cleveland	**II.** Medium - Staffed	36,977	28					
Elyria	**III.** Medium - Caretaker	3,426	28					
Sandusky	**IV.** Small - Station - Caretaker	5,832	28					
Toledo	**I.** Large - Staffed	50,490	28					
Oklahoma								
Ardmore	**V.** Small - Shelter - Unstaffed	8,607	14					
Norman	**IV.** Small - Station - Caretaker	13,414	14					
Oklahoma City	**IV.** Small - Station - Caretaker	55,015	14					
Pauls Valley	**V.** Small - Shelter - Unstaffed	5,942	14					
Purcell	**VI.** Small - Platform - Unstaffed	2,086	14					
Oregon								
Albany	**II.** Medium - Staffed	31,870	42					
Chemult	**V.** Small - Shelter - Unstaffed	7,030	14					
Eugene	**II.** Medium - Staffed	100,211	42					
Klamath Falls	**II.** Medium - Staffed	31,908	14					

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[3]	Mobility Access[4]	Level of Compliance			
					Station Structures	Platforms[5]	Pathways	Total
Oregon (continued)								
Oregon City	**VI.** Small - Platform - Unstaffed	8,061	28					
Portland	**I.** Large - Staffed	598,633	91					
Salem	**II.** Medium - Staffed	56,436	42					
Pennsylvania								
Altoona	**II.** Medium - Staffed	25,415	14					
Ardmore	**IV.** Small - Station - Caretaker	46,333	78					
Coatesville	**V.** Small - Shelter - Unstaffed	12,705	88					
Connellsville	**V.** Small - Shelter - Unstaffed	4,531	14					
Cornwells Heights	**V.** Small - Shelter - Unstaffed	6,843	20					
Downingtown	**V.** Small - Shelter - Unstaffed	50,255	132					
Elizabethtown	**V.** Small - Shelter - Unstaffed	90,644	172					
Erie	**III.** Medium - Caretaker	11,855	14					
Exton	**V.** Small - Shelter - Unstaffed	74,913	150					
Greensburg	**IV.** Small - Station - Caretaker	12,882	14					
Harrisburg	**I.** Large - Staffed	527,056	172					
Huntingdon	**III.** Medium - Caretaker	5,290	14					
Johnstown	**II.** Medium - Staffed	19,206	14					
Lancaster	**II.** Medium - Staffed	484,102	172					
Lewistown	**III.** Medium - Caretaker	10,674	14					
Middletown	**V.** Small - Shelter - Unstaffed	51,149	142					
Mount Joy	**V.** Small - Shelter - Unstaffed	53,828	105					
Paoli	**II.** Medium - Staffed	130,744	172					
Parkesburg	**V.** Small - Shelter - Unstaffed	40,650	126					
Philadelphia - 30th Street Station	**I.** Large - Staffed	3,968,278	715					
Philadelphia - North	**V.** Small - Shelter - Unstaffed	349	25					
Pittsburgh	**I.** Large - Staffed	142,828	28					
Rhode Island								
Kingston	**II.** Medium - Staffed	160,420	126					
Providence	**I.** Large - Staffed	608,417	238					
Westerly	**II.** Medium - Staffed	36,430	79					
South Carolina								
Camden	**III.** Medium - Caretaker	3,809	14					
Charleston	**II.** Medium - Staffed	69,942	28					
Clemson	**III.** Medium - Caretaker	5,841	14					
Columbia	**II.** Medium - Staffed	38,578	14					
Denmark	**III.** Medium - Caretaker	4,903	14					
Dillon	**IV.** Small - Station - Caretaker	7,693	14					
Florence	**II.** Medium - Staffed	47,163	28					
Greenville	**II.** Medium - Staffed	16,897	14					
Kingstree	**III.** Medium - Caretaker	13,186	28					
Spartanburg	**III.** Medium - Caretaker	4,238	14					
Yemassee	**IV.** Small - Station - Caretaker	12,064	28					
Tennessee								
Memphis	**II.** Medium - Staffed	54,879	14					

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[3]	Mobility Access[4]	Level of Compliance			
					Station Structures	Platforms[5]	Pathways	Total
Texas								
Alpine	**IV.** Small - Station - Caretaker	3,519	6					
Austin	**II.** Medium - Staffed	23,829	14	♿				
Beaumont	**VI.** Small - Platform - Unstaffed	1,662	6	♿	NA			
Cleburne	**IV.** Small - Station - Caretaker	2,135	14	♿				
Dallas	**II.** Medium - Staffed	35,860	14	♿				
Del Rio	**IV.** Small - Station - Caretaker	1,665	6	♿				
El Paso	**II.** Medium - Staffed	9,605	6	♿				
Fort Worth	**I.** Large - Staffed	109,012	28	♿				
Gainesville	**IV.** Small - Station - Caretaker	9,249	14	♿				
Houston	**II.** Medium - Staffed	14,891	6					
Longview	**II.** Medium - Staffed	27,920	14	♿				
Marshall	**II.** Medium - Staffed	7,406	14					
McGregor	**IV.** Small - Station - Caretaker	3,141	14	♿				
Mineola	**IV.** Small - Station - Caretaker	4,376	14	♿				
San Antonio	**II.** Medium - Staffed	48,151	20	♿				
San Marcos	**IV.** Small - Station - Caretaker	3,741	14	♿				
Taylor	**V.** Small - Shelter - Unstaffed	3,981	14	♿				
Temple	**II.** Medium - Staffed	12,914	14	♿				
Utah								
Green River	**VI.** Small - Platform - Unstaffed	1,568	14	♿	NA			
Helper	**IV.** Small - Station - Caretaker	2,070	14	♿				
Provo	**V.** Small - Shelter - Unstaffed	3,965	14	♿				
Salt Lake City	**II.** Medium - Staffed	30,937	14	♿				
Vermont								
Bellows Falls	**III.** Medium - Caretaker	4,050	14					
Brattleboro	**III.** Medium - Caretaker	11,544	14					
Essex Junction	**III.** Medium - Caretaker	15,823	14	♿				
Fair Haven	**V.** Small - Shelter - Unstaffed	2,582	14					
Montpelier	**IV.** Small - Station - Caretaker	5,830	14					
Randolph	**VI.** Small - Platform - Unstaffed	1,617	14		NA			
Rutland	**III.** Medium - Caretaker	16,732	14					
St. Albans	**IV.** Small - Station - Caretaker	2,564	14	♿				
Waterbury	**III.** Medium - Caretaker	4,421	14					
White River Jct.	**III.** Medium - Caretaker	16,033	14					
Windsor	**VI.** Small - Platform - Unstaffed	1,020	14		NA			
Virginia								
Alexandria	**II.** Medium - Staffed	120,153	130	♿				
Ashland	**V.** Small - Shelter - Unstaffed	16,497	54	♿				
Charlottesville	**II.** Medium - Staffed	53,038	20	♿				
Clifton Forge	**IV.** Small - Station - Caretaker	3,867	6					
Culpeper	**IV.** Small - Station - Caretaker	5,166	20					
Danville	**IV.** Small - Station - Caretaker	6,141	14	♿				
Franconia-Springfield	**V.** Small - Shelter - Unstaffed	2,598	14	♿				
Fredericksburg	**V.** Small - Shelter - Unstaffed	52,300	68	♿				
Lorton (Auto Train)	**I.** Large - Staffed	234,839	14	♿				
Lynchburg	**II.** Medium - Staffed	25,383	14	♿				

Station[1]	Station Classification[2]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[3]	Mobility Access[4]	Level of Compliance			
					Station Structures	Platforms[5]	Pathways	Total
Virginia (continued)								
Manassas	**IV.** Small - Station - Caretaker	9,644	20	♿				
Newport News	**II.** Medium - Staffed	117,154	30	♿				
Petersburg	**II.** Medium - Staffed	20,909	56	♿				
Quantico	**V.** Small - Shelter - Unstaffed	21,113	68	♿				
Richmond - Main St.	**IV.** Small - Station - Caretaker	19,360	29	♿				
Richmond - Staples Mill Rd.	**I.** Large - Staffed	275,479	111	♿				
Staunton	**IV.** Small - Station - Caretaker	6,265	6					
Williamsburg	**II.** Medium - Staffed	49,685	30	♿				
Woodbridge	**V.** Small - Shelter - Unstaffed	10,426	20	♿				
Washington								
Bellingham	**II.** Medium - Staffed	63,363	28	♿				
Bingen-White Salmon	**IV.** Small - Station - Caretaker	2,908	14	♿				
Centralia	**II.** Medium - Staffed	22,552	70	♿				
Edmonds	**II.** Medium - Staffed	30,876	42	♿				
Ephrata	**V.** Small - Shelter - Unstaffed	4,178	14					
Everett	**II.** Medium - Staffed	44,514	42	♿				
Kelso-Longview	**IV.** Small - Station - Caretaker	27,236	70	♿				
Mount Vernon	**IV.** Small - Station - Caretaker	21,993	28	♿				
Olympia/Lacey	**III.** Medium - Caretaker	56,481	70	♿				
Pasco	**II.** Medium - Staffed	26,517	14	♿				
Seattle - King Street Station	**I.** Large - Staffed	617,067	98	♿				
Spokane	**II.** Medium - Staffed	53,196	28	♿				
Tacoma	**II.** Medium - Staffed	122,118	70	♿				
Tukwila	**V.** Small - Shelter - Unstaffed	21,900	56	♿				
Vancouver	**II.** Medium - Staffed	97,026	84	♿				
Wenatchee	**V.** Small - Shelter - Unstaffed	19,275	14	♿				
Wishram	**V.** Small - Shelter - Unstaffed	1,865	14	♿				
West Virginia								
Charleston	**II.** Medium - Staffed	9,178	6	♿				
Harpers Ferry	**V.** Small - Shelter - Unstaffed	3,967	14					
Hinton	**VI.** Small - Platform - Unstaffed	10,162	6					
Huntington	**II.** Medium - Staffed	12,610	6					
Martinsburg	**IV.** Small - Station - Caretaker	7,068	14	♿				
Montgomery	**V.** Small - Shelter - Unstaffed	886	6					
Prince	**II.** Medium - Staffed	3,495	6	♿				
White Sulphur Springs	**IV.** Small - Station - Caretaker	4,896	6					
Wisconsin								
Columbus	**II.** Medium - Staffed	18,617	14	♿				
LaCrosse	**II.** Medium - Staffed	31,221	14	♿				
Milwaukee	**II.** Medium - Staffed	565,009	103	♿				
Milwaukee–Gen. Mitchell Intl. Airport	**IV.** Small - Station - Caretaker	149,824	96	♿				
Portage	**V.** Small - Shelter - Unstaffed	7,453	14	♿				
Sturtevant	**III.** Medium - Caretaker	74,176	96					
Tomah	**IV.** Small - Station - Caretaker	10,147	14					
Wisconsin Dells	**III.** Medium - Caretaker	13,288	14	♿				

Appendix 10

Preliminary Cost Estimates of Improvements

Appendix 10

Preliminary Cost Estimates of Improvements

Station[1]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[2]	Costs of Improvements (Thousands of 2009 Dollars)[3]											
			ADA				State of Good Repair (SGR)				TOTAL			
			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
Alabama														
Anniston	5,181	14	$146	$610	$2	$758	$1	$2	$2	$4	$147	$612	$4	$762
Birmingham	32,733	14	$323	$1,408	$930	$2,661	$17	$448	$183	$648	$339	$1,857	$1,114	$3,310
Tuscaloosa	10,030	14	$290	$548	$209	$1,048	$16	$27	$27	$69	$306	$575	$236	$1,117
Arkansas														
Little Rock	19,724	14	$314	$251	$55	$621	$3	$	$2	$5	$317	$251	$57	$625
Texarkana	6,972	14	$307	$595	$292	$1,193	$115	$36	$10	$162	$422	$631	$302	$1,355
Walnut Ridge	4,057	14	$160	$875	$175	$1,210	$1	$20	$20	$41	$161	$895	$195	$1,251
Arizona														
Flagstaff	39,723	14	$331	$1,880	$319	$2,530	$1	$86	$2	$90	$331	$1,966	$322	$2,620
Kingman	10,322	14	$160	$739	$64	$963	$	$86	$2	$88	$160	$825	$66	$1,051
Maricopa	6,393	6	$238	$704	$80	$1,023	$	$	$	$	$238	$704	$80	$1,023
Tucson	14,780	6	$249	$1,353	$105	$1,707	$14	$165	$11	$190	$263	$1,518	$116	$1,897
Williams Junction	8,199	14	$158	$234	$182	$574	$	$	$	$	$158	$234	$182	$574
Winslow	4,767	14	$254	$444	$270	$968	$10	$129	$129	$268	$264	$573	$399	$1,236
Yuma	3,057	6	$315	$2,094	$1,682	$4,091	$	$	$	$	$315	$2,094	$1,682	$4,091
California														
Anaheim	357,906	160	$1,441	$1,604	$753	$3,799	$	$	$	$	$1,441	$1,604	$753	$3,799
Antioch-Pittsburg	29,129	56	$548	$717	$568	$1,833	$	$	$	$	$548	$717	$568	$1,833
Auburn	39,023	14	$282	$776	$1	$1,058	$	$	$	$	$282	$776	$1	$1,058
Bakersfield	427,087	84	$564	$726	$1	$1,291	$	$	$	$	$564	$726	$1	$1,291
Barstow	3,334	14	$231	$1,034	$82	$1,348	$	$160	$	$160	$231	$1,194	$82	$1,508
Berkeley	122,133	204	$865	$1,257	$670	$2,792	$	$	$	$	$865	$1,257	$670	$2,792
Burbank (Airport)	45,061	70	$992	$1,386	$712	$3,091	$	$	$	$	$992	$1,386	$712	$3,091
Camarillo	31,620	63	$141	$223	$	$364	$	$	$	$	$141	$223	$	$364
Carpinteria	20,944	70	$141	$223	$	$364	$	$	$	$	$141	$223	$	$364
Chatsworth	53,350	70	$1,324	$1,452	$580	$3,356	$	$	$	$	$1,324	$1,452	$580	$3,356
Chico	6,171	14	$318	$915	$385	$1,618	$6	$20	$20	$45	$325	$934	$405	$1,663
Colfax	3,610	14	$221	$369	$231	$821	$	$	$	$	$221	$369	$231	$821
Coliseum/Oakland Airport	19,736	125	$265	$483	$324	$1,072	$	$	$	$	$265	$483	$324	$1,072
Corcoran	26,018	84	$141	$223	$	$364	$	$	$	$	$141	$223	$	$364
Davis	451,995	232	$1,115	$2,049	$783	$3,947	$	$	$	$	$1,115	$2,049	$783	$3,947
Dunsmuir	3,402	14	$178	$1,160	$66	$1,403	$72	$132	$88	$293	$250	$1,292	$154	$1,696
Emeryville	528,203	288	$709	$863	$176	$1,748	$	$	$	$	$709	$863	$176	$1,748
Fremont	46,146	98	$282	$776	$1	$1,058	$	$	$	$	$282	$776	$1	$1,058
Fresno	335,298	84	$1,984	$1,969	$888	$4,841	$	$	$	$	$1,984	$1,969	$888	$4,841
Fullerton	443,953	174	$1,984	$1,969	$888	$4,841	$	$	$	$	$1,984	$1,969	$888	$4,841
Glendale	40,084	70	$834	$1,328	$552	$2,714	$	$	$	$	$834	$1,328	$552	$2,714

[1] Includes 481 Amtrak-served stations that are required to be ADA compliant.

[2] Weekly train frequencies serving stations as listed in the Fall 2008-Winter 2009 Amtrak System Timetable. A weekly frequency of 14 is equivalent to one train in each direction per day. Not all stations have a minimum of daily service. Amtrak service only; does not include commuter rail frequencies for those stations served by commuter rail.

[3] Cost estimates are preliminary and based on field surveys conducted over several years along with external information adjusted to reflect 2009 costs. While these estimates were developed on a consistent basis, recent changes at stations may not always be incorporated in the estimates. Cost estimates include conceptual design, detailed design, construction, construction management, and station automation upgrades. Evaluations of the scope of work required to achieve ADA compliance and SGR, along with costs estimates, will be updated during the conceptual design process as the first station-specific step in the implementation of the Accessible Stations Development Plan.

Station[1]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[2]	Costs of Improvements (Thousands of 2009 Dollars)[3]											
			ADA				State of Good Repair (SGR)				TOTAL			
			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
California (continued)														
Goleta	74,111	70	$3,566	$940	$411	$4,916	$	$	$	$	$3,566	$940	$411	$4,916
Grover Beach	18,275	28	$1,731	$382	$199	$2,311	$	$	$	$	$1,731	$382	$199	$2,311
Guadalupe	10,914	28	$141	$223	$	$364	$	$	$	$	$141	$223	$	$364
Hanford	184,930	84	$282	$776	$1	$1,058	$	$	$	$	$282	$776	$1	$1,058
Hayward	30,583	98	$2,003	$802	$414	$3,219	$	$	$	$	$2,003	$802	$414	$3,219
Irvine	669,405	160	$1,441	$1,604	$753	$3,799	$	$	$	$	$1,441	$1,604	$753	$3,799
Laguna Niguel	1,479	33	$223	$263	$124	$610	$	$	$3	$3	$223	$263	$127	$614
Lodi	7,657	28	$193	$250	$52	$495	$1	$2	$	$3	$194	$252	$52	$498
Lompoc-Surf	8,190	28	$141	$223	$	$364	$	$	$	$	$141	$223	$	$364
Los Angeles	1,582,364	208	$1,003	$1,166	$441	$2,610	$306	$306	$612	$1,224	$1,309	$1,472	$1,053	$3,834
Madera	17,875	84	$346	$649	$324	$1,319	$	$9	$6	$15	$346	$658	$331	$1,334
Martinez	398,683	288	$1,441	$1,604	$753	$3,799	$	$	$	$	$1,441	$1,604	$753	$3,799
Merced	96,406	84	$387	$881	$106	$1,373	$	$62	$2	$64	$387	$943	$107	$1,438
Modesto	93,426	77	$282	$776	$1	$1,058	$	$	$	$	$282	$776	$1	$1,058
Moorpark	12,779	35	$258	$465	$278	$1,001	$	$	$	$	$258	$465	$278	$1,001
Needles	8,093	14	$266	$482	$297	$1,045	$	$	$	$	$266	$482	$297	$1,045
Oakland	379,580	274	$564	$726	$1	$1,291	$	$	$	$	$564	$726	$1	$1,291
Oceanside	325,877	160	$1,984	$1,969	$888	$4,841	$	$	$	$	$1,984	$1,969	$888	$4,841
Ontario	3,590	6	$471	$884	$331	$1,686	$250	$125	$125	$500	$721	$1,009	$456	$2,186
Orange	1,178	26	$217	$397	$120	$735	$	$	$	$	$217	$397	$120	$735
Oxnard	77,965	84	$282	$776	$1	$1,058	$	$	$	$	$282	$776	$1	$1,058
Palm Springs	5,237	6	$141	$253	$115	$508	$	$	$	$	$141	$253	$115	$508
Paso Robles	8,160	14	$214	$616	$114	$944	$14	$7	$13	$33	$228	$623	$127	$978
Pomona	1,588	6	$217	$510	$91	$818	$	$	$	$	$217	$510	$91	$818
Redding	6,781	14	$158	$732	$95	$985	$2	$2	$60	$64	$160	$734	$155	$1,049
Richmond	306,657	260	$1,303	$1,623	$1,031	$3,956	$	$	$	$	$1,303	$1,623	$1,031	$3,956
Riverside	9,399	14	$163	$251	$126	$540	$	$	$	$	$163	$251	$126	$540
Rocklin	47,748	14	$817	$2,270	$806	$3,893	$	$84	$	$84	$817	$2,354	$806	$3,978
Roseville	81,478	28	$282	$776	$1	$1,058	$	$	$	$	$282	$776	$1	$1,058
Sacramento	1,146,308	260	$931	$1,094	$369	$2,394	$232	$232	$464	$929	$1,164	$1,326	$833	$3,323
Salinas	15,909	14	$415	$1,473	$387	$2,274	$	$	$	$	$415	$1,473	$387	$2,274
San Bernardino	8,707	14	$141	$718	$187	$1,046	$	$7	$7	$14	$141	$725	$194	$1,060
San Clemente Pier	10,092	28	$283	$549	$343	$1,175	$	$76	$11	$87	$283	$625	$354	$1,262
San Diego - Downtown	912,096	160	$2,553	$2,467	$1,244	$6,265	$486	$486	$972	$1,944	$3,039	$2,953	$2,216	$8,209
San Diego - Old Town	22,531	19	$269	$592	$346	$1,207	$6	$18	$	$24	$275	$609	$346	$1,230
San Jose	228,564	112	$282	$776	$1	$1,058	$	$	$	$	$282	$776	$1	$1,058
San Juan Capistrano	263,945	160	$564	$726	$1	$1,291	$	$	$	$	$564	$726	$1	$1,291
San Luis Obispo	103,914	42	$282	$776	$1	$1,058	$	$	$	$	$282	$776	$1	$1,058
Santa Ana	174,903	160	$361	$840	$256	$1,457	$	$48	$48	$96	$361	$888	$304	$1,553
Santa Barbara	294,968	84	$564	$726	$1	$1,291	$	$	$	$	$564	$726	$1	$1,291
Santa Clara (Great America)	110,534	98	$1,732	$2,849	$1,052	$5,633	$	$	$	$	$1,732	$2,849	$1,052	$5,633
Simi Valley	40,821	84	$1,078	$1,572	$683	$3,334	$	$	$	$	$1,078	$1,572	$683	$3,334
Solana Beach	448,081	160	$1,984	$1,969	$888	$4,841	$	$	$	$	$1,984	$1,969	$888	$4,841
Stockton - Downtown/ACE Station	29,498	28	$200	$283	$60	$543	$	$	$6	$6	$200	$283	$66	$549
Stockton - San Joaquin St. Station	226,311	56	$282	$776	$1	$1,058	$	$	$	$	$282	$776	$1	$1,058
Suisun	152,984	204	$887	$1,339	$695	$2,922	$	$24	$58	$82	$887	$1,364	$753	$3,004
Truckee	7,801	14	$156	$702	$195	$1,053	$5	$22	$22	$48	$161	$723	$217	$1,101
Turlock-Denair	19,434	84	$548	$717	$568	$1,833	$	$	$	$	$548	$717	$568	$1,833

Station[1]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[2]	Costs of Improvements (Thousands of 2009 Dollars)[3]											
			ADA				State of Good Repair (SGR)				TOTAL			
			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
California (continued)														
Van Nuys	73,353	84	$282	$776	$1	$1,058	$	$	$	$	$282	$776	$1	$1,058
Ventura	47,732	70	$741	$1,333	$640	$2,714	$	$	$	$	$741	$1,333	$640	$2,714
Victorville	4,904	14	$161	$554	$91	$806	$11	$12	$20	$43	$172	$566	$111	$850
Wasco	18,635	84	$141	$223	$	$364	$	$	$	$	$141	$223	$	$364
Colorado														
Denver	129,773	14	$524	$1,193	$86	$1,804	$60	$	$	$60	$585	$1,193	$86	$1,864
Fort Morgan	3,178	14	$307	$729	$144	$1,180	$78	$10	$10	$99	$385	$739	$154	$1,278
Glenwood Springs	36,484	14	$609	$1,234	$246	$2,089	$361	$99	$98	$559	$971	$1,333	$344	$2,648
Granby	3,629	14	$255	$1,041	$127	$1,422	$24	$102	$13	$139	$279	$1,142	$140	$1,561
Grand Junction	28,302	14	$331	$1,698	$147	$2,175	$94	$105	$13	$213	$425	$1,803	$160	$2,388
La Junta	7,475	14	$294	$674	$230	$1,198	$2	$37	$174	$213	$296	$711	$404	$1,411
Lamar	1,644	14	$156	$722	$130	$1,008	$14	$6	$11	$31	$170	$728	$141	$1,039
Trinidad	4,628	14	$177	$478	$195	$849	$52	$54	$90	$195	$228	$532	$285	$1,045
Winter Park/Fraser	9,400	14	$238	$700	$229	$1,166	$28	$32	$91	$151	$265	$732	$320	$1,317
Connecticut														
Berlin	24,532	90	$427	$258	$138	$824	$311	$1	$1	$312	$738	$259	$139	$1,136
Bridgeport	75,487	103	$3,335	$1,493	$833	$5,661	$13	$	$2,498	$2,512	$3,348	$1,493	$3,331	$8,173
Hartford	168,435	90	$804	$1,713	$158	$2,674	$	$763	$	$763	$804	$2,475	$158	$3,437
Meriden	33,137	90	$416	$901	$100	$1,416	$83	$	$26	$109	$499	$901	$126	$1,526
Mystic	19,272	53	$409	$536	$426	$1,370	$26	$85	$71	$181	$434	$620	$497	$1,552
New Haven	705,458	313	$1,001	$739	$86	$1,826	$	$	$	$	$1,001	$739	$86	$1,826
New London	171,022	141	$418	$1,043	$370	$1,831	$	$	$2	$2	$418	$1,043	$372	$1,832
Old Saybrook	66,048	103	$438	$823	$172	$1,433	$22	$3	$5	$31	$460	$826	$178	$1,463
Stamford	368,918	255	$6,767	$3,168	$2,523	$12,457	$	$	$	$	$6,767	$3,168	$2,523	$12,457
Wallingford	14,232	88	$314	$534	$395	$1,243	$1	$13	$	$13	$315	$546	$395	$1,256
Windsor	11,102	74	$236	$649	$84	$969	$16	$23	$15	$54	$253	$672	$99	$1,023
Windsor Locks	15,607	88	$343	$670	$439	$1,452	$	$	$244	$244	$343	$670	$683	$1,696
Delaware														
Newark	7,883	17	$160	$296	$168	$624	$19	$6	$11	$36	$179	$302	$179	$660
Wilmington	731,539	537	$564	$726	$1	$1,291	$	$	$	$	$564	$726	$1	$1,291
District of Columbia														
Washington	4,489,955	551	$1,228	$28,562	$10,441	$40,231	$9,966	$9,966	$19,932	$39,864	$11,194	$38,527	$30,373	$80,095
Florida														
Deerfield Beach	26,044	28	$250	$262	$65	$578	$	$	$2	$2	$250	$262	$67	$579
Deland	24,854	28	$234	$274	$122	$630	$47	$19	$205	$271	$282	$293	$327	$901
Delray Beach	9,448	28	$141	$223	$	$364	$	$	$	$	$141	$223	$	$364
Fort Lauderdale	45,979	28	$685	$839	$149	$1,673	$212	$101	$4	$316	$897	$940	$153	$1,990
Hollywood	33,372	28	$437	$829	$153	$1,420	$	$	$	$	$437	$829	$153	$1,420
Jacksonville	61,758	28	$290	$2,109	$172	$2,571	$59	$113	$	$172	$349	$2,222	$172	$2,742
Kissimmee	38,495	28	$440	$2,727	$	$3,167	$255	$25	$	$280	$695	$2,752	$	$3,447
Lakeland	24,179	14	$210	$243	$48	$501	$	$	$	$	$210	$243	$48	$501
Miami	80,348	28	$551	$1,858	$29	$2,439	$399	$37	$28	$465	$950	$1,895	$57	$2,903
Okeechobee	3,297	14	$178	$489	$203	$871	$52	$70	$91	$213	$230	$560	$294	$1,083
Orlando	147,491	28	$426	$2,141	$91	$2,658	$105	$281	$20	$406	$531	$2,422	$111	$3,064
Palatka	12,082	28	$160	$563	$74	$797	$17	$24	$17	$58	$178	$587	$91	$855
Sanford (Auto Train)	234,839	14	$289	$783	$8	$1,080	$	$	$	$	$289	$783	$8	$1,080
Sebring	17,945	28	$310	$572	$152	$1,034	$9	$171	$283	$463	$319	$743	$435	$1,498
Tampa	100,119	14	$564	$1,968	$104	$2,636	$68	$342	$4	$414	$632	$2,310	$108	$3,051

Station[1]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[2]	Costs of Improvements (Thousands of 2009 Dollars)[3]											
			ADA				State of Good Repair (SGR)				TOTAL			
			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
Florida (continued)														
West Palm Beach	52,249	28	$470	$827	$55	$1,351	$3	$	$	$3	$473	$827	$55	$1,354
Winter Haven	21,079	28	$339	$738	$78	$1,155	$576	$2	$13	$591	$915	$740	$91	$1,745
Winter Park	29,514	28	$256	$667	$56	$979	$37	$80	$75	$191	$293	$747	$131	$1,170
Georgia														
Atlanta	101,084	12	$1,261	$4,154	$57	$5,473	$270	$35	$176	$481	$1,532	$4,189	$233	$5,953
Gainesville	5,541	14	$226	$508	$374	$1,108	$22	$37	$49	$108	$247	$545	$423	$1,216
Jesup	8,784	14	$312	$685	$465	$1,462	$56	$58	$94	$208	$368	$743	$559	$1,670
Savannah	54,168	42	$631	$1,932	$1,128	$3,691	$320	$263	$249	$831	$951	$2,194	$1,376	$4,522
Idaho														
Sandpoint	6,181	14	$425	$644	$305	$1,374	$97	$36	$36	$169	$522	$680	$341	$1,543
Illinois														
Alton	53,741	70	$399	$1,265	$167	$1,831	$138	$12	$17	$167	$537	$1,277	$185	$1,998
Bloomington-Normal	180,589	14	$411	$1,106	$87	$1,603	$90	$1	$1	$91	$501	$1,106	$87	$1,694
Carbondale	112,096	42	$539	$862	$166	$1,566	$33	$117	$	$150	$572	$978	$166	$1,716
Carlinville	10,261	63	$156	$627	$114	$898	$	$	$	$	$156	$627	$114	$898
Centralia	18,822	42	$159	$1,846	$124	$2,129	$4	$19	$19	$41	$163	$1,865	$142	$2,170
Champaign-Urbana	151,732	42	$472	$838	$119	$1,429	$1	$18	$	$19	$473	$855	$119	$1,448
Chicago - Union Station	3,104,151	390	$8,800	$10,706	$802	$20,309	$6,871	$3,748	$4	$10,622	$15,671	$14,454	$806	$30,931
Du Quoin	8,311	28	$146	$526	$105	$777	$1	$3	$2	$6	$147	$529	$107	$782
Dwight	7,768	49	$168	$584	$97	$848	$4	$12	$12	$27	$172	$595	$108	$876
Effingham	22,367	42	$145	$674	$94	$913	$	$	$	$	$145	$674	$94	$913
Galesburg	98,419	56	$397	$1,265	$52	$1,714	$1	$	$1	$1	$398	$1,265	$53	$1,716
Gilman	2,016	28	$141	$1,048	$153	$1,342	$	$12	$63	$74	$141	$1,060	$216	$1,416
Glenview	65,769	110	$386	$795	$157	$1,338	$1	$1	$	$2	$387	$796	$157	$1,340
Homewood	31,123	42	$212	$1,030	$11	$1,253	$1	$	$	$1	$213	$1,030	$11	$1,254
Joliet	43,087	70	$322	$1,565	$104	$1,991	$213	$	$	$213	$535	$1,565	$104	$2,204
Kankakee	15,669	42	$194	$656	$12	$862	$11	$21	$4	$36	$204	$677	$16	$898
Kewanee	11,430	28	$161	$946	$148	$1,255	$33	$39	$21	$93	$194	$985	$169	$1,348
La Grange	14,304	28	$176	$245	$103	$524	$22	$	$	$22	$198	$245	$103	$546
Lincoln	20,703	63	$357	$537	$395	$1,289	$2	$106	$5	$114	$359	$643	$400	$1,403
Macomb	69,193	28	$2,556	$1,317	$638	$4,511	$17	$29	$10	$56	$2,573	$1,346	$648	$4,567
Mattoon	31,078	35	$221	$662	$1,842	$2,725	$139	$	$2	$141	$360	$662	$1,844	$2,866
Mendota	20,677	42	$229	$568	$169	$966	$6	$47	$	$53	$235	$615	$169	$1,019
Naperville	49,389	56	$439	$889	$	$1,328	$	$4	$7	$11	$439	$893	$7	$1,340
Plano	4,605	28	$170	$886	$254	$1,310	$52	$80	$117	$248	$221	$966	$371	$1,558
Pontiac	12,642	63	$165	$624	$59	$848	$20	$1	$34	$54	$185	$624	$93	$902
Princeton	28,042	56	$263	$436	$96	$795	$25	$44	$11	$80	$288	$480	$107	$874
Quincy	50,298	28	$295	$819	$11	$1,125	$	$15	$17	$32	$295	$833	$28	$1,157
Rantoul	2,978	28	$155	$833	$130	$1,118	$	$	$	$	$155	$833	$130	$1,118
Springfield	157,540	70	$382	$1,524	$485	$2,392	$66	$9	$9	$84	$448	$1,533	$494	$2,475
Summit	5,661	49	$141	$277	$123	$541	$	$9	$	$9	$141	$286	$123	$550
Indiana														
Connersville	647	6	$161	$668	$14	$842	$	$19	$29	$48	$161	$686	$43	$890
Dyer	2,162	14	$141	$580	$92	$813	$13	$	$201	$214	$154	$580	$293	$1,027
Elkhart	14,115	28	$204	$1,180	$357	$1,741	$50	$	$265	$315	$254	$1,180	$622	$2,056
Hammond-Whiting	6,289	28	$170	$1,573	$60	$1,803	$2	$26	$276	$305	$172	$1,599	$336	$2,107
Indianapolis	34,089	14	$526	$1,421	$67	$2,013	$144	$	$35	$179	$670	$1,421	$102	$2,193
Lafayette	23,083	14	$261	$389	$26	$676	$4	$2	$	$6	$265	$392	$26	$682

Station[1]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[2]	Costs of Improvements (Thousands of 2009 Dollars)[3]											
			ADA				State of Good Repair (SGR)				TOTAL			
			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
Indiana (continued)														
Michigan City	2,176	14	$141	$357	$28	$525	$	$16	$62	$78	$141	$373	$89	$603
Rensselaer	1,830	14	$180	$497	$209	$885	$53	$78	$104	$235	$233	$575	$313	$1,121
South Bend	17,576	28	$222	$1,625	$631	$2,478	$41	$55	$115	$211	$263	$1,680	$746	$2,689
Waterloo	17,881	28	$208	$1,168	$294	$1,670	$	$4	$	$4	$208	$1,172	$294	$1,674
Iowa														
Burlington	7,283	14	$280	$1,275	$175	$1,730	$195	$377	$	$571	$475	$1,652	$175	$2,301
Creston	4,444	14	$273	$561	$351	$1,185	$1	$1	$22	$24	$274	$562	$373	$1,209
Fort Madison	9,307	14	$242	$569	$109	$920	$68	$6	$11	$85	$310	$576	$120	$1,005
Mt. Pleasant	14,422	14	$156	$236	$510	$902	$144	$126	$16	$287	$300	$362	$526	$1,188
Osceola	17,811	14	$222	$651	$471	$1,344	$267	$70	$75	$411	$489	$720	$546	$1,755
Ottumwa	10,993	14	$279	$1,531	$1,359	$3,168	$214	$320	$37	$571	$493	$1,851	$1,396	$3,739
Kansas														
Dodge City	4,612	14	$165	$740	$43	$948	$14	$138	$17	$169	$179	$878	$60	$1,117
Garden City	6,840	14	$241	$663	$63	$967	$7	$5	$	$12	$248	$668	$63	$980
Hutchinson	4,289	14	$249	$529	$92	$870	$74	$17	$15	$105	$322	$546	$106	$975
Lawrence	4,008	14	$238	$598	$43	$879	$13	$39	$3	$55	$251	$637	$45	$934
Newton	14,563	14	$318	$1,069	$363	$1,750	$37	$21	$21	$79	$355	$1,090	$384	$1,829
Topeka	7,554	14	$278	$826	$82	$1,187	$121	$123	$7	$251	$399	$949	$89	$1,438
Kentucky														
Ashland	2,909	6	$237	$278	$79	$595	$6	$	$	$7	$243	$279	$80	$601
Maysville	1,707	6	$209	$486	$258	$953	$8	$97	$56	$162	$217	$583	$315	$1,115
South Shore-South Portsmouth	811	6	$176	$486	$220	$883	$52	$64	$94	$210	$228	$550	$315	$1,093
Louisiana														
Hammond	14,695	14	$231	$877	$132	$1,241	$114	$5	$	$120	$345	$883	$132	$1,360
Lafayette	3,835	6	$141	$242	$103	$486	$2	$2	$2	$6	$143	$244	$105	$491
Lake Charles	2,200	6	$171	$304	$72	$546	$	$10	$10	$21	$171	$314	$82	$567
New Orleans	154,532	34	$605	$4,372	$322	$5,299	$1,162	$866	$4	$2,032	$1,767	$5,238	$326	$7,330
Maine														
Old Orchard Beach (Seasonal)	12,226	39	$235	$259	$102	$595	$	$	$	$	$235	$259	$102	$596
Portland	170,105	70	$401	$903	$	$1,304	$1	$	$2	$3	$402	$903	$2	$1,307
Saco	35,346	70	$600	$743	$601	$1,944	$	$	$	$	$600	$743	$601	$1,944
Wells	48,452	70	$462	$1,124	$441	$2,027	$	$	$	$	$462	$1,124	$441	$2,027
Maryland														
Aberdeen	45,052	85	$1,037	$1,376	$711	$3,124	$41	$24	$	$65	$1,078	$1,400	$711	$3,189
Baltimore - Penn Station	1,020,304	537	$6,658	$12,794	$	$19,452	$3,148	$3,148	$6,295	$12,590	$9,806	$15,942	$6,295	$32,043
BWI Thurgood Marshall Airport Station	644,640	387	$7,255	$2,942	$2,335	$12,532	$10	$	$	$10	$7,265	$2,942	$2,335	$12,542
Cumberland	11,257	14	$299	$709	$19	$1,027	$4	$	$	$4	$302	$709	$19	$1,031
New Carrollton	203,449	276	$301	$2,461	$1,573	$4,335	$11	$	$	$11	$312	$2,461	$1,573	$4,346
Rockville	3,178	14	$141	$423	$63	$627	$14	$6	$11	$31	$155	$429	$74	$658
Massachusetts														
Amherst	12,679	14	$579	$651	$210	$1,440	$77	$13	$13	$102	$656	$664	$222	$1,542
Boston - Back Bay	424,605	252	$7,313	$2,981	$2,253	$12,547	$255	$53	$	$309	$7,568	$3,034	$2,253	$12,856
Boston - North Station	414,835	70	$707	$869	$144	$1,719	$	$4	$	$4	$707	$873	$144	$1,724
Boston - South Station	1,393,691	252	$1,208	$919	$452	$2,578	$288	$288	$576	$1,152	$1,496	$1,207	$1,028	$3,730
Framingham	1,735	14	$141	$223	$134	$497	$	$9	$	$9	$141	$232	$134	$506
Haverhill	36,050	70	$593	$761	$617	$1,971	$	$	$	$	$593	$761	$617	$1,971
Pittsfield	6,893	14	$164	$735	$287	$1,187	$3	$14	$14	$31	$168	$749	$301	$1,217
Route 128	404,908	238	$7,189	$2,939	$2,212	$12,340	$1	$	$	$1	$7,190	$2,939	$2,212	$12,341

Station[1]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[2]	Costs of Improvements (Thousands of 2009 Dollars)[3]											
			ADA				State of Good Repair (SGR)				TOTAL			
			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
Massachusetts (continued)														
Springfield	113,955	104	$431	$1,649	$834	$2,914	$38	$84	$84	$206	$469	$1,733	$918	$3,121
Woburn	14,406	70	$174	$256	$33	$463	$1	$	$1	$2	$175	$256	$34	$465
Worcester	6,183	14	$175	$257	$35	$467	$	$4	$	$4	$175	$261	$35	$471
Michigan														
Albion	1,817	14	$262	$453	$85	$800	$39	$33	$61	$132	$301	$485	$146	$932
Ann Arbor	148,594	42	$635	$799	$33	$1,467	$40	$16	$48	$104	$675	$814	$82	$1,571
Bangor	3,710	14	$189	$252	$89	$530	$27	$	$26	$53	$216	$252	$115	$583
Battle Creek	57,264	56	$531	$1,164	$119	$1,814	$8	$17	$22	$47	$540	$1,181	$140	$1,861
Birmingham	19,714	42	$575	$940	$382	$1,897	$1	$37	$1	$39	$576	$978	$383	$1,936
Dearborn	75,840	42	$477	$1,589	$135	$2,201	$65	$275	$10	$350	$542	$1,864	$145	$2,551
Detroit	59,973	42	$408	$1,626	$269	$2,303	$138	$	$42	$180	$546	$1,626	$312	$2,483
Dowagiac	2,919	28	$294	$769	$209	$1,272	$17	$44	$33	$94	$310	$813	$243	$1,366
Durand	9,310	14	$236	$835	$272	$1,344	$13	$36	$79	$128	$249	$872	$351	$1,471
East Lansing	51,012	14	$309	$1,403	$204	$1,916	$3	$19	$19	$42	$312	$1,422	$223	$1,958
Flint	26,134	14	$235	$880	$160	$1,275	$5	$22	$19	$47	$240	$903	$179	$1,322
Grand Rapids	57,465	14	$471	$933	$56	$1,460	$7	$2	$4	$13	$477	$935	$60	$1,473
Holland	40,463	14	$1,079	$1,580	$710	$3,370	$2	$1	$1	$3	$1,081	$1,581	$711	$3,373
Jackson	27,902	42	$317	$1,805	$184	$2,307	$320	$57	$14	$392	$637	$1,863	$199	$2,699
Kalamazoo	119,121	56	$375	$776	$151	$1,301	$	$2	$	$2	$375	$778	$151	$1,303
Lapeer	7,473	14	$180	$629	$113	$922	$1	$19	$37	$56	$181	$648	$150	$978
New Buffalo	3,297	14	$166	$322	$61	$549	$	$	$2	$2	$166	$322	$63	$551
Niles	19,286	49	$266	$223	$83	$572	$97	$10	$10	$118	$363	$233	$93	$689
Pontiac	16,546	42	$1,196	$734	$594	$2,523	$	$	$	$	$1,196	$734	$594	$2,523
Port Huron	14,115	14	$297	$483	$156	$936	$72	$28	$119	$219	$369	$511	$275	$1,155
Royal Oak	30,362	42	$156	$755	$105	$1,016	$1	$	$	$1	$156	$755	$105	$1,016
St. Joseph	8,521	14	$334	$475	$80	$888	$1	$	$	$1	$335	$475	$80	$890
Minnesota														
Detroit Lakes	4,659	14	$236	$477	$46	$758	$110	$	$	$110	$345	$477	$46	$868
Red Wing	10,584	14	$189	$283	$449	$920	$23	$	$	$23	$212	$283	$449	$943
St. Cloud	14,206	14	$265	$688	$170	$1,124	$130	$8	$8	$147	$396	$697	$178	$1,271
St. Paul/Minneapolis	147,791	14	$420	$2,358	$214	$2,992	$80	$26	$	$107	$501	$2,384	$214	$3,099
Staples	8,606	14	$348	$852	$422	$1,621	$651	$8	$8	$668	$999	$860	$430	$2,289
Winona	26,351	14	$268	$1,019	$113	$1,400	$70	$48	$15	$133	$338	$1,067	$128	$1,533
Mississippi														
Greenwood	14,085	14	$245	$510	$160	$914	$44	$8	$8	$59	$288	$518	$168	$974
Hattiesburg	9,920	14	$141	$936	$10	$1,087	$	$282	$	$282	$141	$1,218	$10	$1,369
Jackson	40,245	14	$475	$846	$136	$1,456	$1	$45	$	$45	$475	$891	$136	$1,502
Meridian	10,747	14	$161	$2,556	$491	$3,208	$	$182	$383	$565	$161	$2,738	$874	$3,773
Missouri														
Hermann	10,816	28	$159	$758	$198	$1,115	$4	$2	$120	$125	$163	$759	$318	$1,240
Independence	7,261	28	$181	$632	$154	$967	$16	$1	$	$17	$197	$633	$154	$984
Jefferson City	45,032	28	$431	$1,449	$76	$1,956	$88	$59	$23	$170	$519	$1,508	$99	$2,125
Kansas City	130,459	42	$460	$833	$121	$1,414	$2	$3	$1	$6	$462	$836	$122	$1,420
Kirkwood	43,359	28	$456	$1,698	$259	$2,414	$9	$23	$23	$55	$465	$1,721	$282	$2,469
La Plata	10,544	14	$166	$629	$181	$976	$40	$44	$	$84	$206	$673	$181	$1,060
Lees Summit	22,359	28	$286	$614	$316	$1,217	$3	$1	$	$4	$289	$614	$316	$1,220
Poplar Bluff	4,631	14	$320	$1,338	$374	$2,031	$477	$18	$18	$512	$797	$1,356	$391	$2,543
Sedalia	9,643	28	$226	$483	$113	$823	$43	$20	$68	$130	$269	$503	$181	$954

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			ADA				State of Good Repair (SGR)				TOTAL			
			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
Missouri (continued)														
St. Louis	271,997	98	$455	$1,415	$118	$1,988	$	$	$	$	$455	$1,415	$118	$1,988
Warrensburg	12,314	28	$281	$585	$126	$992	$6	$4	$	$10	$288	$589	$126	$1,003
Washington	12,071	28	$162	$280	$118	$559	$	$	$	$	$162	$280	$118	$559
Montana														
Browning (Seasonal)	2,269	14	$200	$1,301	$	$1,501	$28	$	$	$28	$228	$1,301	$	$1,529
Cut Bank	3,455	14	$308	$544	$10	$862	$63	$20	$35	$118	$371	$564	$45	$980
East Glacier Park (Seasonal)	15,759	14	$390	$405	$84	$879	$	$18	$	$18	$390	$423	$84	$897
Glasgow	6,351	14	$367	$542	$95	$1,003	$77	$18	$72	$167	$443	$560	$166	$1,170
Havre	17,759	14	$599	$1,045	$138	$1,782	$	$763	$	$763	$599	$1,808	$138	$2,545
Libby	6,062	14	$367	$844	$	$1,212	$59	$79	$10	$147	$427	$923	$10	$1,359
Malta	4,095	14	$381	$439	$263	$1,084	$77	$40	$39	$156	$458	$479	$302	$1,240
Shelby	18,881	14	$300	$585	$417	$1,302	$8	$	$	$8	$309	$585	$417	$1,310
West Glacier	7,396	14	$357	$418	$252	$1,027	$	$11	$11	$23	$357	$430	$264	$1,050
Whitefish	72,207	14	$366	$1,209	$492	$2,067	$7	$	$	$7	$373	$1,209	$492	$2,074
Wolf Point	8,280	14	$248	$434	$299	$982	$22	$35	$35	$93	$271	$469	$334	$1,075
Nebraska														
Hastings	4,623	14	$166	$1,452	$40	$1,658	$1	$1	$1	$2	$166	$1,453	$40	$1,659
Holdrege	1,794	14	$171	$670	$137	$978	$8	$1	$3	$12	$179	$671	$140	$990
Lincoln	11,935	14	$165	$1,823	$311	$2,299	$436	$	$90	$526	$601	$1,823	$401	$2,825
McCook	2,987	14	$154	$624	$24	$802	$23	$74	$11	$108	$177	$698	$35	$910
Omaha	25,841	14	$164	$623	$438	$1,225	$60	$48	$19	$127	$224	$671	$457	$1,352
Nevada														
Elko	4,607	14	$211	$1,104	$172	$1,486	$37	$	$	$37	$249	$1,104	$172	$1,524
Reno	55,780	14	$281	$1,099	$	$1,380	$	$63	$2	$65	$281	$1,162	$2	$1,445
Sparks	2,095	14	$154	$1,335	$378	$1,867	$	$	$	$	$154	$1,335	$378	$1,867
Winnemucca	2,730	14	$156	$813	$65	$1,034	$14	$6	$11	$31	$171	$819	$76	$1,066
New Hampshire														
Claremont	1,799	14	$218	$596	$172	$986	$14	$30	$11	$55	$232	$626	$183	$1,041
Dover	56,187	70	$414	$839	$72	$1,325	$	$	$	$	$414	$839	$72	$1,325
Durham	66,173	70	$1,013	$1,359	$676	$3,048	$	$	$	$	$1,013	$1,359	$676	$3,048
Exeter	95,204	70	$532	$1,129	$371	$2,031	$	$	$	$	$532	$1,129	$371	$2,031
New Jersey														
Metropark	406,287	326	$6,894	$3,214	$2,567	$12,675	$	$	$	$	$6,894	$3,214	$2,567	$12,675
New Brunswick	7,538	15	$233	$258	$114	$605	$2	$	$	$2	$235	$258	$114	$608
Newark - Penn Station	679,279	667	$786	$792	$156	$1,734	$	$	$	$	$786	$792	$156	$1,734
Newark Liberty International Airport	116,979	145	$383	$871	$71	$1,324	$	$	$	$	$383	$871	$71	$1,324
Princeton Junction	46,816	34	$406	$1,101	$167	$1,673	$	$	$6	$6	$406	$1,101	$172	$1,679
Trenton	451,090	484	$6,738	$3,169	$2,513	$12,420	$	$	$20	$20	$6,738	$3,169	$2,534	$12,440
New Mexico														
Albuquerque	72,434	14	$362	$1,704	$196	$2,262	$	$	$	$	$362	$1,704	$196	$2,262
Gallup	12,517	14	$649	$1,139	$353	$2,141	$184	$82	$187	$453	$833	$1,221	$540	$2,594
Lamy	13,976	14	$240	$1,450	$122	$1,811	$41	$25	$13	$79	$281	$1,474	$135	$1,890
Las Vegas	4,280	14	$219	$1,340	$77	$1,635	$	$39	$	$39	$219	$1,379	$77	$1,674
Raton	15,037	14	$342	$763	$148	$1,253	$214	$76	$13	$303	$556	$839	$161	$1,556
New York														
Albany-Rensselaer	830,740	189	$992	$725	$	$1,717	$	$	$	$	$992	$725	$	$1,717
Amsterdam	7,948	35	$460	$296	$61	$817	$149	$	$5	$154	$609	$296	$66	$970
Buffalo - Exchange St.	20,797	42	$146	$316	$10	$473	$56	$74	$129	$260	$203	$390	$140	$733

Station[1]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[2]	Costs of Improvements (Thousands of 2009 Dollars)[3]											
			ADA				State of Good Repair (SGR)				TOTAL			
			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
New York (continued)														
Buffalo-Depew	94,619	56	$599	$1,733	$160	$2,492	$2	$	$	$2	$601	$1,733	$160	$2,494
Croton Harmon	39,893	165	$1,063	$1,399	$715	$3,178	$	$126	$1	$127	$1,063	$1,525	$716	$3,304
Fort Edward-Glens Falls	6,934	28	$162	$567	$85	$814	$1	$1	$3	$5	$163	$568	$88	$819
Hudson	151,457	168	$739	$1,923	$139	$2,801	$170	$	$	$170	$910	$1,923	$139	$2,972
New Rochelle	87,463	91	$1,370	$1,955	$1,267	$4,593	$1	$1	$1	$2	$1,371	$1,956	$1,268	$4,595
New York - Penn Station	8,739,345	858	$9,683	$11,731	$9,121	$30,535	$9,196	$9,196	$18,393	$36,785	$18,880	$20,927	$27,513	$67,320
Niagara Falls	25,491	42	$492	$4,419	$198	$5,108	$1,087	$1,087	$2,174	$4,348	$1,579	$5,506	$2,372	$9,456
Plattsburgh	10,004	14	$295	$412	$191	$898	$14	$8	$17	$40	$309	$420	$209	$938
Port Henry	2,647	14	$393	$386	$216	$995	$119	$9	$9	$136	$511	$395	$225	$1,132
Port Kent (Seasonal)	750	14	$179	$495	$207	$881	$56	$58	$98	$211	$235	$553	$305	$1,092
Poughkeepsie	65,860	148	$2,323	$1,717	$2,459	$6,499	$331	$39	$	$369	$2,654	$1,755	$2,459	$6,868
Rhinecliff	159,541	168	$609	$1,354	$588	$2,551	$467	$35	$19	$521	$1,075	$1,389	$608	$3,072
Rochester	96,395	56	$437	$1,058	$327	$1,822	$284	$96	$99	$479	$720	$1,154	$426	$2,301
Rome	7,608	35	$209	$239	$37	$485	$	$	$	$	$209	$239	$37	$485
Rouses Point	964	14	$177	$478	$195	$849	$52	$54	$90	$195	$228	$532	$285	$1,045
Saratoga Springs	31,137	28	$291	$786	$430	$1,507	$	$62	$	$62	$291	$848	$430	$1,569
Schenectady	49,659	84	$349	$1,734	$1,490	$3,573	$46	$137	$34	$218	$396	$1,871	$1,525	$3,791
Syracuse	124,980	56	$463	$802	$61	$1,326	$1	$	$	$1	$464	$802	$61	$1,327
Ticonderoga	1,693	14	$223	$741	$233	$1,196	$	$25	$25	$49	$223	$765	$258	$1,245
Utica	54,145	56	$489	$1,315	$421	$2,225	$667	$157	$119	$943	$1,155	$1,473	$540	$3,169
Westport	5,431	14	$198	$690	$192	$1,080	$	$16	$16	$32	$198	$706	$208	$1,112
Whitehall	1,477	14	$148	$350	$128	$626	$	$19	$8	$27	$148	$369	$136	$653
Yonkers	18,720	107	$787	$223	$429	$1,438	$	$	$	$	$787	$223	$429	$1,438
North Carolina														
Burlington	15,766	28	$141	$426	$	$567	$	$	$	$	$141	$426	$	$567
Cary	32,897	42	$264	$263	$65	$592	$	$64	$2	$66	$264	$327	$67	$658
Charlotte	135,435	42	$636	$1,571	$177	$2,383	$107	$7	$1,305	$1,420	$743	$1,578	$1,482	$3,803
Durham	49,986	28	$314	$1,171	$115	$1,601	$	$5	$5	$10	$315	$1,176	$120	$1,611
Fayetteville	52,227	28	$408	$1,504	$94	$2,006	$21	$	$2	$23	$429	$1,504	$96	$2,029
Greensboro	89,675	42	$408	$891	$11	$1,311	$	$	$	$	$408	$891	$11	$1,311
Hamlet	4,571	14	$235	$262	$75	$572	$	$	$	$	$235	$262	$75	$572
High Point	23,231	42	$179	$539	$12	$731	$	$	$1	$2	$179	$540	$14	$733
Kannapolis	11,603	28	$194	$256	$37	$486	$	$	$	$	$194	$256	$37	$486
Raleigh	141,291	42	$333	$1,902	$4	$2,240	$	$12	$2	$14	$333	$1,914	$6	$2,254
Rocky Mount	53,169	56	$316	$1,134	$69	$1,519	$	$	$2	$2	$316	$1,134	$71	$1,521
Salisbury	23,891	42	$243	$1,019	$187	$1,449	$	$66	$2	$68	$243	$1,085	$189	$1,517
Selma	12,498	28	$216	$277	$86	$579	$	$66	$2	$68	$216	$343	$88	$647
Southern Pines	5,389	14	$240	$259	$79	$577	$	$	$19	$19	$240	$259	$98	$596
Wilson	40,846	28	$380	$1,225	$146	$1,752	$15	$	$12	$27	$395	$1,225	$158	$1,779
North Dakota														
Devils Lake	6,860	14	$566	$283	$333	$1,183	$1,049	$	$	$1,049	$1,615	$283	$333	$2,231
Fargo	24,142	14	$207	$390	$35	$632	$25	$8	$20	$52	$232	$398	$55	$684
Grand Forks	22,842	14	$217	$568	$44	$829	$26	$	$1	$27	$243	$568	$45	$856
Minot	42,801	14	$565	$1,202	$468	$2,234	$28	$26	$26	$81	$593	$1,228	$494	$2,315
Rugby	7,048	14	$281	$341	$191	$812	$102	$24	$	$126	$382	$365	$191	$938
Stanley	3,694	14	$289	$666	$345	$1,300	$21	$45	$41	$108	$310	$711	$387	$1,408
Williston	23,619	14	$250	$578	$407	$1,235	$39	$44	$44	$127	$289	$622	$451	$1,363

Station[1]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[2]	Costs of Improvements (Thousands of 2009 Dollars)[3]											
			ADA				State of Good Repair (SGR)				TOTAL			
			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
Ohio														
Alliance	3,720	14	$156	$594	$110	$860	$	$	$	$	$156	$594	$110	$860
Bryan	5,507	14	$177	$478	$195	$849	$52	$54	$90	$195	$228	$532	$285	$1,045
Cincinnati	15,067	6	$165	$892	$68	$1,124	$7	$10	$10	$27	$171	$902	$77	$1,151
Cleveland	36,977	28	$661	$1,623	$914	$3,198	$39	$293	$294	$626	$700	$1,916	$1,208	$3,823
Elyria	3,426	28	$262	$614	$138	$1,014	$67	$71	$25	$163	$329	$685	$163	$1,177
Sandusky	5,832	28	$220	$655	$79	$954	$	$	$2	$2	$220	$655	$81	$956
Toledo	50,490	28	$486	$2,128	$1,258	$3,872	$7	$9	$9	$25	$493	$2,137	$1,267	$3,897
Oklahoma														
Ardmore	8,607	14	$238	$442	$68	$747	$9	$43	$	$52	$247	$484	$68	$799
Norman	13,414	14	$275	$405	$83	$763	$94	$48	$14	$156	$369	$453	$98	$919
Oklahoma City	55,015	14	$504	$1,170	$432	$2,106	$5	$1	$	$6	$509	$1,171	$432	$2,112
Pauls Valley	5,942	14	$238	$540	$76	$855	$7	$12	$21	$39	$245	$552	$97	$894
Purcell	2,086	14	$246	$259	$72	$576	$2	$6	$	$9	$248	$265	$72	$585
Oregon														
Albany	31,870	42	$305	$1,316	$16	$1,637	$	$	$	$	$305	$1,316	$16	$1,637
Chemult	7,030	14	$141	$697	$110	$948	$39	$87	$15	$140	$179	$784	$125	$1,088
Eugene	100,211	42	$298	$2,025	$117	$2,440	$	$	$	$	$298	$2,025	$117	$2,440
Klamath Falls	31,908	14	$281	$1,936	$91	$2,308	$55	$8	$8	$71	$336	$1,944	$100	$2,380
Oregon City	8,061	28	$141	$267	$67	$475	$8	$	$	$8	$148	$267	$67	$482
Portland	598,633	91	$798	$3,573	$181	$4,552	$288	$288	$576	$1,152	$1,086	$3,861	$757	$5,704
Salem	56,436	42	$345	$844	$119	$1,308	$1	$	$	$1	$346	$844	$119	$1,309
Pennsylvania														
Altoona	25,415	14	$233	$377	$221	$831	$21	$14	$7	$42	$254	$391	$228	$872
Ardmore	46,333	78	$936	$1,430	$561	$2,926	$	$	$	$	$936	$1,430	$561	$2,926
Coatesville	12,705	88	$784	$1,066	$384	$2,233	$42	$18	$6	$67	$826	$1,084	$390	$2,300
Connellsville	4,531	14	$160	$499	$157	$817	$18	$21	$111	$150	$178	$521	$268	$967
Cornwells Heights	6,843	20	$209	$411	$746	$1,366	$38	$93	$9	$141	$247	$503	$756	$1,506
Downingtown	50,255	132	$420	$1,519	$449	$2,388	$	$235	$77	$312	$420	$1,754	$526	$2,700
Elizabethtown	90,644	172	$704	$1,217	$1,276	$3,197	$375	$160	$84	$619	$1,080	$1,377	$1,359	$3,816
Erie	11,855	14	$141	$223	$119	$483	$	$	$	$	$141	$223	$119	$483
Exton	74,913	150	$1,335	$1,976	$867	$4,177	$	$52	$52	$103	$1,335	$2,027	$918	$4,281
Greensburg	12,882	14	$232	$384	$60	$676	$	$4	$2	$6	$232	$388	$62	$682
Harrisburg	527,056	172	$1,855	$35,328	$302	$37,485	$6,246	$8,120	$13,117	$27,483	$8,102	$43,448	$13,419	$64,969
Huntingdon	5,290	14	$348	$851	$500	$1,698	$163	$64	$147	$374	$511	$915	$646	$2,072
Johnstown	19,206	14	$335	$739	$66	$1,140	$39	$7	$	$46	$375	$746	$66	$1,186
Lancaster	484,102	172	$8,264	$3,292	$2,567	$14,124	$5,000	$2,500	$2,500	$10,000	$13,264	$5,792	$5,067	$24,124
Lewistown	10,674	14	$387	$856	$436	$1,679	$174	$57	$130	$361	$562	$912	$566	$2,040
Middletown	51,149	142	$1,031	$1,563	$691	$3,285	$	$14	$11	$24	$1,031	$1,576	$701	$3,309
Mount Joy	53,828	105	$2,491	$1,463	$736	$4,690	$250	$125	$125	$500	$2,741	$1,588	$861	$5,190
Paoli	130,744	172	$520	$1,204	$345	$2,069	$67	$77	$10	$155	$587	$1,281	$355	$2,223
Parkesburg	40,650	126	$2,491	$1,463	$736	$4,690	$250	$125	$125	$500	$2,741	$1,588	$861	$5,190
Philadelphia - 30th Street Station	3,968,278	715	$9,500	$24,117	$45,456	$79,074	$25,404	$25,404	$50,807	$101,615	$34,904	$49,521	$96,264	$180,688
Philadelphia - North	349	25	$209	$256	$1,224	$1,689	$187	$34	$21	$241	$396	$290	$1,245	$1,931
Pittsburgh	142,828	28	$389	$2,543	$69	$3,001	$	$2	$2	$4	$389	$2,545	$71	$3,005
Rhode Island														
Kingston	160,420	126	$457	$851	$	$1,309	$4	$	$	$4	$461	$851	$	$1,312
Providence	608,417	238	$739	$1,098	$2,570	$4,407	$902	$340	$331	$1,573	$1,641	$1,439	$2,901	$5,980
Westerly	36,430	79	$429	$810	$80	$1,318	$	$	$	$	$429	$810	$80	$1,318

Station[1]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[2]	Costs of Improvements (Thousands of 2009 Dollars)[3]											
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			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
South Carolina														
Camden	3,809	14	$292	$985	$140	$1,417	$316	$304	$104	$723	$608	$1,289	$244	$2,141
Charleston	69,942	28	$491	$1,468	$96	$2,055	$2	$110	$49	$161	$493	$1,578	$145	$2,216
Clemson	5,841	14	$165	$412	$131	$709	$33	$6	$30	$70	$198	$418	$161	$778
Columbia	38,578	14	$314	$1,704	$27	$2,044	$9	$	$12	$21	$322	$1,704	$39	$2,065
Denmark	4,903	14	$217	$592	$231	$1,040	$18	$14	$92	$124	$235	$606	$323	$1,164
Dillon	7,693	14	$239	$395	$148	$782	$41	$15	$20	$77	$281	$410	$168	$859
Florence	47,163	28	$463	$1,662	$346	$2,471	$	$416	$2	$418	$463	$2,078	$348	$2,890
Greenville	16,897	14	$230	$1,258	$70	$1,558	$5	$	$	$5	$236	$1,258	$70	$1,563
Kingstree	13,186	28	$219	$958	$148	$1,325	$50	$6	$24	$81	$270	$964	$172	$1,406
South Carolina (continued)														
Spartanburg	4,238	14	$169	$498	$120	$786	$23	$24	$112	$159	$192	$522	$232	$946
Yemassee	12,064	28	$862	$748	$611	$2,221	$	$	$	$	$862	$748	$611	$2,221
Tennessee														
Memphis	54,879	14	$287	$1,820	$	$2,107	$	$	$	$	$287	$1,820	$	$2,107
Texas														
Alpine	3,519	6	$242	$578	$269	$1,090	$256	$21	$26	$304	$499	$599	$295	$1,393
Austin	23,829	14	$219	$2,101	$104	$2,424	$170	$9	$207	$386	$389	$2,109	$312	$2,810
Beaumont	1,662	6	$177	$478	$195	$849	$52	$54	$90	$195	$228	$532	$285	$1,045
Cleburne	2,135	14	$229	$561	$108	$898	$32	$23	$28	$83	$262	$583	$137	$981
Dallas	35,860	14	$259	$253	$186	$698	$	$	$	$	$259	$253	$186	$698
Del Rio	1,665	6	$189	$237	$127	$552	$	$43	$4	$47	$189	$280	$131	$599
El Paso	9,605	6	$214	$566	$12	$792	$14	$6	$11	$31	$228	$573	$23	$823
Fort Worth	109,012	28	$421	$817	$98	$1,335	$	$	$	$	$421	$817	$98	$1,335
Gainesville	9,249	14	$163	$451	$94	$708	$	$	$	$	$163	$451	$94	$708
Houston	14,891	6	$514	$474	$47	$1,035	$211	$23	$164	$398	$724	$497	$211	$1,433
Longview	27,920	14	$417	$531	$216	$1,164	$332	$9	$9	$351	$748	$540	$226	$1,514
Marshall	7,406	14	$217	$541	$245	$1,003	$15	$18	$22	$55	$232	$559	$267	$1,058
McGregor	3,141	14	$307	$1,079	$166	$1,552	$270	$26	$30	$327	$578	$1,104	$196	$1,878
Mineola	4,376	14	$183	$249	$62	$493	$	$	$	$	$183	$249	$62	$493
San Antonio	48,151	20	$333	$1,504	$25	$1,861	$36	$115	$	$151	$369	$1,619	$25	$2,012
San Marcos	3,741	14	$159	$528	$48	$735	$	$14	$8	$21	$159	$541	$55	$756
Taylor	3,981	14	$175	$586	$186	$948	$52	$66	$102	$219	$227	$651	$289	$1,167
Temple	12,914	14	$245	$440	$201	$887	$203	$27	$31	$261	$449	$467	$233	$1,148
Utah														
Green River	1,568	14	$172	$301	$65	$538	$	$12	$	$12	$172	$313	$65	$550
Helper	2,070	14	$335	$614	$129	$1,078	$	$74	$20	$95	$335	$688	$149	$1,173
Provo	3,965	14	$189	$237	$61	$487	$	$	$	$	$189	$237	$61	$487
Salt Lake City	30,937	14	$371	$784	$435	$1,591	$183	$82	$187	$452	$554	$866	$623	$2,042
Vermont														
Bellows Falls	4,050	14	$292	$464	$155	$911	$52	$13	$16	$81	$344	$477	$171	$993
Brattleboro	11,544	14	$203	$622	$81	$905	$8	$10	$39	$56	$211	$631	$120	$962
Essex Junction	15,823	14	$215	$655	$169	$1,039	$15	$92	$86	$193	$230	$747	$255	$1,232
Fair Haven	2,582	14	$159	$625	$53	$838	$14	$28	$11	$53	$173	$653	$64	$890
Montpelier	5,830	14	$198	$838	$12	$1,047	$17	$66	$13	$97	$215	$904	$25	$1,144
Randolph	1,617	14	$176	$245	$103	$525	$14	$6	$11	$31	$191	$251	$114	$556
Rutland	16,732	14	$207	$238	$42	$486	$	$	$2	$2	$207	$238	$44	$488
St. Albans	2,564	14	$264	$706	$260	$1,230	$250	$18	$175	$443	$514	$724	$434	$1,672
Waterbury	4,421	14	$141	$431	$7	$580	$	$	$	$	$141	$431	$7	$580

Station[1]	FY 2008 Ridership (Ons-Offs)	Train Frequency (Weekly)[2]	Costs of Improvements (Thousands of 2009 Dollars)[3]											
			ADA				State of Good Repair (SGR)				TOTAL			
			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
Vermont (continued)														
White River Jct.	16,033	14	$227	$742	$76	$1,044	$8	$18	$13	$39	$234	$759	$89	$1,082
Windsor	1,020	14	$158	$471	$100	$728	$	$12	$	$12	$158	$482	$100	$740
Virginia														
Alexandria	120,153	130	$393	$805	$148	$1,345	$32	$2	$2	$37	$424	$807	$150	$1,382
Ashland	16,497	54	$500	$1,123	$640	$2,262	$44	$472	$36	$553	$543	$1,595	$676	$2,815
Charlottesville	53,038	20	$311	$1,607	$140	$2,058	$8	$16	$456	$480	$319	$1,623	$596	$2,538
Clifton Forge	3,867	6	$289	$664	$159	$1,113	$23	$90	$19	$132	$313	$754	$178	$1,244
Culpeper	5,166	20	$213	$912	$172	$1,298	$	$24	$24	$48	$213	$936	$196	$1,346
Danville	6,141	14	$174	$364	$149	$687	$2	$62	$27	$91	$176	$426	$176	$778
Franconia-Springfield	2,598	14	$189	$268	$34	$491	$	$	$	$	$189	$268	$34	$491
Fredericksburg	52,300	68	$2,614	$1,691	$678	$4,983	$5	$54	$27	$86	$2,619	$1,745	$706	$5,070
Lorton (Auto Train)	234,839	14	$371	$866	$90	$1,327	$41	$9	$	$50	$412	$875	$90	$1,376
Virginia (continued)														
Lynchburg	25,383	14	$222	$1,035	$143	$1,400	$30	$42	$41	$113	$251	$1,077	$184	$1,512
Manassas	9,644	20	$290	$299	$111	$700	$12	$	$	$13	$302	$299	$111	$712
Newport News	117,154	30	$389	$1,325	$98	$1,811	$80	$	$	$80	$468	$1,325	$98	$1,890
Petersburg	20,909	56	$246	$1,141	$156	$1,542	$374	$20	$82	$477	$620	$1,161	$238	$2,019
Quantico	21,113	68	$228	$471	$115	$815	$33	$31	$6	$70	$261	$502	$121	$884
Richmond - Main St.	19,360	29	$181	$242	$84	$507	$	$	$	$	$181	$242	$84	$507
Richmond - Staples Mill Rd.	275,479	111	$646	$1,646	$90	$2,383	$86	$239	$42	$367	$732	$1,886	$132	$2,750
Staunton	6,265	6	$425	$740	$312	$1,477	$44	$453	$32	$529	$469	$1,192	$344	$2,006
Williamsburg	49,685	30	$289	$1,299	$35	$1,623	$1	$18	$18	$38	$290	$1,318	$53	$1,661
Woodbridge	10,426	20	$594	$761	$617	$1,973	$	$	$	$	$594	$761	$617	$1,973
Washington														
Bellingham	63,363	28	$318	$1,085	$82	$1,486	$	$	$	$	$318	$1,085	$82	$1,486
Bingen-White Salmon	2,908	14	$165	$565	$148	$878	$26	$21	$26	$73	$190	$587	$174	$951
Centralia	22,552	70	$160	$895	$52	$1,108	$	$	$	$	$160	$895	$52	$1,108
Edmonds	30,876	42	$192	$958	$21	$1,171	$51	$7	$12	$70	$243	$965	$33	$1,241
Ephrata	4,178	14	$141	$660	$105	$906	$	$	$	$	$141	$660	$105	$906
Everett	44,514	42	$282	$776	$1	$1,058	$	$	$	$	$282	$776	$1	$1,058
Kelso-Longview	27,236	70	$177	$968	$67	$1,211	$157	$5	$	$163	$334	$973	$67	$1,374
Mount Vernon	21,993	28	$154	$324	$42	$520	$	$12	$	$12	$154	$337	$42	$533
Olympia/Lacey	56,481	70	$309	$1,263	$153	$1,725	$	$	$	$	$309	$1,263	$153	$1,725
Pasco	26,517	14	$171	$305	$	$476	$	$	$	$	$171	$305	$	$476
Seattle - King Street Station	617,067	98	$1,146	$948	$605	$2,699	$288	$288	$576	$1,152	$1,434	$1,236	$1,181	$3,851
Spokane	53,196	28	$404	$904	$215	$1,523	$	$	$	$	$404	$904	$215	$1,523
Tacoma	122,118	70	$394	$1,720	$126	$2,240	$6	$	$158	$164	$399	$1,720	$284	$2,403
Tukwila	21,900	56	$424	$539	$385	$1,348	$2	$80	$	$82	$426	$620	$385	$1,430
Vancouver	97,026	84	$402	$1,714	$193	$2,309	$74	$7	$7	$87	$475	$1,721	$199	$2,396
Wenatchee	19,275	14	$347	$517	$388	$1,253	$	$	$	$	$347	$517	$388	$1,253
Wishram	1,865	14	$280	$661	$78	$1,019	$3	$27	$22	$51	$283	$688	$100	$1,070
West Virginia														
Charleston	9,178	6	$242	$585	$42	$870	$100	$1	$1	$102	$342	$587	$43	$972
Harpers Ferry	3,967	14	$145	$232	$860	$1,236	$125	$125	$	$250	$270	$357	$860	$1,486
Hinton	10,162	6	$268	$532	$26	$826	$23	$25	$25	$72	$291	$557	$50	$898
Huntington	12,610	6	$158	$625	$122	$904	$15	$28	$29	$72	$173	$652	$151	$977
Martinsburg	7,068	14	$236	$832	$117	$1,185	$2	$25	$19	$46	$238	$857	$136	$1,231
Montgomery	886	6	$157	$618	$156	$930	$2	$20	$31	$53	$159	$638	$187	$983

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			Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total	Station Structures	Platforms	Pathways	Total
West Virginia (continued)														
Prince	3,495	6	$338	$929	$74	$1,340	$73	$38	$32	$143	$411	$967	$105	$1,483
White Sulphur Springs	4,896	6	$228	$1,062	$76	$1,367	$	$136	$17	$153	$228	$1,198	$94	$1,520
Wisconsin														
Columbus	18,617	14	$207	$655	$56	$917	$58	$	$8	$66	$265	$655	$64	$983
LaCrosse	31,221	14	$144	$863	$59	$1,066	$2	$5	$	$7	$146	$868	$59	$1,074
Milwaukee	565,009	103	$7,226	$4,923	$1,093	$13,242	$	$104	$81	$185	$7,226	$5,027	$1,174	$13,427
Milwaukee - General Mitchell Intl. Airport	149,824	96	$2,458	$1,291	$591	$4,340	$	$	$	$	$2,458	$1,291	$591	$4,340
Portage	7,453	14	$141	$552	$26	$719	$	$	$	$	$141	$552	$26	$719
Sturtevant	74,176	96	$282	$776	$1	$1,058	$	$	$	$	$282	$776	$1	$1,058
Tomah	10,147	14	$272	$575	$78	$925	$80	$23	$15	$118	$352	$598	$93	$1,043
Wisconsin Dells	13,288	14	$241	$304	$62	$606	$8	$1	$1	$11	$249	$305	$63	$617