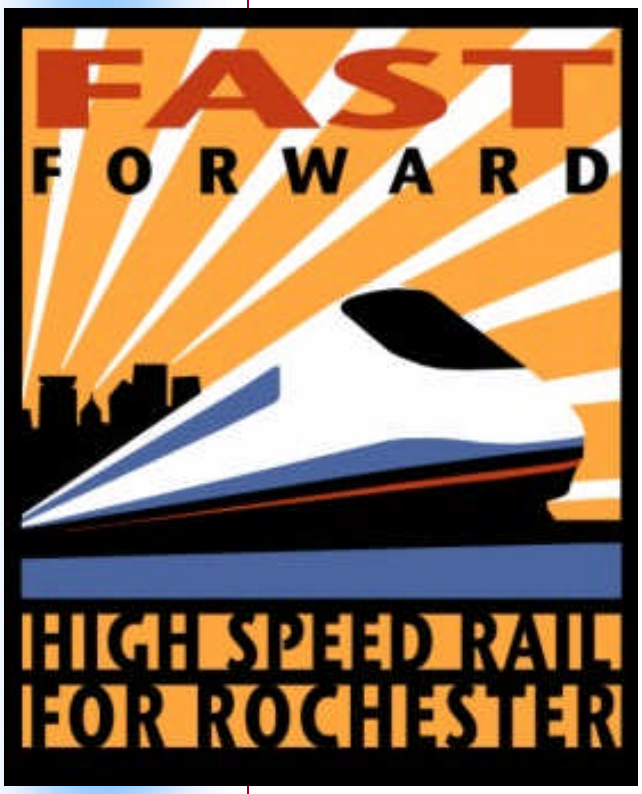
# ROCHESTER AMTRAK STATION REVITALIZATION STUDY




**MARCH 2002**

Prepared for:

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Prepared by:

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Rochester, NY 14614

In conjunction with…
*Parsons Brinckerhoff*
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# Rochester Amtrak Station Revitalization Study

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# *Chapter 1*
# INTRODUCTION

## A. PURPOSE

This study, led by the Genesee Transportation Council, provides a plan for effective and long-lasting improvements to the Rochester Amtrak Station, including capital improvements and innovative measures to manage and preserve the station and its environs. The primary purposes of this study are to position the greater Rochester area for the arrival of high-speed rail service through the functional and aesthetic redesign of the Rochester Amtrak Station, and to identify strategies to ensure its full integration with the downtown Rochester community and the transportation system.

The revitalization of the Rochester Amtrak Station plays an important role in providing multi-modal access to greater Rochester and enhancing the local community. The following issues are important to any plan for revitalizing the station:

- Cost-effective capital construction and facility operations;
- Coordination with other transportation and distribution systems, including the highway network and other public transportation;
- Integrated element of the Genesee Transportation Council Long Range Transportation Plan;
- Reinforced access to the region's major activity centers; and
- Complementary development through market forces and pro-active land use policies.

This study develops the concept of the station as a "gateway" to the City of Rochester and the greater Rochester region. By designing the station as a community landmark and a gateway to Rochester, travelers are welcomed and encouraged to visit community cultural resources and use public transportation.

The study analysis and recommendations are based upon a number of key assumptions. One of these assumptions is that the Amtrak station will remain on its current site. The existing site provides flexibility to expand rail operations without the need for additional land. The existing site also allows for possible future expansion of the station to accommodate extraordinary ridership growth and/or additional transportation services.

Another assumption is the location of the proposed Downtown Transportation Center. Community leaders, including the Mayor and the County Executive, and the operators of the local and inter-city bus services have come to an agreement on a location on Mortimer Street.

As with any planning study, if any of the key assumptions change, recommendations of this study will need to be revisited.

## B. COMMUNITY INVOLVEMENT

This study was conducted in partnership with the community to insure community goals, ideas, and comments were identified and considered. A public workshop was held on October 30, 2001, to introduce the study to the public, identify issues, and obtain input and ideas. Another workshop was help on January 10, 2002, to present and receive input on the concept alternatives. A project web page offered continuous opportunities for the public to participate. Appendix A includes a summary of the community involvement activities conducted as part of this project.

## C. INTERAGENCY COORDINATION

This study also included the active participation of a Steering Committee composed of a broad range of public agencies and key stakeholders. The Steering Committee's role included assisting the study team with the development and evaluation of improvement alternatives and implementation strategies. Early and meaningful dialogue and coordination among the public agencies and other key stakeholders is important to realizing the community's vision for a revitalized Rochester Amtrak Station.

The Steering Committee included representatives of the following organizations:

- CSX Transportation (CSXT)
- Amtrak
- City of Rochester
- New York State Department of Transportation (NYSDOT), Region 4
- NYSDOT Main Office, Albany
- Monroe County
- Rochester Downtown Development Corporation
- Rochester Genesee Regional Transportation Authority (RGRTA)
- Empire State Passengers Association
- National Association of Railroad Passengers

Coordination between NYSDOT, Amtrak, and CSXT was important to ensure critical track, platform, and other station design criteria and operating features were understood and incorporated. This coordination has also provided the opportunity for the project to be advanced in a timely fashion with respect to the projected high-speed rail service in the Empire Corridor, extending from Albany to Buffalo.

# *Chapter 2*
# TRAIN STATION HISTORY – LOOKING BACK

During the first 100 years of rail service in the City of Rochester, the railroad stations were practical, functional, and pleasing to the eye. That history began in 1852 when the small rail lines were consolidated to form the New York Central & Hudson Railroad, transforming Rochester from a canal port into a vital railroad junction. In 1854, New York Central Station was constructed on Mill Street at the brink of the falls (*Figures 1 and 2*), serving as the community's transportation center for 30 years.

*Figure 1: The first NY Central Station*

*Figure 2: The front of NY Central Station*

In the 1880's the railroad tracks were elevated and the station was relocated to the east side of the Genesee River (on Central Avenue at St. Paul Street) among the thriving breweries and clothing factories (*Figure 3*).

*Figure 3: The Second New York Central Station*

*Figure 4: The Bragdon Station*

The second station served New York Central's needs for just over 20 years, when they decided to build a new station on the north side of Central Avenue, between North Clinton Avenue and Joseph Avenue. New York City architect Claude Bragdon designed the third station, referred to as Union Station or the Bragdon Station, and it opened in 1914 (*Figure 4*).

Bragdon gave particular attention to design of the indoor public spaces, including a large, general waiting room with a domed, ornamental ceiling and a lunch counter to serve waiting passengers. Bragdon incorporated the motif of driving wheels of a great locomotive into the three large arched windows. He utilized other railroading details geometrically in the decoration of the brick exterior and the tile interior.

*Figure 5: The Bragdon Station Waiting Room*

*Figure 6: Lunch counter at the Bragdon Station*

Unfortunately, this grand station, busy for four decades, lost most of its passengers to the airlines. Due to a decrease in rail use, passenger rail service in Rochester ended in 1959. Bragdon Station was demolished in 1965 to make room for a parking lot.

In 1966, New York Central and Pennsylvania Railroads merged to create Penn Central which served passengers until 1970. The Rail Passenger Service Act of 1970 created Amtrak to operate and revitalize the nation's inter-city passenger rail service. Most of Amtrak's resources were needed for updating trains, with little funding available to upgrade the stations. However, in 1978 the current Rochester Amtrak Station was constructed on the site of the former Bragdon Station (*Figure 7*).

*Figure 7: Existing Rochester Amtrak Station Exterior*

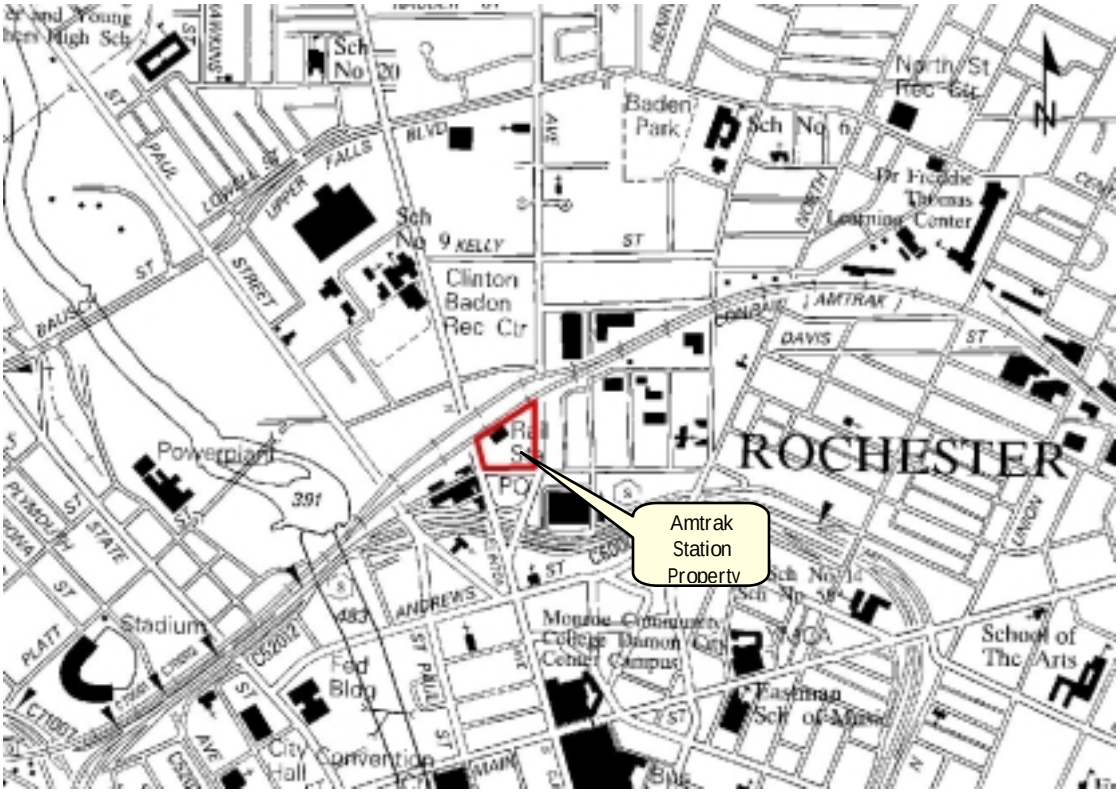
# *Chapter 3*
# EXISTING STATION ISSUES

## A. LOCATION

The Rochester Amtrak Station is located several blocks north of the City of Rochester central business district (CBD). The station is bounded by Clinton Avenue on the west, Joseph Avenue on the east and Central Avenue on the south. The building is immediately adjacent to the platform and tracks, as shown in *Figure 8*.

The station is surrounded by commercial and manufacturing land uses, and buildings of high-quality architecture along the open space to the south. The Inner Loop, a fully access controlled state highway and frontage road system, separates the station and the downtown activity center.

*Figure 8: Station Location Map*



## B. STATION FEATURES

The following features characterize the Rochester Amtrak Station:

- 5 to 10 foot grade elevation drop between the station and its Central Avenue access point;
- Prominent views of Rochester's urban skyline (*Figure 9*);
- Substantial lot size;
- Adequate parking; and
- Adjacent to a large, publicly leased parking lot (on the south).

*Figure 9: Looking south towards the City skyline from the Amtrak site*

The platform is at grade level and is sheltered by a continuous self-supporting canopy formerly part of the 1914 Union Station structure. The station was constructed over a tunnel that provided passenger and baggage access to Union Station's 15 tracks.

*Figure 10: Existing Canopy*

*Figure 11: Existing Platform*

The station building and site are owned by Amtrak. The operating and maintenance costs for the Rochester Amtrak Station in fiscal year 2000 were approximately $60,000, with more than $26,000 used for snow removal. The tracks and right-of-way are owned and maintained by CSXT.

## C. TRAIN SERVICE

Eight Amtrak trains serve the station each day (i.e., four trains in each direction; the schedules are included in Appendix B). The trains operate along the Empire State Corridor that extends from Niagara Falls, New York to New York City. The trains serving the Rochester Amtrak Station are known as the Empire Service, the Lakeshore Limited, and the Maple Leaf. Many freight trains use the same tracks each day and are sometimes required to stop for loading and unloading Amtrak passengers and baggage.

The average speed of the Amtrak trains is 54 mph and the maximum speed is 79 mph. In 5 years it is estimated that 16 trains will serve the Rochester Amtrak Station each day. It is expected that the average speed will increase to 62 mph, and that the maximum speed will increase to 110 mph. This would decrease the travel time from Rochester to Albany by 30 minutes (from 4 hours to 3½ hours).

Beyond 5 years, with the arrival of high-speed rail service, it is estimated that 20 trains will serve Rochester each day, with average speeds of 72 mph and maximum speeds of 125 mph, reducing the Rochester to Albany trip by another 15 minutes (3¼ hours). Estimates are that the trip from Rochester to New York City will take 5¼ hours, 1¼ hours less than today's trip of 6½ hours. *Table 1* presents the current and estimated future service for the Empire Corridor.

*Table 1: Empire Corridor Passenger Rail Service*

| | Existing | Intermediate-term High-Speed Rail * (3 to 5 years) | Future High-Speed Rail * |
|---|---|---|---|
| **Trains** | | | |
| *Carrier* | Amtrak | Amtrak | Amtrak |
| *Type* | Corridor (Empire Service)<br>*Medium Distance (Maple Leaf)*<br><br>*Long Distance (Lake Shore Ltd.)* | *SuperSteel* RTL-III Turboliner Service<br>*Medium Distance (Maple Leaf)*<br><br>*Long Distance (Lake Shore Ltd.)* | Turboliner Service<br>(e.g. Acela Express-type service)<br><br>*Medium Distance (e.g. Maple Leaf)*<br>*Long Distance*<br>*(e.g. Lake Shore Ltd. - Including service to Niagara Falls & Detroit)* |
| *Consist* | Power + 8 cars | 5-car trainsets<br>*(Maple Leaf) - 6 - 7 cars*<br>*(Lake Shore Ltd.) 8-10 cars plus express* | 5-car trainsets<br>New high-speed equipment (TBD) |
| *Coaches* | AmFleet | Turboliner coaches | Turboliner coaches<br>New high-speed equipment (TBD) |
| **Tracks** | Existing CSXT tracks | Existing CSXT tracks (w/ signal upgrades) | Dedicated passenger track |
| **Speed** | | | |
| *Average Operating* | 54 mph | 62 mph | 72 mph |
| *Maximum* | 79 mph | 90-110 mph | 125 mph |
| **Frequency** (one direction) | 4 / day + Sat & Sun | 8 per day | 10 per day |
| **Scheduled Travel Times** | | | |
| *Rochester - Albany* | 4:00 +/- | 3:30 +/- | 3:15 +/- |
| *Rochester - NYC* | 6:30 +/- | 5:30 +/- | 5:15 +/- |
| | | | |

***Source: NYSDOT**

## D. RIDERSHIP

The total ridership of all Amtrak trains serving Rochester during the 2000 fiscal year was 122,131 passengers. *Table 2* presents the ridership for the top ten destinations of Amtrak passengers to and from Rochester for the period from October 2000, through August 2001.

*Table 2: October 2000 – August 2001 Ridership*

| Top 10 City/Station Destinations to/from Rochester | Ridership |
|---|---|
| New York | 35,623 |
| Albany | 10,273 |
| Chicago | 7,497 |
| Schenectady | 4,084 |
| Poughkeepsie | 3,753 |
| Croton-Harmon | 3,049 |
| Canadian Border | 3,041 |
| Syracuse | 2,670 |
| Boston – South | 2,345 |
| Buffalo – Depew | 2,194 |

*Source: Amtrak*

*Table 3* presents the yearly ridership (boarding and alighting) to and from the Rochester Amtrak Station on Northeast Corridor trains only.

*Table 3*: Ridership by Year for Northeast Corridor Trains

| Year | Ridership |
|---|---|
| 1996 | 77,700 |
| 1997 | 84,172 |
| 1998 | 83,021 |
| 1999 | 92,652 |
| 2000 | 96,314 |

*Source: Amtrak*

The estimated growth in passengers using the Rochester Amtrak Station is based on existing ridership data and trends, NYSDOT high-speed rail ridership estimates, and projections for similar Amtrak stations in the Empire Corridor. It is estimated that by

2010, with high-speed rail service, the Rochester Amtrak Station will serve 135,000 passengers per year, approximately 13,000 more passengers per year than in 2000.

Although data on the type of trips passengers take is not collected, Amtrak officials believe most passengers using the Rochester Amtrak Station are leisure travelers (non-business passengers).

The GTC *Long Range Transportation Plan for the Greater Rochester Area 1995-2015* summarizes voluntary personal interviews conducted with 135 departing Amtrak passengers in 1994. The survey found that 20% of the interviewed passengers were from outside the City of Rochester, 20% of the trips were for business purposes, and 29% of the trips were to visit relatives.

## E. AMENITIES

The Rochester Amtrak Station structure is approximately 8,000 square feet in size and incorporates the following in the floor plan:

- Ticketing office;
- Ticketing area;
- Waiting area;
- Baggage storage;
- Private office/work area;
- Restrooms;
- Mechanical room; and
- Miscellaneous utility spaces.

*Figure 12: Rochester Amtrak Station Waiting Area*

The station ticket office, train service, and waiting rooms operate twenty-four hours a day, seven days a week. Services at the station offered by Amtrak include:

- Staffed station;
- Quik-Trak ticket machine;
- Checked baggage service;
- Baggage assistance;
- Enclosed waiting area;
- Restrooms;
- Payphones;
- Free short-term parking;
- Vending; and
- Partial accessibility to persons using wheelchairs.

The station waiting room has seating for about 50 passengers. Maps and brochures are provided in the station to direct passengers to City of Rochester destinations. Refreshments are available from vending machines.


*Figure 13: Welcome to Rochester Information*

# *Chapter 4*
# STATION ALTERNATIVES

The primary Rochester Amtrak Station design goals are to create a station that relates to the rich history of train travel in Rochester and at the same time responds to the dynamics of modern day high-speed rail service. Station design criteria and goals established include:

- Safety and security;
- Adequate and secure parking;
- Access for all types of travelers, including flexible site circulation and drop off zones;
- Comfortable and clean restrooms;
- Comfortable seating; and
- Work areas for business travelers.

Another important goal of the design is to create a visual landmark and attractive gateway to the City of Rochester and Monroe County that includes:

- Incorporating the spirit of rail travel from its 'Golden Era' into the design;
- A progressive, contemporary architectural expression;
- Actual and perceived connection to the downtown central business district;
- Leveraging future economic development potential; and
- Gateway image and character.

## A. ADDRESSING THE ASSUMPTION OF LOCATION

The Steering Committee discussed the location of the Rochester Amtrak Station and the proposed Downtown Transportation Center to provide guidance to the study team. A single inter-modal terminal for local buses, inter-city buses, and inter-city passenger trains is considered preferable to separate facilities. However, combining the Rochester Amtrak Station and the proposed Downtown Transportation Center in a single location is not viable for the following reasons:

- Approximately 50 times more people per week ride the bus to/from downtown locations than use the Rochester Amtrak Station. Building an inter-modal terminal at the train station would require many bus riders to either transfer at the train station or walk farther to their destinations.

- Moving the Rochester Amtrak Station to the downtown area to combine with the proposed Downtown Transportation Center would require relocating the

mainline tracks or constructing a new major spur into downtown. This would be costly, result in significant property impacts, create another barrier (in addition to the Inner Loop) between downtown and areas to the north, and it would be difficult to accommodate the necessary track alignment restrictions.

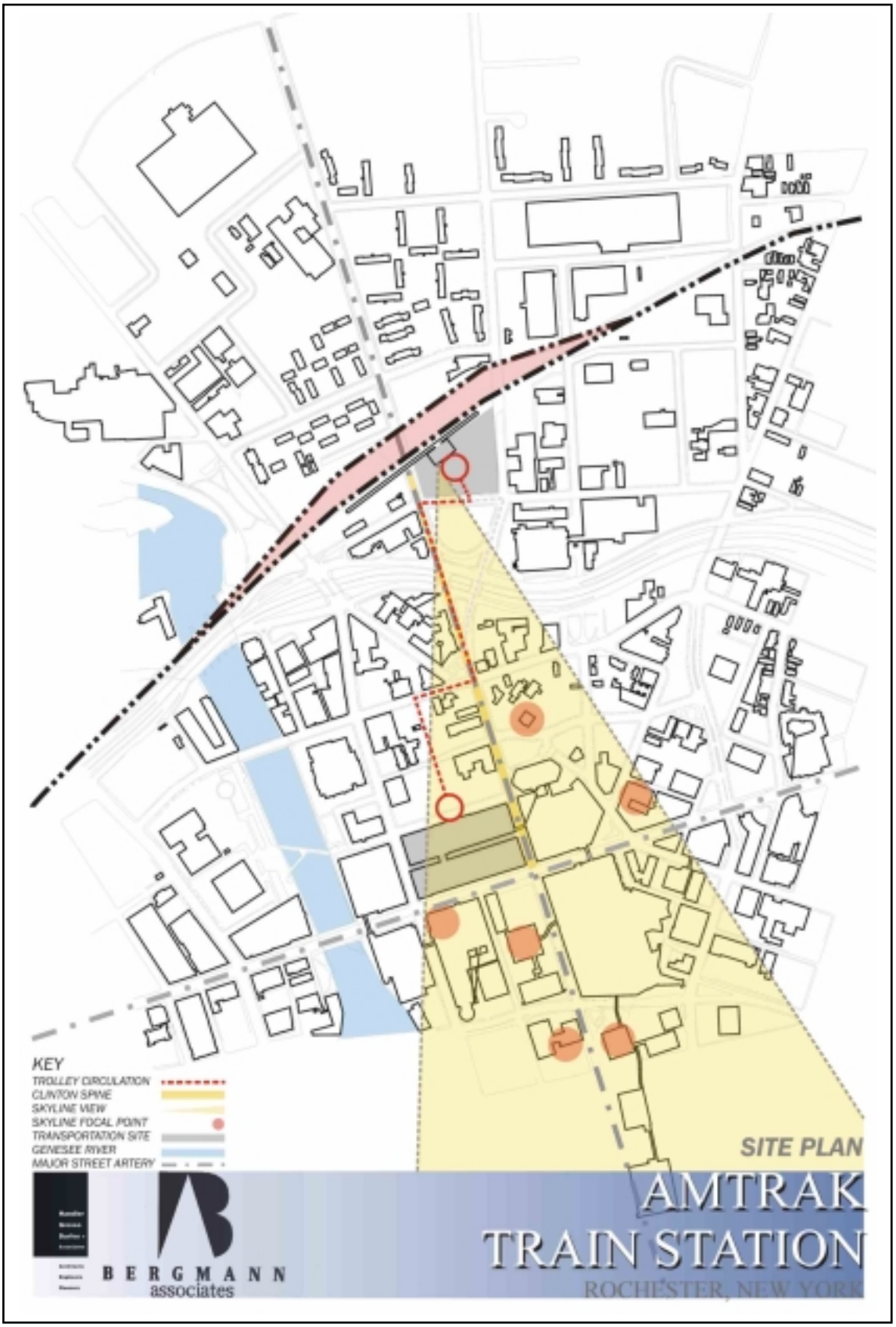
As an alternative, an inter-modal link is proposed to connect the Rochester Amtrak Station and the proposed Downtown Transportation Center. A shuttle between the two facilities would provide a quick, convenient and reliable connection. The travel time is typically only about one minute between these locations (a distance of only about 1/3 of a mile) by automobile. In addition, a comfortable and safe pedestrian corridor along Clinton Avenue between the Main Street and the Rochester Amtrak Station would reinforce the connectivity. (See Chapter 8 for further discussion of these options.)

The large size of the Rochester Amtrak Station property offers flexibility in the location of buildings and other facilities on site. It also has a good line-of-sight to Main Street, along Clinton Avenue, as shown in *Figure 14*.

The No-Build option was considered as a 'base line' against which the build alternatives were compared. The existing station meets the design goals of access for all types of travelers, including flexible site circulation, drop off zones and proximity to trains. However, the No-Build option fails to sufficiently satisfy the remaining design goals.

The option of relocating the station to the west side of Clinton Avenue, with frontage on Central Avenue was also evaluated. At this location, the station remains adjacent to the western portion of the existing platform and canopy. Because the design goals were not satisfied, this option was eliminated from further consideration.

*Figure 14: Line of Sight*



Based on the design goals, key study assumptions, and input from the Steering Committee and the public, two build alternatives were developed and evaluated.

## B. ALTERNATIVE 1

Alternative 1 (*Figure 15*) proposes rehabilitation of the existing station building. It maintains the current 8,000 square feet of station area, but redefines the area to help accomplish the goals. The facade of the building is changed to incorporate more glass and visibility for Amtrak guests and employees. The rounded arch draws from the historic Bragdon-designed station (1914-1965) and creates a visible landmark. The facility would have new restrooms, improved seating, improved visibility of train schedules and ticketing, and lease space for vending type services. It builds on the favorable location and site circulation found in the existing facility, with substantial modification of the structure to satisfy all the design criteria.

## C. ALTERNATIVE 2

Alternative 2 (*Figure 16*) proposes the construction of a new building west of the existing station building on the current site. The design maintains the current 8,000 square feet of station area, but provides an additional 4,000 square feet of new lease space. Ultimately, if transportation services and/or market conditions warrant, the station area could be expanded to 20,000 square feet (total), while maintaining operational functionality and the architectural integrity of the station.

The facade of the building employs heavy use of glass to enhance visibility and openness. The entranceway uses an arch to reflect the history of train station architecture in Rochester and at the same time reflect the dynamics of modern day high-speed rail. The facility would have new restrooms, improved seating, improved visibility of train schedules and ticketing, and lease space for vending type services. The station is linked to the northern tracks by an overhead pedestrian bridge spanning the tracks. By moving the building closer to Clinton Avenue, the building structure creates a landmark that would be visible from Main Street and along Clinton Avenue as one travels from south to north through the City.

*Figure 15: Alternative 1*

*Figure 16: Alternative 2*

*Figure 17* shows the conceptual elevations and floor plans for both Alternatives 1 and 2. The features common to both alternatives include:

- *Passenger Access*
  Both station alternatives are linked to the northern tracks by an overhead pedestrian bridge spanning the tracks (see *Figure 18*).

- *Secure Parking*
  Both alternatives create new secure parking with room for expansion.

- *Cityscape Improvements*
  The current parking lot located on the south side of Central Avenue is converted to an urban park, helping to join the station with downtown Rochester and offering an attractive gateway. The streetscape along Clinton Avenue will be improved through the use of new landscaping and friendly pedestrian signing and sidewalks. *Figure 16* shows the Cityscape Improvements. The improvements are shown in the context of Alternative 2; however, the same improvements are proposed for Alternative 1.

- *Intermodal Connection*
  A shuttle link between the Amtrak Station and the Downtown Transportation Center is provided in both alternatives.

As presented, either design concept can accommodate large size coaches and/or transit buses at the pick-up or drop-off point. The characteristics of the site and the design concepts allow for expansion of the building to accommodate future transportation needs (extraordinary ridership growth and/or additional transportation services) while maintaining full functionality and architectural integrity. (It should be noted that Alternative 2 offers greater flexibility for building expansion should market conditions change.)

*Figure 17: Conceptual Elevations and Plans*

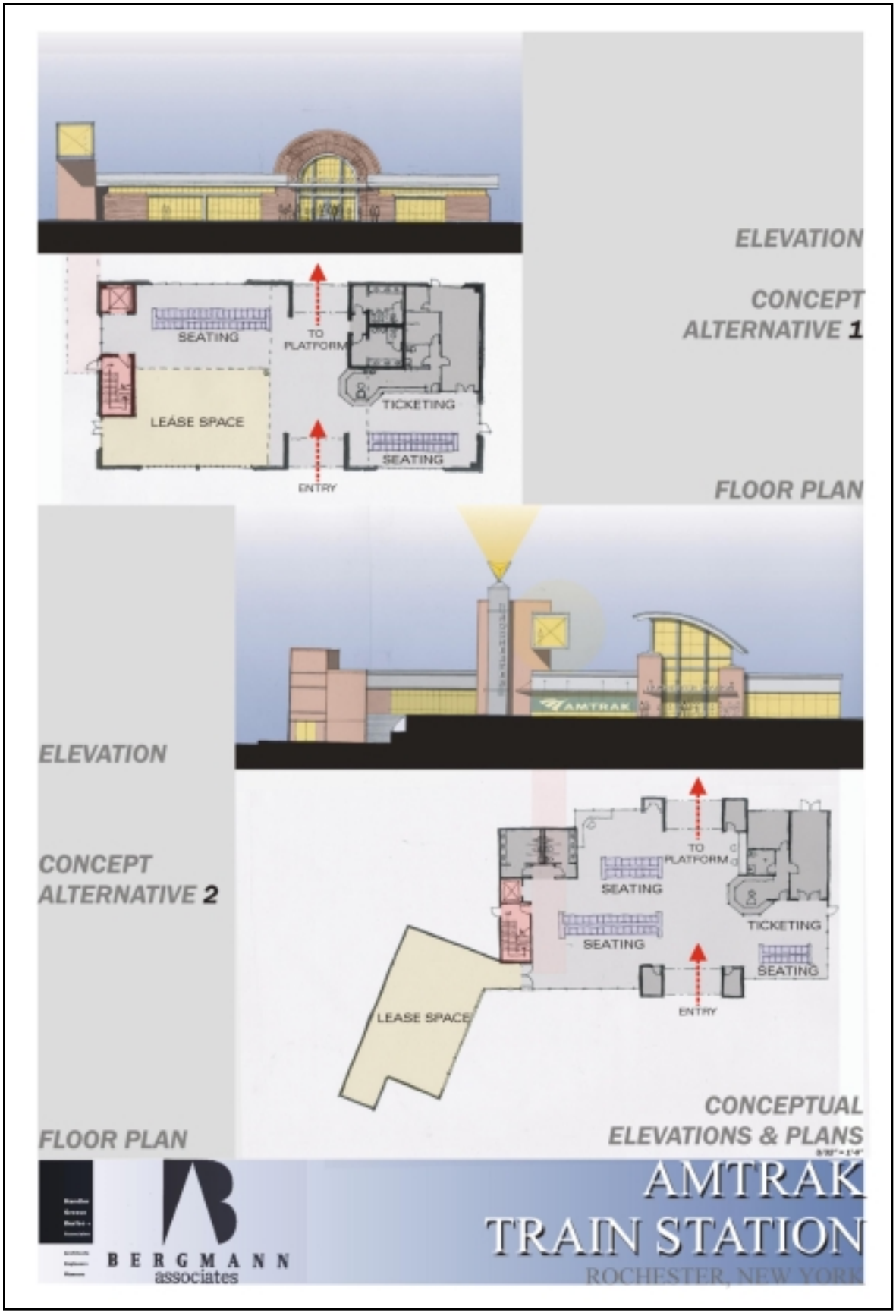
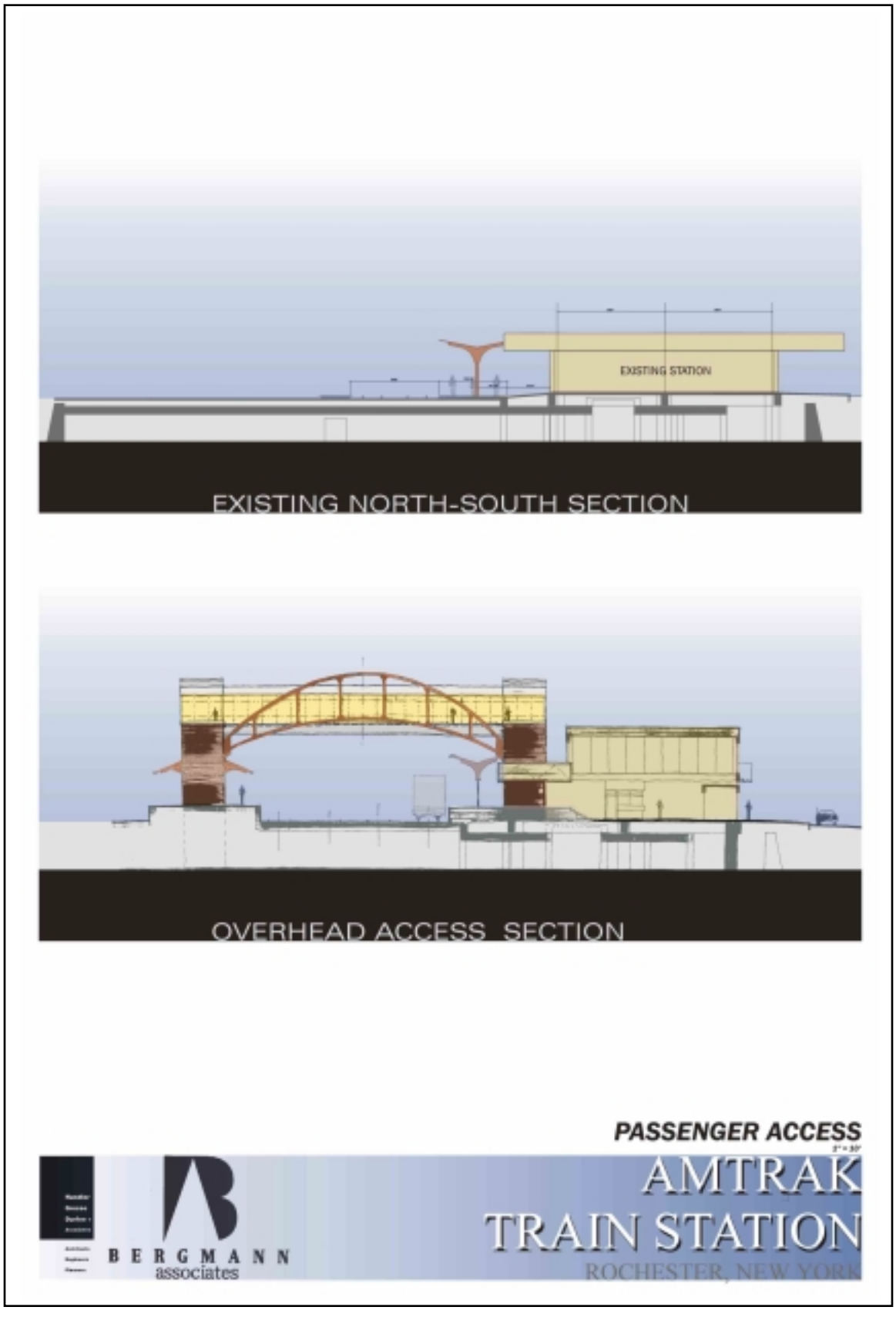


*Figure 18: Passenger Access*



# *Chapter 5*
# EXISTING TRACK ISSUES

## A. EXISTING TRACK AND PLATFORM DESIGN

The New York Central Station (in operation from 1914 to 1959) had six platforms and fifteen tracks. Four of the tracks served through passenger and freight trains. The passenger tracks have since been removed. The remaining tracks include two mainline tracks located at the south edge of the right-of-way, and another freight service track located at the north end of the right-of-way.

The two mainline tracks, owned and operated by CSXT, serve freight and passenger trains. Track #1 is the northern mainline track and Track #2 is the southern mainline track. These tracks serve a large number of freight trains, and the number is expected to grow. Amtrak operates four trains in each direction per day. The number of Amtrak trains is also expected to grow with the advent of high-speed rail service. Low-level platforms along the mainline tracks are used for the loading and unloading of passengers and baggage.

## B. AMTRAK AND CSXT REQUIREMENTS

The primary suggestion made by Amtrak officials is that the new station be located near the tracks to minimize the travel distance and provide a greater level of passenger comfort in terms of security. Amtrak also has a strong preference for high-level platforms, particularly to serve high-speed operations, due to the significant time savings for loading and unloading passengers and safer boarding operations.

CSXT strongly discourages passengers from crossing the tracks. Due to clearance requirements for freight operation, high-level platforms cannot be located along the mainline tracks. If high-level platforms are used, separate passenger track sidings are required.

Using the criteria described in Appendix C, four track alternatives were developed and evaluated. The alternatives were developed to minimize the need for modifications to rail bridges in the vicinity of the station and to maintain the tracks within the CSXT right-of-way and Amtrak Station property. In addition, the alternatives do not preclude the ability to provide light rail and/or commuter rail service in the future. The track alternatives can also be found in Appendix C.

# *Chapter 6*
# LINK TO DOWNTOWN TRANSPORTATION CENTER AND MAIN STREET

To ensure full integration with the City of Rochester there should be clear connections between the Rochester Amtrak Station, the proposed Downtown Transportation Center, and Main Street. The Inner Loop acts as a physical and perceptual barrier separating the Rochester Amtrak Station from the proposed Downtown Transportation Center and Main Street.

## A. PEDESTRIAN LINK

The goals for creating pedestrian links between the Rochester Amtrak Station, across the Inner Loop, to Main Street and the proposed Downtown Transportation Center include making walking safer, more appealing, and accessible to all. This pedestrian corridor is primarily along North Clinton Avenue.

Designs that enhance public space (including the streetscape, sidewalk, and open spaces) create an environment that is enriching and friendly, with a unique character. This makes walking more appealing, encouraging people to come use the space, and enhancing security by having more people around.

There are a number of ways the pedestrian link can be improved, including the following:

- Sidewalk Activity Areas – Create activity areas by installing information kiosks, benches, and bicycle racks.

- Trees and Other Landscaping – Soften the atmosphere visually and environmentally through the introduction of large, appropriate trees along the sidewalk. Trees give texture to sunlight, frame views and soften the surrounding built environment.

- Lighting – Improving street lighting enhances safety and the visual environment, establishing a pedestrian-friendly zone. The lighting on North Clinton Avenue should be replaced with lighting of better quality (whiter and brighter), appropriate for pedestrians (lower), complementary to buildings and trees (building and ground lighting), and to the area's historic context. Bollard lighting could supplement overhead lighting in high-use areas, particularly at the sidewalk extensions crossing the Inner Loop.

- Signals – Pedestrian countdown signals should be considered at intersections to improve safety, notably at the North Clinton Avenue and Inner Loop crossing. Pedestrian countdown signals are made up of two parts: the top section, showing

the familiar "Walk" and "Don't Walk" symbols, while the lower section counts down the number of seconds from the beginning of "Walk" to the end of the period when it is safe to cross.

- Signage – Create unique signage for the corridor with a transportation district theme and clear directional and destination information.

## B. SHUTTLE LINK

A shuttle between the Rochester Amtrak Station and the proposed Downtown Transportation Center should begin as a simple and efficient service that runs between the two stations on the existing transportation system. A shuttle is a comfortable and reliable way to transport passengers and their luggage to and from the Rochester Amtrak Station.

The Rochester-Genesee Regional Transportation Authority operates similar shuttles, such as the EZ Rider entertainment shuttle, a GEVA Theatre Matinee shuttle, and a shuttle for Rochester Red Wings weekday games. The new shuttle could connect to RGRTA's Regional Transit Service (RTS) bus routes 5, 7, and 11 that travel by the Rochester Amtrak Station (however, only Route 11- Joseph Avenue uses Central Avenue in front of the station). RGRTA has expressed that service can be diverted to the station if demand warrants.

One route option is to circulate along North Clinton Avenue, Central Avenue, St. Paul Street, and Main Street between the proposed Downtown Transportation Center and the Rochester Amtrak Station. Shuttle drivers would require access to real time train schedules to provide efficient and reliable service if trains do not arrive and depart on schedule.

## C. BI-DIRECTIONAL DEDICATED LANE

If demand for the shuttle service is sufficient, the service could be enhanced with a dedicated bi-directional shuttle lane. This would provide quick and dependable transportation between the Rochester Amtrak Station and the proposed Downtown Transportation Center (estimated to be one minute of travel time). The shuttle would be integrated into the transportation system by traffic signal preemption.

Options reviewed for the dedicated shuttle lane include the center lane of North Clinton Avenue and along the side of North Clinton Avenue. Based on an initial review of the current lane configuration and traffic volumes, the bi-directional lane in the center of North Clinton Avenue may be feasible. However, additional engineering studies are necessary to further evaluate this concept.

# *Chapter 7*
# PARKING

The current parking use and future parking demands for the Rochester Amtrak Station were evaluated. Data collection included an inventory of the existing station parking area; field observations of parking occupancy and turnover; and Amtrak ridership projections.

## A. EXISTING PARKING

The Rochester Amtrak Station has 70 free short-term parking spaces. During field observations the peak number of vehicles using the parking lot was 36. This number was verified by the station manager as representative of typical operating conditions. *Table 4* summarizes the findings.

*Table 4: Parking Analysis*

| DATE | SCHEDULED TRAIN TIME (ACTUAL TIME) | # CARS BEFORE TRAIN (30 MINUTES) | # CARS AFTER TRAIN (15 MINUTES) | # TAXIS | PEAK # OF VEHICLES* |
|---|---|---|---|---|---|
| 10/1/01 | 1:51PM (1:58 PM) | 24 | 20 | 9 | 26 |
| 10/1/01 | 6:16 PM (6:46 PM) | 21 | 17 | 8 | 33 |
| 10/1/01 | 8:11 PM (8:11 PM) | 16 | 14 | 6 | 23 |
| 10/2/01 | 12:09 AM (12:48 AM) | 17 | 13 | 11 | 24 |
| 10/2/01 | 6 AM (6:05 AM) | 24 | 18 | 5 | 26 |
| 10/2/01 | 7:37 AM (8:05 AM) | 23 | 15 | 6 | 24 |

*Total number of vehicles at any one point in observation

*Figure 19: Amtrak Short -Term Parking*

## B. FUTURE PARKING

The parking demand estimates are based on high-speed rail ridership projections and the design alternatives. It is estimated that by 2010 the average peak demand for parking will be 38 spaces. The station design includes 55 parking spaces, which is more than adequate to serve the projected needs. However, there is additional room for future expansion of the secured parking up to 70 spaces with minimal additional considerations and cost. Further expansion is possible, but may involve additional costs.

Top priority is given to the security of Rochester Amtrak Station parking. The design for the perimeter of the parking area includes gated and secure decorative metal fencing designed to complement the station architecture.

*Figure 20: Expansion of parking*

# *Chapter 8*
# DEVELOPMENT OPPORTUNITIES

The revitalization of the Rochester Amtrak Station presents an opportunity for direct cooperative economic development. The volume of passengers using the station today or in the future could not support a significant business entity at the station. However, the new station can help stimulate development potential in the surrounding area. Two types of economic development strategies exist:

- A *'Destination' Type Use* drawing customers from the general public and rail passengers. Examples include a neighborhood café, bagel shop, or specialty bread outlet. To initially attract this type of use, it is likely that subsidies would be needed, such as a below market lease rate.

- *General District Improvements* can upgrade the marketability of existing leased space. District improvements include streetscape enhancements on Clinton Avenue, conversion of the large parking area south of the station into an urban park, and the architectural significance of the new train station. These changes to the physical environment and the new security measures will dramatically change the character and perception of this business district.

## A. ECONOMIC DEVELOPMENT IMPACTS

An analysis of the area surrounding the existing station was conducted. The following issues were considered in an evaluation of the potential economic impact of the revitalization of the Rochester Amtrak Station:

- Surrounding land use and site analysis;
- Existing city-wide planning initiatives;
- Station site-specific impacts;
- Urban planning impacts; and
- Parking issues.

Each of these issues is important to the continued economic viability of this area and its future potential.

### *Surrounding Land Uses / Site Analysis*

The Rochester Amtrak Station is central to a "district" bounded by the Inner Loop on the south, the railroad embankment on the north, St. Paul Street on the west, and North

Street on the east. The central feature of the district is a large 120 car parking lot located across Central Avenue and to the south. The lot is owned by the NYSDOT. It is under lease to the City of Rochester, which has contracted its daily operation to a private parking company.

To the west and across Clinton Avenue there is an enclave of buildings housing a variety of commercial uses, including the Urban League of Rochester and Cable-Wiedemer. These buildings are generally of strong architectural merit and good candidates for further capital investment. The eastern portion of the district is characterized by industrial uses, although some have been converted to commercial use. The exception is the former Central U.S. Post Office building at the corner of Cumberland Street and Joseph Avenue. This building continues to serve as a branch of the U.S. Post Office (located in the former main lobby), with the remainder of the space in commercial use. General lease rates in this district can be characterized as low and reflect the physical condition of the facilities that have had no capital reinvestment for many years.

The Inner Loop to the south is a substantial barrier to pedestrian movement between the Amtrak Station district and the City's central business district. The railroad embankment immediately to the north of the station presents an even more imposing barrier to pedestrian flow. The primary residential area to the north connects to the Amtrak Station district via two bridge underpasses. The underpasses are poorly lit, visually decayed, and include temporary shoring devices that were likely installed to postpone eventual larger scale repair or replacement. The underpasses are unusually long to accommodate the large number of tracks overhead. These features give the pedestrian passage a feeling of insecurity.

### *City-Wide Planning Initiatives*

The City of Rochester established a number of initiatives to enhance the character and economic potential of downtown, particularly in the core area. These include:

- Vision 2000 Plan;
- Renaissance 2010 Plan;
- Neighborhood Block Grant Program;
- Empire Development Zone; and
- Capital improvements to the cityscape.

Each of these initiatives affects the station district indirectly.

Direct impacts to potential economic development associated with the revitalization of the Amtrak Station include:

- Recent reconstruction of Central Avenue west of Clinton; and
- Availability of funding for low interest loans to businesses.

Incentive and Loan programs used to aid in business development include:

- Restaurant and Entertainment Loan Program;
- Commercial Loan Fund; and
- SBA 7A Loan Guarantee Program.

### *Station Impacts*

The redevelopment of the Rochester Amtrak Station will generate additional economic development potential in the district, however, the impact will be limited. This is primarily because Amtrak passenger volume is not expected to increase substantially in the near future.

The following are economic uses that may be successful if directly associated with, or included with, the station redevelopment:

- *Specialty Food Café / Bistro*
  Such as a Montana Mills bread store (most likely a satellite of an established venture);
- *Coffee Bar;* and
- *A train-related museum.*

Ridership is not projected to grow enough to sustain a 'theme' restaurant, although the uniqueness of the venue would not rule this out at a future point in time.

### *Urban Planning Impacts*

Positive impacts to surrounding businesses could be expected as a result of the investment in the public infrastructure, including the establishment of an urban park, the streetscape improvements in the Clinton Avenue corridor, and the Amtrak Station building and site improvements. These substantial investments will act to connect and re-engage the Rochester Amtrak Station district with the downtown central business district. The infrastructure investments will improve the character and use of the public venues making the district a safer, more aesthetically pleasing, and less isolated area. The effect should be an increase in property value, which can translate into related development and potentially allow new favorable uses to become established in the district.

## *Parking Impacts*

Available and convenient parking is essential to economic growth and maintaining a viable business district. The parking in the immediate Amtrak Station area is concentrated in the large lot on the south side of Central Avenue between Clinton and Joseph Avenues. Parking is limited at buildings surrounding the Rochester Amtrak Station and on-street. This pattern of parking availability continues to the east, with a greater amount of on-street parking available on Central Avenue and several side streets to the north.

The Rochester Amtrak Station Revitalization conceptual design alternatives include redesigning the large parking lot on Central Avenue to include an urban park. The park will help to join the station with downtown Rochester and continue to offer an attractive gateway. The existing businesses in the immediate station area rely on this large parking lot for convenient staff parking. Designs of the park may need to be modified to accommodate overall parking demand in the vicinity of the station. The following parking strategy is recommended:

- Incorporate on-site parking at the Rochester Amtrak Station available for lease to district businesses (in addition to the secured parking required for the Amtrak Station);
- Incorporate some public parking into the proposed urban park;
- If possible, incorporate on-street parking as part of the Clinton Avenue improvements; and
- Further evaluate nearby vacant parcels for construction of additional parking space as needed in the future.

# *Chapter 9*
# RECOMMENDATIONS

The following recommendations reflect the consensus of the Steering Committee based on consideration of the study goals, public input and professional judgement. It is important to reiterate that the recommendations are based on two key assumptions: (1) the Rochester Amtrak Station remains on the current site; and (2) the location of the Downtown Transportation Center remains in its currently proposed location on Mortimer Street. As with any planning study, if any of the key assumptions change, the recommendations of this study need to be revisited.

## A. STATION LOCATION AND DESIGN

- *Alternative 2 (Figure 16) is recommended*. This alternative calls for a newly constructed building located west of the existing station on the current site. Because the new building is west of the current station, construction of the new station will not disrupt current service. The design maintains the current 8,000 square feet of station area.

- The station site also allows for the flexibility to expand to 20,000 square feet without the need to acquire additional land if demand for transportation services and/or market conditions warrant. Expansion could occur while maintaining the operational functionality and architectural integrity of the station.

- The design concept employs extensive use of glass to enhance visibility and openness. Because of the importance of rail in Rochester's history, the design also includes an arched entranceway to reflect the past, while at the same time projecting the excitement of modern day high-speed rail service.

- Alternative 2 reinforces Clinton Avenue and establishes a gateway to downtown Rochester. By moving the building closer to Clinton Avenue, the building structure creates a landmark visible from Main Street and along Clinton Avenue.

- The gateway is also extended to the north of the Amtrak Station. As one comes from North Clinton Avenue south into the City, the Rochester Amtrak Station again serves as a welcoming landmark for downtown Rochester. The addition of public art to this gateway is encouraged. Beautifying this approach creates a continued sense of community and connectivity.

- Off-site development opportunities are enhanced to the south and west of the station.

- The design anticipates a 4,000 square foot addition that could be used for a train-related museum and further development opportunities, such as a coffee/bread/pastry type shop. (This 4,000 square foot addition is included in the 20,000 square foot overall station expansion figure noted previously.)

- Station amenities include enhanced and comfortable seating, new restrooms, improved visibility of train schedules and ticketing, an information kiosk for city activities and bus schedules, car rental and hotel courtesy phones, work stations for business travelers, lease space for vending-type services, and a train-related interactive activity center.

- Secured parking is essential. Today there are 70 unsecured parking spaces at the station (current peak demand is 36 parking spaces). Alternative 2 provides a total of 55 spaces of secured parking. However, there is additional room for future expansion of the secured parking up to 70 spaces with minimal additional considerations and costs. Further expansion is possible, but may involve additional costs.

- The station design accommodates an area for connecting transportation for the passengers. Large size coaches and/or transit buses are accommodated in a pick up/drop-off area. Adequate waiting room for taxis is provided as well.

- Weather protection (a canopy) for passengers being dropped off/picked up by automobiles and buses is included in the architectural schemes along the entire front curbside.

- The station design does not preclude the introduction of commuter or light rail in the future.

## B. PASSENGER ACCESS

An overhead pedestrian bridge is recommended to link the station to the northern tracks. The crossing is necessary due to the introduction of high level platforms, which create a grade differential between the platform and tracks. An overhead bridge imparts a feeling of security for the passengers, an impressive view of the tracks, and reinforces a gateway image to the Rochester community. The bridge includes elevator space to accommodate the passenger load while at the same time meeting ADA requirements, stairs on each end of the bridge and comfortable seating in the overhead bridge area for Amtrak guests.

## C. TRACK AND PLATFORM

- Installation of high level platforms is recommended. High level platforms facilitate passenger loading and unloading, especially for persons with disabilities. They are highly desirable for high-speed rail service because they significantly reduce the amount of time trains must be stopped to load and unload passengers.

- Track Alternative A is recommended. This alternative consists of constructing a new dedicated passenger train track on the north side of the two existing CSXT mainline tracks, and constructing a new dedicated passenger train track on the south side of the two existing CSXT mainline tracks. Based on CSXT requirements, Alternative A is the only acceptable alternative. If high level platforms are used, they must be located on dedicated passenger tracks (sidings). CSXT has requested that access to any passenger siding not require an at-grade pedestrian crossing of mainline tracks for safety and operational considerations.

- Due to the fact that passenger operation on the mainline tracks can be bi-directional, passenger sidings on both sides of the mainline tracks are necessary.

- Track Alternative A and high level platforms are able to accommodate future commuter rail service.

- Based on the track layout, the existing (historic) platform canopy will have to be moved. It can be restored and used on the south passenger siding. A new canopy that mimics the old rail station will be incorporated with the north passenger siding.

- Attention is paid to enhancing the gateway image along the rail corridor. This includes adding landscaping along the tracks to improve the image and view when trains arrive and depart the station. Signifiers, such as gateway elements, public art, descriptive signage on buildings and sites, or feature signage are important elements in communicating the who, what, where, and why of Rochester – giving it special identity.

## D. GATEWAY TO THE CITY OF ROCHESTER

- All designs enhance the street, sidewalk, and open spaces, creating a favorable environment that connects the Rochester Amtrak Station, the proposed Downtown Transportation Center, and Main Street.

- Redesign the current parking lot located on the south side of Central Avenue to include an urban park, thereby helping to join the station with downtown

Rochester and continuing to offer an attractive gateway. The concept presented in Figure 16 may need to be modified to accommodate overall parking demand in the vicinity of the station.

- Enliven the pedestrian zone by creating sidewalk activity areas containing information kiosks, benches, and bicycle racks.

- Create a softened atmosphere visually and environmentally through the introduction of large, appropriate trees along the sidewalk. Trees give texture to sunlight, frame views, and soften the surrounding built environment.

- Install improved street lighting that contributes to the establishment of a pedestrian-friendly zone. Replace the existing North Clinton Avenue lighting with lighting of better quality (whiter and brighter), more appropriate to pedestrian use (lower), more complementary to buildings and trees (building and ground lighting), and possibly more historically accurate to the area. New bollard lighting could supplement overhead lighting in high-use areas, particularly at the sidewalk extensions crossing the Inner Loop. Another method of enhancing street lighting could be establishing a program to light buildings. This would both highlight significant buildings and give additional indirect light to the street.

- Use pedestrian countdown signals at intersections, notably at the North Clinton Avenue and Inner Loop crossing. Pedestrian countdown signals are made up of two parts: the top section, showing the familiar “Walk” and “Don’t Walk” symbols, while the lower section counts down the number of seconds from the beginning of “Walk” to the end of the period when it is safe to cross. This would allow for a more secure pedestrian zone.

- Create a shuttle link between the Amtrak Station and the proposed Downtown Transportation Center. This shuttle should start out as a simple but efficient shuttle service that runs between the two stations on the existing transportation system. This would allow for a comfortable and reliable way to transport passengers and their luggage to and from the Amtrak station.

- At a point in the future, based on ridership and demand for a permanent connection, it is recommended that the shuttle be expanded to travel on North Clinton Avenue via a dedicated bi-directional shuttle lane. This would allow for a dependable form of transportation between the Amtrak Station and the proposed Downtown Transportation Center with one minute of travel time. This shuttle would be integrated into the transportation system through preemption of the traffic signals. Additional analysis and engineering studies are needed to further this conceptual shuttle connection.

## E. IMPLEMENTATION OPTIONS

There are three major construction components: station improvements, high-speed rail improvements, and cityscape improvements. A variety of implementation scenarios can be created based on these components, each of which can be broken into sub-components.

- *Station Improvements* include building construction, site development, and building amenities. This can occur anytime, to the extent that CSXT need not do track or signal work to accommodate the station improvements.

- *High-Speed Rail Improvements* include the pedestrian bridge and canopy, track and signaling work, and high level platforms. It is recommended that the design and construction of these improvements begin 36 months prior to the anticipated start of high-speed rail service in the Empire Corridor. If community leaders decide to implement high level platforms sooner, which would be advantageous, the track and signal work must be advanced at the same time.

- *Cityscape Improvements* include the urban park and Clinton and Joseph Avenue amenities. The work on these improvements could begin anytime.

The costs and proposed timing of these improvements are shown in *Table 5*.

## F. OPERATION AND MAINTENANCE COSTS

Operation and Maintenance costs of the station and tracks becomes variable depending on design features. Upkeep of both the tracks and station is essential for the Rochester Amtrak Revitalization Study.

Annual operational and maintenance costs for a new 8000 square foot station are estimated to be $96,000. The pedestrian bridge and elevators is an additional $36,000 annually. The total station operation and maintenance costs are estimated to be approximately $130,000. The proposed station is estimated to have a higher maintenance and operation cost than the current station due to the improvements in security, cleanliness, amenities, and architecture.

The primary track maintenance items are the turnouts and switch points. These costs are highly variable depending on the volume and weight of freight traffic, speed of operation, and turnout ratio. The estimated operational costs of the track and turnouts for the two passenger sidings are approximately $100,000 per year. For each set of crossovers, the estimated operational costs are $70,000. Therefore, if crossovers are required on both sides of the station, the total yearly maintenance costs are estimated at $240,000.

*Table 5: Costs and Timings*

| Project Costs and Timing | | | | |
|---|---|---|---|---|
| **Project Element** | **Station Improvements** *(Start anytime)* | **High-Speed Rail Improvements** *(Start 36 mos. prior to HSR)* | **Cityscape Improvements** *(Start anytime)* | **TOTAL PROJECT** |
| New Building | $1,600,000 | | | $1,600,000 |
| Site Development | $1,500,000 | | | $1,500,000 |
| Building Amenities | $800,000 | | | $800,000 |
| Bridge with Canopy | | $1,400,000 | | $1,400,000 |
| Track Work & Signaling | | $7,000,000 | | $7,000,000 |
| Urban Park | | | $1,000,000 | $1,000,000 |
| Clinton & Joseph Avenue Amenities | | | $500,000 | $500,000 |
| **Sub-Total** | $3,900,000 | $8,400,000 | $1,500,000 | $13,800,000 |
| Contingency & Project Reserve (30%) | $1,200,000 | $2,500,000 | $500,000 | $4,200,000 |
| Engineering & Contract Management (12%) | $500,000 | $1,000,000 | $200,000 | $1,700,000 |
| **Total** | **$5,600,000** | **$11,900,000** | **$2,200,000** | **$19,700,000** |

*Values rounded to nearest $100,000.*

# *Chapter 10*
# STRATEGIC PLAN FOR FUNDING

This chapter is organized into two sections:

Section A: Identification of potential funding sources, including an example of how the Capital District Transportation Authority (CDTA) has used a variety of fund sources for the Rensselaer Amtrak Station project.

Section B: Discussion of strategic considerations to advance the project through the environmental review, design and construction phases.

As discussed in Section A, success in obtaining funds for transportation infrastructure projects depends primarily on a strong local consensus that is broad and deep. Building on the consensus, a strong political commitment is required to secure Federal and State funding. Identification of funding sources and other strategic considerations will be of limited value without these fundamental building blocks.

## A. IDENTIFICATION OF POTENTIAL FUNDING SOURCES

Detailed explanations of funding Sources are in Appendix D. There are a number of Federal and State programs that are potential sources of funding for the principal elements of the project. *Table 6* outlines which elements may be eligible for which funding sources. As the project progresses, it will be necessary to further define this initial funding strategy by identifying which sources offer the most potential.

### Federal Sources

Federal sources of funds may be obtained via formula funds in the Transportation Improvement Program (TIP) or directly, through Congressional earmarks or USDOT discretionary programs, or indirectly, via NYSDOT, the Governor or the Legislature. These include:

- Section 1103(c) of TEA-21: The Empire Corridor – High-Speed Rail Corridor Designation;
- Section 7201 of TEA-21: High-Speed Rail;
- Section 7203 of TEA-21: Railroad Rehabilitation and Improvement Financing;
- Section 5307 of TEA-21: Urbanized Area Formula Program (formerly Section 9);
- Section 5309 of TEA-21: Capital Investment Programs (formerly Section 3);
- Section 1103 of TEA-21: Surface Transportation Program (STP);

- Section 1110 of TEA-21: Congestion Mitigation and Air Quality Improvement Program;
- Section 1221 of TEA-21: Transportation and Community and System Preservation Program;
- High-Speed Rail Investment Act (S.250);
- High-Speed Rail Investment Act (House, H.R.2329);
- Rail Infrastructure Development and Expansion Act (House, H.R.2950);
- Railroad Advancement and Infrastructure Law of the 21st Century (S.1530);
- Surface Transportation Program (STP);
- Congestion Mitigation and Air Quality Improvement Program (CMAQ); and
- Transportation Enhancements Program (TEP).

## State Sources

State sources include:

- Empire Corridor (High Speed Rail Program);
- State Omnibus and Transit Purpose Appropriation;
- State Multi-Year Multi-Modal Program;
- State Rail Services Preservation Program;
- State Dedicated Fund - Transit (SDF); and
- State Budget.

## Rensselaer Amtrak Station and Related Projects

The Capital District Transportation Authority (CDTA) has been working with NYSDOT and Amtrak to improve the Rensselaer Amtrak Station and to improve both road and rail access to it. This is a good example of combining multiple funding sources. A mix of Federal and State funds has been used to fund several interrelated projects.

***Federal***: Projects that have received Federal funds include:

**Rensselaer Amtrak Station**: Continued construction of intermodal facility in Rensselaer, including track work, surface entrance work and entrance plaza.

- STP-Flex: $1.500 Million
- Section 5309: $0.625 Million
- Section 5307: $1.000 Million

**Rensselaer to Schenectady Double Track**: This project will provide greater dispatching flexibility to improve freight and passenger operational efficiencies.

- CMAQ funding: $14.0 Million

**Livingston Avenue Bridge Rehabilitation:** In conjunction with the double tracking project, this project increases the bridge's capacity and high-speed operational implications.

- CMAQ funding: $15.0 Million

**Rensselaer Amtrak Shop Construction:** This project provides improvements for the additional RTL III Turboliners. Improvements include additional shops and buildings for the new equipment, relocating existing facilities, and a third rail system.

- CMAQ funding: $20.0 Million

**Grade Separation of Lincoln Avenue Amtrak Tracks (CDTA):**

- STP-Flex: $3.6 Million

***State*:** Projects that have received State funds include:

**Rensselaer Simons Road Bridge over Amtrak:**

- State: $1.5 Million

## B. APPROACHES TO SECURING FUNDS

Basically, there are two approaches to securing funding for major transportation projects:

### *1. Go It Alone*

The funding needed for specific improvements may not be, in many cases, large in comparison either to the total amount of funds available over the next several years or to the amounts needed for other major transportation projects in Monroe County or the GTC region. Given a particular jurisdiction's or agency's political capital, staff expertise and track record in securing funding, it may be possible, acting unilaterally, to be at least partially successful in securing the needed funds from one or more of the sources discussed above. This approach is certainly simpler both politically and institutionally, and is often appropriate for small projects and if securing funding for projects limited to one city is the only objective. However, in some cases a more comprehensive, strategic approach may be indicated.

### *2. Coalition Approach*

There are a number of factors that argue in favor of an approach that involves all affected jurisdictions and agencies working together. Those factors include:

Functionality of the transportation system: to the extent that the Rochester Amtrak Station and the proposed Downtown Transportation Center function together as a *system* given existing travel patterns, the overall benefit of the improvements will be greatly enhanced if both projects are completed. If each project is pursued independently, there will be less assurance that the entire package will be achieved. Indeed, there is the likelihood that the projects would, *de facto*, wind up competing with each other for funds.

Leveraging of political resources: securing funding for transportation projects is, in part, a matter of the expression of political will. Each agency has its own resources in this regard, but a coalition approach lends itself more readily to accessing decision-makers on both sides of the political aisle at Federal, State and local levels.

Tactical advantage: funding agencies at every level of government like to see programs and projects on which there is local consensus. Individual projects are far more compelling if they are presented in the context of a comprehensive program on which there is unanimity amongst several jurisdictions and/or agencies. Multiple interests acting in concert would, in and of itself, be positively viewed in Washington and Albany.

Strategic advantage: the Rochester Amtrak Station Revitalization project could be "bundled" with the proposed Downtown Transportation Center, pedestrian and bicycle

improvements, streetscape and other environmental enhancements, and improved signage and traveler information. In effect, the Rochester Amtrak Station would become part of a larger program whose themes might encompass mobility, access, economic efficiency, safety and community enhancement. This approach of a *program*, as opposed to a list of projects, supported by a broad base of stakeholders, has been key to the success of projects in other cities.

The coalition approach does have a down side. It is more complicated, both politically and institutionally, and it requires that an effective partnering arrangement be established amongst the interested parties. The amount of effort involved should not be underestimated; however, the Rochester Amtrak Station Revitalization Study Steering Committee may be a good mechanism for facilitating the coalition approach and for resolving issues as they arise.

### Elements of Strategy

The key to successfully funding major transportation investment projects is to develop and then *execute* a strategy that favorably positions the project vis-a-vis Federal, State and regional funding processes. This notion of *strategic positioning* is central to our approach to developing project funding plans. There are several dimensions to strategic positioning, including:

- Assessment of regional, State and Federal financial plans and capacities;
- Project “packaging”;
- Project “bundling”;
- Partnering arrangements;
- Innovative financing; and
- Local and regional consensus building.

Not all of these activities are necessarily essential to a successful project funding plan, but each should be considered and evaluated in light of the complexity of the project(s) and the amount of funds being sought. Appendix D examines the elements of the strategies listed above.

## C. FUNDING RECOMMENDATIONS

The Rochester Amtrak Station Revitalization Study Steering Committee has been an invaluable resource in developing the project concept, evaluating alternatives, acting as a sounding board for citizen input, and establishing the beginnings of a multi-jurisdictional coalition to support advancing the project. As the project moves forward

into the next stage, a number of steps should be taken to solidify the funding. These include the following:

## Assess the Potential of Different Funding Sources

*Table 6* summarizes the principal elements of the project arrayed against the various funding sources that have been identified in this report, and suggests which elements may, in theory, be *eligible* for which sources. But statutory eligibility often does not have much to do with *availability*. As the project progresses, it will be necessary to "put the meat on the bones" of this initial funding strategy by sorting out the different sources and performing due diligence to decide which ones offer the most potential.

## Track Pending Federal Legislation

As detailed in this report, significant legislative initiatives are underway in Congress with regard to rail and high-speed rail service. In addition, the recommendations of the Amtrak Reform Council (ARC) are also being debated. The outcome of these efforts can not be predicted, but it will be important to track developments so as to be able to take advantage of opportunities that may arise.

## Seek Letter of No Prejudice from NYSDOT for Track and Signal Improvements

It may be desirable to proceed with track work and high-level platforms in advance of the time frame envisioned for the Empire Corridor program. Track work is necessary to accommodate high level platforms. High level platforms facilitate passenger loading/unloading, especially for persons with disabilities. They are highly desirable for high-speed rail service because they significantly reduce the amount of time trains must be stopped to load/unload passengers.

Local authorities could proceed to undertake – and pay for – track improvements in advance of the Empire Corridor schedule. However, it is not unreasonable to expect to receive credit for such expenditures, for instance being reimbursed by the State of New York at such time as the Empire Corridor program in the Albany – Buffalo corridor progresses. Accordingly, it would be appropriate to seek a "letter of no prejudice" (LONP) from NYSDOT to the effect that such reimbursement would be made when the Empire Corridor program proceeds.

## Build the Local Consensus

As noted above, "funding strategy" is more than simply producing a laundry list of sources with unknown viability in either the financial or political marketplace. Rather, it is a *process* that interfaces with activities at both the policy and technical levels. The

result of this process is a funding game plan along with, ideally, a built-in constituency necessary to make it happen.

Ultimately, a funding plan or strategy is only as good as the commitment by elected and community leaders to carry it out: they need to become and stay engaged as active participants in the process. The results will be directly proportional to the effort made.

*Table 6: Funding Sources*

| Possible Elegibility of Project Elements for Different Fund Sources | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Federal Sources | | | | | | | | | State Sources | | | |
| **Project Element** | Section 7201: High Speed Rail | Section 7203:RRIF | Section 5307 | Section 5309 | Section 1103 (STP) | Section 1110 (CMAQ) * | Section 1221 (TCSP) | High Speed Rail Corridor Designation: Empire Corridor | Transportation Enhancements Program (TEP) | State Omnibus and Transit Appropriation | State Multi-Year Multi-Modal Program | State Dedicated Fund-Transit (SDF) | State Budget |
| New Building | X | RRIF is an innovative financing program of the Federal Railroad Administration; usefulness in the context of the Rochester Amtrak Statio project is doubtful. | Section 5307 funds are generally for "capitalized" maintenance expens of transit operators. Funds are fully utilized by RGRTA. | X | X | X | | X | | X | X | X | X |
| Site Development | X | | | X | X | X | | X | | X | X | X | X |
| Building Amenities | X | | | X | X | X | | X | | X | X | X | X |
| Bridge with Canopy | X | | | X | X | X | | X | | X | X | X | X |
| Track Work & Signaling | X | | | X | X | X | | X | | X | X | X | X |
| Urban Park | | | | | | X | X | | X | X | X | | X |
| Clinton & Joseph Avenue Amenities | | | | | | X | X | | X | X | X | | X |
| Engineering & Contract Management | X | | | X | X | X | | X | | X | X | X | X |

* The greater Rochester area is currently in attainment with Air Quality Standards and does not receive CMAQ funds at this time.

# *Chapter 11*
# NEXT STEPS

The Genesee Transportation Council Board adopted the *Rochester Amtrak Station Revitalization Study* findings and recommendations on March 7, 2002. The following items detail the steps necessary to progress the study from its current conceptual status to construction and operation:

1. Identification of a project sponsor;

2. Funding identification and inclusion in the Transportation Improvement Program (TIP);

*Once full project funding is secured, the remaining steps include:*

3. Preliminary Design and Environmental review (12 to18 months);
   - Environmental testing
   - Environmental analysis
   - Preliminary design

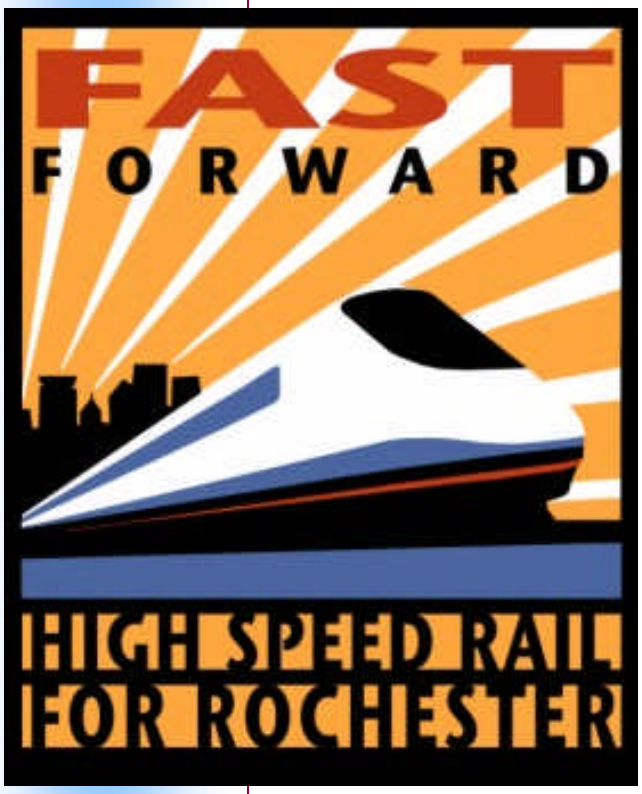
*4.* Final Design (12 to 18 months); and

5. Construction (12 to 18 months).

*Total development time after full funding is secured: 36 to 54 months*

In order to maintain continuity of this project, it is imperative that the Steering Committee or some comparable group stays engaged throughout the life of this project.

# ROCHESTER AMTRAK STATION REVITALIZATION STUDY




**MARCH 2002**

## APPENDICES

Prepared for:

*Genesee Transportation Council*
50 West Main Street
Suite 8112
Rochester, NY 14614-1227

Prepared by:

*Bergmann Associates*
200 First Federal Plaza
28 East Main Street
Rochester, NY 14614

In conjunction with…
*Parsons Brinckerhoff*
*Fisher Associates*
*Flaum Management*
*Aldaron, Inc*.

# ROCHESTER AMTRAK STATION REVITALIZATION STUDY

**MARCH 2002**

# APPENDICES

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*Fisher Associates*
*Flaum Management*
*Aldaron, Inc*.

…with the assistance of the Steering Committee

John P. Cassellini, CSX Transportation
Ed Doherty, City of Rochester
Joan Dupont, NYSDOT Region 4
Robert Lenz, Empire State Passengers Association
Sean Phelan, Rochester Downtown Development Corporation
John Reed, NYSDOT Main Office, High Speed Rail Program
Terry Rice, Monroe County DOT
Michelle Robinson, Amtrak
Bill Winslow, RGRTA

# Rochester Amtrak Station Revitalization Study

## APPENDICES

Appendix A – Public Participation
Appendix B – Current Train Schedules
Appendix C – Track Alternatives
Appendix D – Strategic Plan for Funding

*APPENDIX A*

# PUBLIC PARTICIPATION

## APPENDIX A

The following pages represent the partnership with the community. Included is information that was placed on the GTC project web page and all public comments. The public comments include those received at the two public workshops and written comments via e-mail, fax, or mail.

# ROCHESTER AMTRAK STATION REVITALIZATION STUDY

## Study Purpose

*To position the greater Rochester area for the arrival of high-speed rail through the functional and aesthetic redesign of the Rochester Amtrak Station and by identifying strategies to ensure its full integration with the downtown Rochester community and transportation system.*

## Steering Committee

The following organizations are represented on the Steering Committee:

- Amtrak
- City of Rochester
- CSX Transportation
- Empire State Passengers Association (ESPA)
- Monroe County
- National Association of Railroad Passengers
- New York State Department of Transportation (NYSDOT)
- Rochester Downtown Development Corporation (RDDC)
- Rochester-Genesee Regional Transportation Authority (RGRTA)

The Steering Committee is scheduled to meet:

Monday November 19, 2001at 2:30 p.m. in the GTC conference room
Monday December 17, 2001 at 2:30 p.m. in the GTC conference room
Wednesday January 16, 2002 at 2:30 p.m. in the GTC conference room

If you would like to comment on this project, please use the form below.

For more information, follow these links:

FastForward Fact Sheet [126 KB, PDF] -- General information (including the anticipated program schedule)

Synopsis of comments received at the October 30, 2001 Public Meeting and written comments received through December 28, 2001

Public Review Document available for review and comment until February 20, 2002

The documents above that are identified as "PDF" are available for download in PDF format. This format requires the free Adobe Acrobat Reader which can be downloaded by clicking the image:


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Please note: Due to unforeseen delays, release of the public review document mentioned at the January 10, 2002 Public Meeting was delayed. Accordingly, the comment period is extended to February 20, 2002.

# GTC Comment Form

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The following form may be used to provide your comments on the Rochester Amtrak Station Revitalization Study.

Please provide the following contact information:

| | |
|---|---|
| *Name* * | |
| *Title* | |
| *Organization* | |
| *Street Address* | |
| *Address (cont.)* | |
| *City* | |
| *State/Province* | |
| *Zip/Postal Code* | |
| *Phone* | |
| *E-mail* * | |

* Required Field

Please add your comment to the box below. Your comment is not limited to the size of the box.

My Comments:

Submit My Comment! Reset



Updated January 18, 2002

# Rochester Amtrak Station Revitalization Study

## Station Design Alternatives

### Overall Design Goals

The goals of the station design team were to create a station that relates to the rich history of train travel in Rochester and at the same time relates to the dynamics of modern day high-speed rail. Some of the issues incorporated into the design are as follows:

- Comfortable seating
- Safety and security
- Comfortable and clean restrooms
- Work areas for business travelers
- Adequate and secure parking, and
- Access for all types of travelers

Another important goal of the design is to create a visual landmark and an attractive gateway to the City of Rochester and Monroe County (as you enter the City from the train station and as you approach the station from Clinton Avenue). Improvements to the gateway would enhance the visual link between the station and downtown. (See Figure 1).

Two alternatives were developed to meet these goals:

Alternative One

Alternative One proposes a rehabilitation of the existing station (See Figure 2). It maintains the current 8,000 square feet but redefines the area to help accomplish the stated goals. The facade of the building is changed to reflect more glass and visibility for customers and employees. The rounded arch draws from the previous Bragdon-designed station and creates a visible landmark. The facility will have new restrooms, improved seating, improved visibility of train schedules and ticketing, and areas for lease space for vending type services. The station is linked to the northerly tracks by an overhead pedestrian bridge spanning the tracks.

Alternative Two

Alternative Two proposes the construction of a new building located to the west of the existing station (See Figure 3). The design maintains the current 8,000 square feet of station area but allows for an additional 4,000 square feet of new lease space. The facade of the building has a heavy use of glass to reflect visibility and openness. The entranceway uses an arch to reflect the history of rail travel in Rochester and at the same time reflects the dynamics of modern day high-speed rail. The facility will have new restrooms, improved seating, improved visibility of train

If you would like to comment on the Rochester Amtrak Station Revitalization Study, please mail your comments to Genesee Transportation Council, 50 West Main Street, Suite 8112, Rochester, NY 14614. Or you can fax your comments to the GTC at 585-262-3106.

Try the online comment form for this study!

The Public Review Document is available for review at the following locations:

| | |
|---|---|
| Genesee Transportation Council | 50 West Main Street, Suite 8112, Rochester |
| New York State Department of Transportation | 1530 Jefferson Road, Henrietta |
| Monroe County Office Building | 39 West Main Street, Rochester |
| Rochester City Hall | 30 Church Street, Rochester |
| Rochester Central Library | 115 South Avenue, Rochester |

To continue with the Public Review Document, follow the link below.

Station Design Alternatives -- Graphics and descriptions presented at January 10, 2002 Public Workshop

# Rochester Amtrak Station Revitalization Study
## Public Review Document
## January 18, 2002

Background Information

The purpose of this study is to position the greater Rochester area for the arrival of high-speed rail through the functional and aesthetic redesign of the Rochester Amtrak Station and by identifying strategies to ensure its full integration with the downtown Rochester community and transportation system.

The Genesee Transportation Council (GTC) is the lead agency for this study. A steering committee has been established to guide the study, including representatives from the City of Rochester, Monroe County, Rochester-Genesee Regional Transportation Authority, Amtrak, NYS Department of Transportation (NYSDOT), Rochester Downtown Development Corporation, CSX Transportation, Empire State Passengers Association and National Association of Railroad Passengers.

To assist in this effort, GTC retained a consulting team led by Bergmann Associates that includes architects, engineers, development specialists, and public finance experts.

The consulting team began their effort by assessing the existing Amtrak station and its surroundings. Several alternative design concepts were developed to stimulate discussion at the first public meeting, which was held on October 30, 2001. Opportunities for public participation have continued throughout the process.

The recommendations are based upon a number of key assumptions. One of these assumptions is that the Amtrak station would remain on the current site. The existing Amtrak station site provides flexibility to expand rail operations without the need for additional land. The existing site also allows for expansion of the station to accommodate extraordinary ridership growth and/or additional transportation services.

Another assumption is the location of the proposed Downtown Transportation Center. Community leaders, including the Mayor and the County Executive, and the operators of the local and inter-city bus services have come to public agreement on a location on Mortimer Street.

As with any planning study, if any of the key assumptions change, the recommendations of this study will need to be revisited.

With active participation from all members of the Steering Committee and based upon comments from the first public meeting, the consulting team developed the two alternative design concepts included in the attached document. Alternative 1 proposes a rehabilitation of the existing station. Alternative 2 proposes the construction of a new building located to the west of the existing station on the current site. These concepts were presented at a public meeting on January 10, 2002 and are the subject of the comments that are also included in the attached document.

schedules and ticketing, and areas for lease space for vending type services. The station is linked to the northerly tracks by an overhead pedestrian bridge spanning the tracks.

By moving the building closer to Clinton Avenue, the building structure creates a landmark which will be visible from Main Street and along Clinton Avenue as one travels from south to north through the City.

Figure 4 shows the conceptual elevations and floor plans for both Alternatives 1 and 2.

The following features are common to both alternatives:

**Pedestrian Crossing**

Both station alternatives are linked to the northerly tracks by an overhead pedestrian bridge spanning the tracks (See Figure 5).

**Secure Parking**

Both alternatives create new secure parking with room for expansion. The current peak demand is 36 parking spaces. Each of the alternatives provides 55 spaces with room to expand the parking area if demand is higher.

**Cityscape Improvements**

The current parking lot located on the south side of Central Avenue is changed to an urban park, thus helping to join the station with downtown Rochester and offering an attractive gateway. The streetscape along Clinton Avenue will be improved through the use of new landscaping and friendly pedestrian signing and sidewalks.

**Intermodal Connection**

A shuttle link between the Amtrak station and the Downtown Transportation Center is provided in both alternatives.

As presented, either design concept can accommodate large size coaches and/or transit buses as a pick-up or drop-off point. The characteristics of the site and the design concepts allow for expansion of the building to accommodate future transportation needs (extraordinary ridership growth and/or additional transportation services) while maintaining full functionality and architectural integrity. It should be noted that Alternative 2 offers greater flexibility for building expansion should the market conditions change.

Please click on a thumbnail below for a full-size picture and description.

Site Plan

(294 KB)

Figure 1

Alternative 1

(273 KB)

Figure 2

Alternative 2

(295 KB)

Figure 3

Concept Elevations and Floor Plans

(295 KB)

Figure 4

Passenger Access

(268 KB)

Figure 5

To continue with the Public Review Document, follow the link below.

Public Comment Package [1,021 KB, PDF] -- Contains synopsis of verbal comments from January 10, 2002 Public Workshop and e-mail and written comments received January 10 through Noon January 16, 2002.

**Rochester Amtrak Station Revitalization Study**
**Synopsis of Verbal Public Comments**
(From the January 10, 2002 Public Workshop)

***Station Design and Layout***

- Railroad station is simply train station today - should offer more to the city.
- Linkage to High Falls, airport, and Charlotte is important.
- Don't take the starting point as architecture.
- Penn Station example - effort to recreate a monumental station. Post office as a point for major restoration - similar to Rochester.
- Consider the post office as a rail depot and bus station - fairly small movement of tracks to the south.
- Right on the inner loop - advantage of buses and taxis to station - knock off 5 minutes of inter city travel time by using the inner loop as the connectivity route.
- Opportunity for linking High Falls with East end entertainment district
- Ties into what we would do with the inner loop
- Need station that can handle rise in volumes
- Important to design station so that it could be expanded in future
- Likes design - anything better than what we have now. Can't see how the 8000 sq. ft is enough. Standing room only - need for bigger station.
- Go to Syracuse - wonderful example (amenities, building, ramp, bus services)
- Architecture is nice. Personally likes arts and crafts look.
- Station should be expandable - no idea if passenger rail will rise/fall.
- Terminal needs to represent city.
- Present station adequate 30 years ago.
- Train station must look like a train station, a facility that tells user Rochester is a progressive city for all who view
- Facility needs to be spacious for advent of HSR

***Passenger Projections***

- The number of people that use the station was underestimated, there were 116,000 a few years ago.
- Station design doesn't allow for projections in volumes that the NY high Speed rail group is projecting - much higher
- If service frequency is raised, improved ridership projections will double.
- Passenger train station is a must-needed improvement - need to serve what we can't envision today. Plan for the unexpected.
- Passenger volumes growing across Empire Corridor

***Amenities***

- From an avid train user - In Rochester you need to have your car at station because there aren't any buses at the station.
- Parking at the bus station is difficult. If he could park a car at the train station, then he would take a bus to NYC (because of better scheduling options) and then take the train back.
- Late-night transportation and security around station is poor.
- Passengers need amenities – provisions for meals.
- The station needs to be accessible by various modes of transportation, current bus routes need to be able to access station. Car rental agency should locate to station. A taxi pull-off is necessary.
- Light rail transit needs to access station.
- Make showers available in new facility.

***Train Station as Inter-Modal Station***

- The option of the Amtrak station as an inter-modal station should still be on the table.
- Concern that provisions at the station do not allow for loading inter-city buses at the Station (students, travelers).
- If stations aren't combined Rochester will lose its reputation for smartness.
- Pleased with GTC study to replace the station, disappointed with results – Inter-modal Amtrak station needed.
- Inter-modal station would be burden on RTS operations to divert buses to Amtrak stations. Sharing common amenities (city after city across the US combining stations, i.e. Syracuse) is necessary. Rochester shouldn't settle for a second class facility.
- There has been no study or analysis for inter-modal station. Let's arrive at that conclusion with studies and if a better option is there - move forward with that.
- The need for an interface with Trailways and Greyhound is important
- Fairport comments on the need for commuter rail service. We need to be visionary enough to encourage this to happen in the terminal. Connection needs to be made between terminals.
- Bus service is poor. Needs improvement. Need combined bus and train station. Inner loop is acting as barrier for development. We should concentrate on existing transportation system. Waste of money for two different stations. Thought that if stations combined, Amtrak would take passengers from the buses.
- Need to move inter-city buses to train station for parking purpose.
- Inter-modal station is good idea - we should have one in Rochester.
- Definitely need an inter-modal station. Two stations are absurd. Diesel buses are planned to go beneath the station (underground) – There is an incident rate (lung cancer) of more than 100% in this area.
- Great opportunity to be innovative. Inter-modal concept moved further west to State near Frontier Field.
- Rather than having buses on Main St - have make sweep along inner loop.
- Amtrak is an E/W service. Greyhound can create a different route.

- If station adequately provides for different transportation, then Main Street DTC shouldn't be a problem. Syracuse concept needs to be adapted to our current space.
- Keep transits separate - buses don't belong near tracks. College students don't make up a large market of bus travelers.
- Separating stations is nothing more than practicing apartheid.

***High Speed Rail (HSR), Platforms, and Track Issues***

- Whether or not HSR comes to Rochester - platforms are needed for existing tracks for fast loading and unloading, and so that two trains can be at the station at one time. For example, today an eastbound train held up the westbound train because they couldn't load/unload at same time.
- High level Platforms need to be implemented as soon as possible/practical (before HSR dedicated track).
- Platforms make access easier for all passengers.
- Moving tracks – How about replacing the 1920 bridges - consider visually building the new tracks on top of the inner loop - utilize High Falls - move tracks- opening up glorious area to the Falls.
- Basic track and platform design would make it difficult for light rail. Trains would have to cross tracks to get to the North platform.
- Highest priority if Amtrak is still around should be high level platform for speeding things up, benefiting passengers.
- Get trains running on time - big problem. Because of time delays, connections are missed. HSR is long over needed.
- Rochester needs to be prepared for HSR.
- CSX should be routed north so freights don't have to slow down.
- Tracks and passenger platforms should provide boarding ease for all.
- HSR - take a lesson from Concord. A ½ hour here or there won't make a difference to people.
- Against HSR – It costs too much.

***Bridge vs. Tunnel***

- In considering the overhead bridge, has the security and protection of the engineer and trains been discussed?
- The bridge needs to be high enough above the tracks.
- Elevators are costly.
- In favor of south section/overhead access, cost will be worth it.
- Elevations - raise tracks and therefore walking under the tracks wouldn't be a great distance - ramps very practical, move people faster than elevators.
- Amtrak limits passengers on platforms, cram people into elevator once train arrives. Tunnel that he has been in wasn't that bad (besides the smell).
- Elevators would be a problem - stairs should be included as an option.

***Other General Comments***

- Public enduring delays and security (air) - should benefit rail.
- There is a station worse than Rochester - Niagara Falls.
- Airlines and buses alone can not serve public.
- Amtrak should be selling ambiance and timely trains.
- Train museum - bring up to tracks so people have something to see.
- People need to get involved in train travel.

***HIGHLIGHTS***

- Combine buses (Greyhound, not RTS)
- High Level Platforms NOW, not later
- Issues will go back to Steering Committee to balance what we hear from you.
- FEBRUARY 15 Comment deadline

**Rochester Amtrak Station Revitalization Study**
**Written Comments**
**Received via email – January 10, 2002 through January 15, 2002**

**1. Name: Nancy McCrave**

***Comment:***

Having recently used the Rochester station, I am very pleased to hear about the revitalization study.

During my trip, we stopped at many stations throughout New York and then all the way down to Florida. A few stations stood out in my mind. The Hudson station was very visually appealing and appeared to be well designed. The Syracuse station was also a nice example. When I asked about their station, one of the Amtrak staff said that the Syracuse station was built by the city as a bus terminal and then Amtrak leased the station from the city. Because Rochester is also pursuing a new bus station, has this possibility been considered?

I also want to say that the idea of creating the station as part of a larger, multi-level office building is a great idea. Without the support of potential customers from these office spaces, I'm not sure that businesses in the station could survive.

Lastly, the art projects around town, such as Horses on Parade, the current University Avenue project, and our art festivals, seem to create a positive and memorable impression of Rochester. I wonder if something of this sort might also complement the revitalization study?

Thanks for your hard work and I hope that it all pays off with a new station for Rochester.

**2. Name: Carmen Lonardo**

***Comment:***

The study should investigate whether it makes sense to have a "small" station and ticket office on the east side (Fairport) and on the west side (Brockport) for passenger convenience. This obviously makes taking the train more convenient because suburban residents do not have to go downtown and the suburan stations might be closer, etc. etc. There may also be a market for surburban residents who want to take a train into downtown for wwork each day.

**3. Name: Donald Cole**

***Comment:***

Why not consider having NO Amtrak station. all station functions could be fulfilled at the proposed Transportation Center. The Amtrak station would be part of this. Dedicated shuttle trams would take passengers and baggage to train platforms just in time to board trains. all that would be needed at the tracks would be loading platforms. In inclement weather passengers would stay in the shuttle vehicle(s). I am a frequent rail traveler and would prefer waiting in a larger busier terminal than in a small station like the present one

**4. Name : Chris Kingsley**

***Comment:***

Steve Gleason's article in the D&C Speaking Out section got my attention. Although I am in no way an "expert" in the Rochester transportation scene, I would like to comment that the experts that are involved seem to have very short term and superficial goals. In the long run, this cannot help this community and is a waste of tax dollars (again).
For example, the immediate debate seems to be a where to put a central bus station.....downtown or at the train station site?If you are just considering busses and trains, I guess that is important. But intermodel transportation is more than bus and train transportation. It also includes air transport (i.e. our airport) and water transportation (i.e. a Lake shuttle). Those are the 4 types of public transport that you should consider. I also want to mention that busses and light rail are in the same "catagory" of transportation. Automated light rail is making a comeback and will probably replace alot of the sububan bus routes (just as busses doomed the interurbans years ago). So, in addition to the 4 types of public transport, keep an eye on the coming technologies that will change the transport scene. The internal combustion engine will go the way of the steam engine, probably in 20 years.
To save time, let me give you an idea of my "vision", which I am so surprised that I haven't heard from the transportation experts.
The "downtown" transportation hub would be probably at the site of the existing RR station. I point out that this location is about half way between Main and Clinton and the entertainment center at High Falls and Frontier field. Greyhound,Trailways and RTS suburban buses would terminate here. An automated (i.e. no operator, no wages) shuttle would run to Main and Clinton where local buses line up just like they do now. Another one of these automated shuttles runs to Frontier field.
Another shuttle, a bus for now, light rail in the future runs to the airport. Ever been to Cleveland? It's nice to get off a train, get on a

trolley and get off at the airport. Our run would be much shorter (faster) than theirs, the bridges and roadbed are there now, you just have to negotiate with CSX and Rochester Southern to perhaps move some track and you'd have to eliminate the grade crossing at Lincoln Park (for safety reasons).
As far as the lake shuttle; if that should ever become a reality you have the old roadbed that used to transport coal up from Summerville to BeeBee station. That would not be cheap to redevelop as a rail line, but hopefully the politicians will keep it intact in case we do need it some day.(As a side, it could bring visitors to Jack Doyles Zoo, and perhaps we could still have a grassy park there instead of a blacktopped park) In the meantime offer bus service to the Lake shuttle if the demand is there ( people from Syracuse and points east and south, taking a train or bus to Toronto via the Charlotte Shuttle. There is also the possibilty that Rochester Southern will abandon its "Belt Line" in favor of using CSX for their coal trains to Kodak Park. In that case, you've got another right of way to the Lake.

Barring special interests, the choice is clear and easy, the "new bus station" should be at the railroad location with the logical concession that a few million is additionally needed for the unmanned shuttle to the local bus routes (and extending to Bill Johnson's entertainment center at High Falls).
Times change, Rochester has to change. Building another bus only station does not change what we basically have now.
And I almost forgot; we now have a terrorist security problem. Which do you think would be more expensive; security at two seperate terminals, or one?
Chris Kingsley

**5. Name: Raymond Hess**

***Comment:***

I have used both Amtrak and the buses. We need separate stations because of Rochester's traffic patterns and because Amtrak is useless. Amtrak is useless because they are unable to run ontime. If they were on-time, high speed would not be needed. For example when traveling west on Amtrak, the train arrives at midnight. Midnight is already tough to deal with but when is it one, two or four hours late, Amtrak is of no value. Children and adults are torchured. East from Chicago may leave only 15 minutes late but after traveling 1 mile the train procedes to stop for 90 minutes and eventually, after a couple more mysterious midstation delays, arrives in Rochester 4 hours late. Don't connect a failed government subsidized private concern like Amtrak with a reasonably successful bus line.

**6. Name: Robert Lovenheim**

***Comment:***

The Steve Gleason op ed piece in the D&C made me a believer in Louised Salughter. You've got the facts right except the big one: where is the center of the city? Main and Clinton? That was forty years ago. Mayb e it's now Henrietta, maybe it is Greece, Maybe it is State street. Thosoe people want easy access to bus and rail. And the people usimg tocal bus system want to get where they are going. Where they change buses makes no difference. If you suits think Main and Clinton is the center of the city, try spending an evening down there. Better yet, spend and evening waiting for a bus down there.

**7. Name: Peter Eisenstadt**

***Comment:***

GTC:
As a frequent rider on Amtrak between Rochester and Albany, I wish to add my voice to those calling for an intermodal station in ROchester, and to criticize the apparent willingness of the GTC to abandon this idea. Rail transit is one of the best ways to improve the quality of life in Western New York; travel by rail is fast and efficient. But poor decisions made in the 1960s in a number of cities, including ochester, has relegated rail transportation to an afterthought. In Rochester this is epitomized by the ugly "Amshack" without any amenities, put off in a corner in a not particularly salubrious part of town. Intermodal stations, in Syracuse and Utica have been a tremendous success. The great advantage of rail transit is in convenience to the downtown area. The decision to relocate facilities to the outskirts of cities was a tragic mistake. The decision you are currently making will shape the course of rail transportation for the next generation. You must reverse the horrible policies of the 1960s
Peter Eisenstadt

**8. Name: Mark Judd**

***Comment:***

Let me first say how wonderful it is that you are going to do something to improve our Amtrak Station, and also to improve the Central Avenue area. I use the Amtrak Station quit often. Ever since the Spaghetti Warehouse closed down, that area has not been the same. It needs some economic development incentives. Many of the buildings around the Central Avenue area are of Historic Significance. Many people I talk to are afraid to go

down to the Amtrak Station, however, that could have more to do with the fact that they have a fear of the "Inner City". I use that word because people who are afraid to go down the Amtrak station use that word a lot... not sure what it means, but its not complimentary. I'm sure an Amtrak Station fixup could be just what is needed to belay those fears, however unfounded they maybe.

I also realize your study originally was only to include improvements to the Rail Station and Platform Areas to prepare for High Speed Rail. I realize the idea of including the Intercity Bus Station was out of the scope of your study. However, people like myself, and there were many like minded individuals at Thursday's meeting, see this study as an opportunity to correct many of the problems we now have with the connectivity between modes of transportation in Rochester. These are ideas which those of us who use Amtrak, Greyhound and RTS on a regular bases have been thinking about for years.

People who travel by air, use airports to transfer from one plane to another, and eventually to their final destination city where they more likely than not will rent a car. People who travel by ground based transportation systems also must transfer between other land-based transportation systems to arrive at their final destination city. However, unlike the Airport, not all land-based transportation systems arrive and depart from the same building as they do with air travel. This is a problem. Add to this the fact that a higher percentage of land-based transportation system passengers continue to their final destination using some form of transit, rather than renting a car. So you see my concern if we were to separate the Rail Station from the Trailways Station, and at the same time not make it easy to transfer to an RTS bus from the Rail Station. At the very least there should be a heated bus shelter located next the Amtrak Station on North Clinton for the passengers to use. At the very most every bus
Providing a shuttle which meets every train to transport passengers from the Rail Station to the Bus Station is a notable idea. But what happens when that shuttle runs mostly empty? What if only 1% of the Amtrak Riders use the Shuttle Bus? My guess is that the bus would be canceled with in a few years due to low ridership. In other words, I'm not sure the number of passengers transferring between Amtrak and Greyhound could justify a shuttle. But if they were both located in the same building, it would *encourage* the transfer between modes of transportation. The Shuttle would not.

Let me give you yet another analogy, or example of what I'm talking about. At one time all Amtrak trains from Rochester ended at Grand Central Terminal in New York City. Then a shuttle bus, like those proposed for Rochester, would transport the passengers from Grand Central Terminal to Penn Station to continue on with their journey. These were all Amtrak passengers in both

buildings, and an Amtrak shuttle bus. But Amtrak felt that this was enough of a deterrent for its customers that it spent Millions of Dollar, and actually I believe it was more like in the hundreds of Millions of Dollars range, to build new tracks and signals to re-route the Amtrak trains from Upstate New York into Penn Station. So if this shuttle bus thing is a bad idea for Amtrak and Amtrak passengers, why would it be a *good* idea for Amtrak and Greyhound passengers?

And one last thing on the shuttle bus, do you realize all these people transferring between Greyhound and Amtrak will all have luggage? Wouldn't it be a lot easier to transfer this luggage all with in the same building?

Platforms, yes, if you do nothing else on the entire building, please FIRST install the platforms, and then worry about the building later. I realize you have been told to expect High Speed Rail with in the next few years. However, Amtrak has been trying to add a second track to its line which runs between Albany and Schenectady for a few years now. All CSX wants is for New York State to keep the property tax at its present amount after the second track is added. I think this a very reasonable request since CSX will not really benefit from the second track. This tax deal is still waiting to be passed by the State legislature, and its been almost two years now. If our State legislature can not agree on a simple million dollar tax deal for improving rail, how are they ever going to agree on a billion dollar High Speed Rail improvement project?

About the architecture of the Buildings. I did not want to say anything in front of the Architect Thursday Night, but I don't like his designs at all. Contemporary? I thought contemporary was dead. What happened to Post Modern? What happened to Art Deco? What happened to designing a station that would bring back the look and feel of the old original New York Central Station? And I'm not talking about an arched entrance way. The stations shown to us Thursday night were nothing like the concept drawings shown to us last October. Was it a little bit of financial reality that caused the change? But as I said before, anything is better than what we have now, so take my opinions on the architecture with a grain of salt as the saying goes, its just an opinion.

And finally the tunnel. Again, I realize the committee must have talked about this at great lengths. But here is my opinion. IF the station were built back further from the tracks and IF the tunnel were to enter the station at the same floor level as the station, the tunnel would look like a hallway, not a tunnel. IF it were to be done this way you could have a ramp on the other end for people to walk their luggage up to the platform (or wheel it as the case may be with the new style luggage). There could still be room for an elevator for those who need to use one, or an escalator, although escalators take lots of maintenance. I still have this vision of a hundred or so people waiting in a warm waiting room in the middle of

winter and the train is announced over the PA system, and a mad rush so all 100 people rush over to a small lift (with luggage) which will take them up one side of the bridge and then another lift for going down the other side. I realize the bridge would have stairs, but they would
Thanks for asking for my opinions.

**9. Name: James P. Harte**

***Comment:***

I will attend the meeting at Rundel tonight because I feel strongly that the idea of an intermodal transportation center should not be dismissed out of hand. I also feel that the selection of Main Street and Clinton Avenue for a bus terminal is a very poor choice.

Here are a few of my opinions and observations.

After the September 11 attacks, my mother could not get a flight from Canada, where she was visiting guests, to her home in New Jersey. She traveled by bus from Ottawa to Rochester and I picked her up at the current Greyhound/Trailways bus station downtown. There was no legal parking except directly in front of the Cadillac Hotel so I waited illegally near the bus arrival area along with others also waiting to pick up passengers. I travel by train to New York several times a year and always leave my car parked in the current train station's free parking lot. When I return to Rochester, often late at night, my car is waiting for me. When I need to pick up visitors at the train station I never have to worry about finding a place to park my car. My experience picking up my mother from the bus convinced me that long distance bus travel would be impractical for me since I could not leave my car in a convenient low cost parking space. Neither would anyone in my family be able to park while waiting to pick me up. Unless Rochester intends to provide free convenient parking for its planned downtown bus terminal, the same problem would exist. Another problem would arise from an underground bus terminal in any location. When I am waiting in my car for a visitor to arrive by train, I can clearly see the train pull into the station. I can then get out of my car and meet them. An underground bus terminal would force people meeting visitors to park their cars and enter the terminal before becoming aware of the bus' arrival.

I moved to Rochester from Manhattan ten years ago, making the transition from an almost "car free" lifestyle to one where a car is almost essential. Although I enjoy the city of Rochester as often as I can, it is quite obvious that the majority of suburban Rochesterians dislike coming downtown. High on their list of dislikes is the absence of abundant free parking, which they are used to in the suburbs. Putting a bus terminal on the corner of Main and Clinton without a large free parking lot would surely dissuade suburbanites from using it. For this reason alone, the idea of combining

bus and rail service should be seriously considered. I'm sure a comfortable waiting area for downtown bus commuters could be constructed for far less than the $30, 000, 000 price tag the projected bus terminal now carries. I also think that the long tradition of using downtown as a hub for all bus routes is outdated. I live in Irondequoit. If I want to take my family to Ontario Beach in Charlotte by bus, thus avoiding parking hassles at the beach, I must first ride downtown, just so I can then ride north on the opposite side of the Genesse River. This is obviously impractical. No one with a car would ever do it. Another reason to combine bus and rail service became obvious to me recently. A cousin of mine is visiting my family in New Jersey from Ireland. I don't like to drive in the winter and air fares to Newark International Airport are too expensive, so I usually take the train. Because of family commitments here, I need to travel after 10:30 am on Sunday and return the following day. If I travel by rail, I must wait until 3:04 p.m. on Sunday. If I could park my car at an intermodal transportation terminal, I could take any one of several buses to New York on Sunday, return by train the following day and drive myself home.

Several years ago I made a video documentary about the old Rochester Subway titled "The End of the Line - Rochester's Subway". The sad part of that story was how rail transit in Rochester was left to wither and die. Many advocated linking the Subway with Rochester's bus lines, making transfers between the two, but the RTC, who had inherited the Subway, wanted nothing to do with "that stinking trolley". Similar to voices heard today, voices at that time dismissed the idea completely and promoted Rochester's leap into "The Gasoline Age".

Let us not repeat their mistakes.

Sincerely,

James P. Harte

**10. Name: Rosemary Page**

***Comment:***

I couldn't agree more with Steve Gleason's editorial in Sunday's (1/13/02) D & C. I live on Park Avenue and take the bus to work at City Hall, and "Taking all these bus riders to the Amtrak station would not bet taking them where they want to go" is exactly how I feel. Just because it has worked in other cities is not a reason to do it here. If they remove all the buses and the people waiting for them from Main St., it will resemble a ghost town. Downtown is dead enough already. The way the bus system is set up is convenient for bus riders. This comes under the category of "If it ain't broke, don't fix it."

**Rochester Amtrak Station Revitalization Study**
**Written Comments**
**Received via email – January 16, 2002 through January 30, 2002**

*Please note: the following comments are presented verbatim as received; no attempt has been made to modify, correct, or otherwise change them.*

**1. Name: Daniel Dalton**

***Comment:***

Sub: Gleason Essay -D&C 1/13/02
Having been a daily bus rider for 20 years (1958 thru 1978) and occasional since then and working and living in the City for 40 years, 25 downtown, I beleive your study must be very politically nearsighted.
The concept of a bus terminal on Main Street is not in the best interest of riders or downtown revitalization. In the short term it may attract some "good" customers. In the long term it will become a carbon monoxide "Midtown Plaza" with security and maintenance costs that are unaffordable.
If (a big "if") a downtown terminal is affordable, I beleive the train terminal or any location adjacent to the inner loop between Clinton and State would be suitable. As a rider, it would not inconvenience me as a downtown destination traveler. As a transfer rider, which I was for 16 years, it would be be a faster commute.
Regarding the picture "Buses line up--". Anyone who has been a bus patron knows that it's a welcome sight on a cold winter day. Non-bus riders think it's a nuisance. The line-up and CO fumes will not go away with a Main St terminal.

**2. Name: Brian Medoro**

***Comment:***

Hello,

I have been searching for a long time where to send my e-mails to regarding opinions or thoughts on the Rochester Train Station development.

First I want to say that I am thrilled that plans to go ahead with a refurbished Amtrak station is at hand, it's long over due and I for one am all for it. I prefer train travel to air and have always been disappointed at the current train station in downtown Rochester.

For those members of our community that are opposed to the revitilization of the train station, I say ignore their comments as they must never use the rail service or they wouldn't make such comments. Rochester desperately needs a new station.

Is there a forum where the GVTC takes public opinions as to what is important to us in the new station? I for one would like to see an indoor gateway on to the train. Most train stations allow you to board from an indoor track. Rochester's station requires you to stand outdoors in the dark and inclement weather. Not ideal for passengers carrying luggage, children, elderly or for anyone really.

**Rochester Amtrak Station Revitalization Study**
**Written Comments**
**Received via email – January 17, 2002 through February 20, 2002**

*Please note: the following comments are presented verbatim as received; no attempt has been made to modify, correct, or otherwise change them.*

## 12. Name: Brian Medoro

***Comment:***

Hello,

I have been searching for a long time where to send my e-mails to regarding opinions or thoughts on the Rochester Train Station development.

First I want to say that I am thrilled that plans to go ahead with a refurbished Amtrak station is at hand, it's long over due and I for one am all for it. I prefer train travel to air and have always been disappointed at the current train station in downtown Rochester.

For those members of our community that are opposed to the revitilization of the train station, I say ignore their comments as they must never use the rail service or they wouldn't make such comments. Rochester desperately needs a new station.

Is there a forum where the GVTC takes public opinions as to what is important to us in the new station? I for one would like to see an indoor gateway on to the train. Most train stations allow you to board from an indoor track. Rochester's station requires you to stand outdoors in the dark and inclement weather. Not ideal for passengers carrying luggage, children, elderly or for anyone really. Not to mention the danger of people standing so near to the on-coming moving train. That shouldn't be allowed.

Next I'd like to see better dining options like a restaurant or food court at the station. Although our traveler base is small right now, it's consistent, which should be desireable for some small local restaurants or kiosks. With high speed rail service in our near future that passenger base should expand and grow over time in benefit to food court vendors. A newsstand/magazine store would also be helpful.

Finally, I'd like to see the architecture be somewhat timeless in design. The current design is so dated, it was indicative of a 70's 'contemporary' design. If we go with contemporary again, it should be the kind that is timeless or retro so not to have to face this same issue of rennovating again for reasons other than technological or expansion and not for design purposes per se. I say refurbish the downtown post office instead of the current building. The Post Office is beautiful and classic and not being used. It's close enough to the tracks that maybe they could re-route trains to that building instead.

I also am interested in what is happening with Rochester's bus terminal if you know who I could contact for that. Thank you.

Brian Medoro

**13. Name: Richard Rosen**

***Comment:***

I am looking forward to the arrival of high speed rail as an alternative to flying to destinations such as NYC, Chicago and Boston. A new station should exemplify cutting edge architecture, as did the Bragdon Station whcih was torn down. It is important to have one or more N-S transit routes stop here on demand or call, so that it is not necessary to take a cab to the place where regional busses terminate. That could be the present Midtown location, or the proposed new Central Station... that doesn't much matter, but the reliability and frequency of the interconenncted transit route does matter. Think about "on demand" it shouldnt' be too hard to implement. Secure parking, for a reasonable price, would be desirable also. That might take a fenced enclosure and a guard, I don't know.
This is an important end in itself... and while there may be valid arguements for multi modal interconnectivity, I think that is really secondary, and may not be physically appropriate for downtown Rochester. The number of regional users who would utilize busses to Geneva, or Canandaigua, etc., to get to the Terminal will not be great. Most all folksl either City, suburban or regional, will drive themselves or get driven to the train. If enough N-S busses can stop at the terminal on demand or call, then this need can be met. We need the new gateway! Let's not get it confused with other, more controversial issues, such as Central Station, which I don't think we can afford, but that is another subject!

**14. Name: Doug Midkiff**

***Comment:***

My views are well-known, since I have spoken at two public hearings, however, I again urge that the proposed Amtrak Station, wherever it is located, be an intermodal facilty that will have adequate provisions for across-the-platform access to inter-city buses operated by all common carrier bus lines serving the city, with ccorrespondingly easy access to local transit service. I have the faith that the professional integrity of members of the Steering Committee and those on the GTC staff will not allow your final report to recommend a plan that ignores the obvious benefits on an intermodal facility.

Past comments about using shuttle service between a downtwon facility and Amtrak reveal a disturbing lack of knowledge about passenger rasil operations, such as the lack of

communications between Amtrak service personnel operating within the station (ticket agents, etc.) and the approaching Amtrak trains. There is no radio communication between train and station. They get a two-minute warning at best of an approaching train and that given by an alarm bell that rings when the train crosses a given spot about two miles east and west of the station, which give boarding passengers hardly enough time to gather their luggage and scurry to the platform.

We need thinking that goes "outside the box" and more consideration needs to be given to the State Street-Andrews Street site, which some have said the width of the viaduct may present problems to incorporating enough tracks to handle hi-speed, freight, commuter rail, etc. We need to consider the use of "gauntlet tracks" (see example at Rosele NJ on the NS.) that allow clearance of high-level platforms by freight trains, thus eliminating the need for separate passenger rail tracks to accommodate the platforms.

Before spending huge sums of money on a transit center and revitalization of the station at the present site, we need a full and complete examination of the State-Andrews site in the light of its obvious advantage of providing another gateway to the High Fall/Frontier Field areas and its easy accessibility to a light rail system from Charlotte to Downtown Rochester and beyond.

Respectfully submitted,

Doug Midkiff
January 25, 2002

**15. Name: David G Tomer**

***Comment:***

I read with much interest the comments in the Public Review Document regarding the Amtrak Station / Transportation Center. There is not much I can add that hasn't already been said other than my opinion, which is as follows.

I personally favor an integrated transportation facility, and the State & Andrews site has real appeal to me. I think that we need to "think-out- of-the-box" on this issue, and, to my thinking, revitalizing the existing Amtrak Station and building a separate Downtown Bus Terminal is not thinking-out-of-the-box.

I do not believe that a Bus Terminal will revitalize Downtown; its problems are more fundamental. Downtown must be an attractive destination, and it currently is not.; a Bus Terminal will not make it attractive as the terminal is not a "destination", but merely a means to a destination. One of the submitted comments that stuck with me was the observation

that having an combined terminal near Downtown does not preclude the buses continuing to, or being routed through, Downtown (to avoid transfers for those going Downtown).

I personally hope that rail travel experiences a revival, as I believe it is an under-utilized, unrecognized asset. However, I am not as optimistic about its revival as some who have commented. In its current state - poor on-time, reliable performance and overall lack of cleanliness comes to mind - rail/Amtrak is not attractive to many. Rail deserves much more government support than it gets (compared to air & highway), but I don't see that happening by itself, and the public at large, not seeing the value, does not demand it. Therefore, rail needs as much "support" from the other modes as possible to enable it to live up to its potential. Therefore, I see real appeal in a centralized facility which makes access and transfer between rail (long distance and local light rail, should that come about), bus (long distance and local), air, and auto (parking and access from residential areas) easy and convenient. Thinking-out-of-the-box is the only way to make that happen!

Thanks for the opportunity to comment.

Dave Tomer

**16. Name: Wayne Thomas**

***Comment:***

Steve Gleason wrote a good point in his essay about the proposed unified or intermodel bus and train station as a poor choice for Rochester. The essay was printed in Democrat and Chronicle on January 13, 2002. It is about time for Rochester to revitalize or build a new train station for Amtrak because it is in a very poor taste and unsafe location. I wouldn't risk parking my car at the station, so it's about time for a new and safe parking garage and revitalization project at the Amtrak station. I was looking forward to the new fast ferry and high speed rail in Rochester, but Dear God, I am sick of reading about all the political squabbles and bickerings that those new transit plans seem to fall apart or fail. Rochester is way far behind New York City for transportation and air travel, so it's time for the steering committee of representatives and politicians to sit down and start with the exciting plans for Rochester. I don't use RGRTA bus in Monroe County, but I feel sorry for those people who depend on busl law.

**17. Name: Junko M. Mills**

***Comment:***

Tuesday, January 29, 2002
Dear Genesee Transportation Council Members,

I would like to express my opinion on the issue that was described in the D & C on Sunday, January 13. The content of the article, written by Mr. Steve Gleason, was that, according to his title, 'unified bus/train station would be a poor choice'.

As a Japanese, I grew up in a country where train, bus, taxi and airport service, where applicable, are almost always integrated as a community transportation system. In Japan, in most reasonable size cities, it was very easy to get around, because there were reliable services for train (subway & above-ground), bus, and taxi, particularly at the site of an airport or major business district. For example, I still remember the ease of getting on a bus, going to a train station, taking a train ride, and continuing traveling after switching into a subway train, in order to reach my final destination, such as a large urban department store that was a 2 hour car drive away from my house.

Because one transportation system (e.g., bus) was always connected to the others (e.g., taxi and train) in some way, this facilitated the use of public transportation systems as a whole. Needless to say, the convenient access to transportation was always a promising and necessary element for further commercial development for a given community.

I would also like to add that such a comprehensive mass transit system is not a case that is limited to Japan. In any major cities in the world, there are always ways to get around without driving your own car. Put differently, the cities that do not have a comprehensive mass transit system are the ones that do not really develop. Among US cities, those that do not have a convenient transportation system are the ones I would rather not visit in the future, unless absolutely necessary.

Based on my personal experience, I respectfully disagree with Mr. Gleason's position that a 'unified bus/train station would be a poor choice'. I could not begin to imagine myself riding a train in Rochester, because the station is so bare and devoid of any energy. When I recently visited the station, I did not see any bus station or taxi stop. On top of this major transportation inconvenience, there were no stores, restaurants, and no people. If I ever use a train or a bus in Rochester, I would like to have an extended and reliable connection to the next leg, so that I can go somewhere attractive and back within a reasonable time period.

In cities like Rochester, where we have a long winter, it is more than reasonable to have a comprehensive transportation system that is reliable and functional. I also believe that an integrated and comprehensive transportation system would vitalize the downtown and other less-than-vigorous commercial districts. I sincerely hope that the Council will consider a new,

futuristic, and long-term vision for an integrated and comprehensive transportation system for my city.

Sincerely, Junko M. Mills, PhD, RN

**18. Name: Jacob Adams**

***Comment:***

I wanted to reiterate my comments at the January 10th meeting.
1. Installing a high level platform on the existing track should be a high priority
and should not wait for other portions of the project to be undertaken-- even if it
means reinstalling such a platform when new sidings are built. (Although it would be
fiscally prudent to wait until October to see if Amtrak will still be around-- although it is not
likely to occur before then anyway)
2. If a pedestrian bridge over the tracks is chosen (instead of a tunnel)
do not depend only on elevators, also provide stairs. For a picture of such a bridge
ask your Amtrak committee member to provide pictures of such bridges at the
Emeryville or Fullerton, California stations.
Or go to http://www.trainweb.com/cgi-bin/photos/showmvc1.cgi?fotosort/stations/ful/station/+fotosort/stations/ful/index.html
on the web.
3. Please study the issue of whether people who use intercity buses actually use city buses
to get to the current bus depot or get dropped off.
In other words are intercity bus people more like people who ride the train
or the transit bus. This could help settle the controversy of where to put the intercity buses in a rationale
way
4. Finally, if we do get high speed rail, the current planned size of the station maybe too samll!! But if we don't we
still could use a new station to help with the other goal that are hoped to be accomplihsed
by having a new station-- ie helping revitalize the area. This suggests two important things
a. Consider concentrating on building at least one of the new sidings and new high-level platforms first
b. Plan the station using current projections, but make sure it is expandable!!!!

Thank you for studying this much needed improvement in our city.

Sincerely,

Jacob Adams

**19. Name: A.R. Miner**

***Comment:***

Greetings:
If you do not do anything else to improve Amtrak's facility in Rochester, provide passenger access to load from either track. That will ease the conjestion for CSX having to cross Amtrak over to the South track.
I assume you have looked at Syracuse, Rome & Utica. You could use the old tunnels under the tracks to cross over.

Those other cities prove you do not need a local bus terminal at the same location as long distance busses.
Thank you.
Bob Miner

**20. Name: David Rubin**

***Comment:***

I'm glad to see proposal for improvements to rail trainsportation. Secured parking at rates comparable to airport or better is NUMBER 1 priority. Efficient airport links should be number 2. Dolling up the station doesn't seem very important. I'd like to be able to park, grab a train to Buffalo or Syracuse airport, and then take a low cost carrier not available in Rochester, I'd also like secured parking so I could take a high speed train to NYC. If traffic outgrows current station, then upgrade it. Meanwhile, the current system doesn't work because of lack of secure parking.

**21. Name: Al Schneider**

***Comment:***

Mr. Gleason,

Another puppet of the Doyle Administration. That's you! There are proven records of the benefit of combining rail and bus service throughout the country, and you choose to turn a blind eye to the fact. Just head 90 miles east dow n I-90 to Syracuse. A combined bus and rail terminal would be totally more productive than separate facilities, as you ignorantly propose.

Just take a look at the former Greyhound bus station on Andrews Street, and you'll see what will happen to an independent bus terminal. Did that, done that! It don't work! If you're

really interested in accomplishing something worthwhile for this community, stop catering to Jack Doyle and his cronies! You'll go farther! By the way, your proposal is what sucks! Not Louise Slaughter's! Are you even from this area?! For your own sake, I hope you become better enlightened!

**22. Name: N.M. Graver**

***Comment:***

Please make sure that the "walkway" up, across, and down to the far side of of the tracks, is a spiral ramp that will handle wheel chairs and folks with luggage on dollys, etc. Not steps.

Thanks,
NMG

**23. Name: Ted Miller**

***Comment:***

I am an Information Systems professional that rides Amtrack to NYC on a regular basis for both business and pleasure. I believe that a new Amtrack station would be an excellent move. The current one is really a dump, and does not make for a pleasurable experience, nor is it welcoming to visitors here. Although the current station probably does not discourage lower income passengers much, it most definitely does drive away the middle to upper income business and tourism-related traffic. This is the traffic that will bring added revenue to the Rochester area.

Ideally, it would be best to incorporate a combined train and bus station at one location, as a "public transportation hub". It would include Amtrack, RTS, and the commercial bus companies (Greyhound, Trailways, etc.). Auto rentals would also be a good addition. It's not much good for a traveler to arrive at the station with no means of transportation to their final destination!

In conclusion, build a new station, and make it big, bright, SAFE, and welcoming! Do it quick!

Regards,
Ted Miller

**24. Name: Luca B. Jones**

***Comment:***

to whom it may concern, when i travel by bus or train, i end up judging the quality of the city i'm laying over in by the quality of their public transportation services. this means all aspects, the quality/ functionality of the arcitecture, whether there is trash flying around, even the health of the pigeons. every facet of a city is judged, and over time the conglomeration of these judgements makes up the cities reputation. hungry pigeons would suggest a hurting economy. it seems that there always needs to be a balance between upkeep of present landmarks and creation of new imagery and landscape ajustment that serves to enhance Rochester's reputation.
well, if it is built with care it will. blindly building, without asthetics results in a landscape like we have in henrietta and other sites of suburban sprawl. as a artist, i am making it my job to fight the plastic asthetic. i believe that the ratio of economy and quality can be engineered at every level. with functionality built into the design, becayse these objects we build are for people in the first place.
I am an artist with an interest and understanding of the interaction of glass, steel, concrete as well as other materials such as castable acrylic
and upholstry. If you are interested in seeing how ive been using and combining these materials, contact me and i will show you what is possible. thank you for your time. Lucas Jones, artist

local_glass@Yahoo.com
716.820.9254

**25. Name: Ann Burns**

***Comment:***

I applaud the GTC's efforts to revitalize train travel and the Amtrak train station. I would like to see some of Claude Bragdon's architectural detailing from the old station included in this new station. Americans like train travel for various reasons including romantic ties to our country's past. I don't want this new station to simply be a mirror image of the glass and mirror County Airport.

Thank you for the chance to comment!

# COMMENT SHEET

## ROCHESTER AMTRAK STATION REVITALIZATION STUDY

## PUBLIC MEETING



Please submit all comments to the Genesee Transportation Council on or before November 9, 2001.

NAME: Jeff Vebes

ADDRESS: 60 Castlebar Road
Rochester, N.Y 14610

(Name and address are optional)

COMMENTS: Priorities for revitalization:

1) High level platforms including new RR sidings for loading passengers.
2) Combine Bus and RR station OR provide devoted electric shuttle. (Not Bus-y)
3) Architectually reminiscent of Rail station history. Multiple story Bldg.
4) provision For installation of future light rail (local rail) track connecting to the new station. Essentially; don't rule out addition of light rail in future.

Fax: (716) 262-3106

# COMMENT SHEET

RECEIVED
NOV 0 7 2001
Genesee Transportation Council

## ROCHESTER AMTRAK STATION REVITALIZATION STUDY

### PUBLIC MEETING

Please submit all comments to the Genesee Transportation Council on or before November 9, 2001.

NAME: Peg Dawson

ADDRESS: 80 Glenmont Dr.
Rochester, NY 14617-2218

(Name and address are optional)

COMMENTS:

I appreciated the opportunity to listen to the initial plans for much-needed improvements to our Amtrak Station.

One of my comments suggested adequate and comfortable seating since I have endured waiting in Penn Station where all public seating has been removed — WHY?

Please consider a group of rocking chairs which we now enjoy at the Airport. I can think of nothing more welcoming than this — and fun too!

Thanks

Fax: (716) 262-3106

# COMMENT SHEET

ROCHESTER AMTRAK STATION REVITALIZATION STUDY
PUBLIC MEETING
January 10, 2002

**Please submit all comments to the Genesee Transportation Council on or before February 15, 2002.**


NAME: Raymond Shaheen

ADDRESS: 431 Thomas Ave
Rochester, NY 14617




*(Name and address are optional)*

**COMMENTS:**

(1) Alternative 2 is Beautiful & can't be compared with #1. $160 millim will be spent to rebuild part of RT 390!

(2) City Scape improvements should address access to site. Most Rochesterians ~~who~~ are bewildered by the 1 way nature of the avenues Clinton & Joseph.
North of the Inner Loop, they should be two way streets

(3) The station should be intermodal, allowing intercity bus, rail, commuter rail (future) & shuttle to the airport.

(4) I believe high speed rail will cause travel increases that are underestimated.

Thank you for your input.


Fax: (585) 262-3106

GTC Hearing
On the Proposed Amtrak Station
Rochester, NY
January 10, 2002

A new and improved passenger train station is a much-needed improvement for the Greater Rochester area. It is a longer range project that must be carefully planned and executed to properly serve not only what we understand and hope will happen in the next few years but also what we can hardly envision today. This is the difference between great cities and cities than always seem to fall short. Great cities plan well, think boldly, and allow for the unexpected.

Rail passenger traffic is steadily increasing nationwide and along the Empire Corridor through Rochester. The greatest growth in passenger volume is in those places which have the highest levels of regional and long distance service. The Northeast Corridor between Washington DC and Boston is the best example and is the most heavily traveled in the Amtrak system. Our own Empire Corridor is another of the top passenger volume corridors, and State plans for High Speed Rail between Buffalo and New York City will increase passenger volume greatly. Rochester must be prepared or be left at the proverbial platform as the fast train leaves the station without us.

First of all, the terminal building itself must present an image worthy of our city. We want residents and visitors alike to look at the station, smile, and say, "What a fantastic building. This is a great city!" Our present station was adequate, in a minimalist way, for 30 years ago when many thought passenger trains would soon disappear. It was probably designed by a firm that specializes in branch banks and similar facilities.

In this new century, we know that the railroads are far from dead. Freight service has never been stronger, and citizens and our government are awakening to the many positive aspects of travel by rail. We now realize that airlines and buses alone cannot serve the travel needs of the American public. We see what every other industrialized nation has long seen – that there is a place for rail passenger service in a healthy economy and a vibrant society.

Our new train station must look like a train station. While functionality must be fully recognized and honored, our community deserves a facility

that tells all who use it that this is a progressive city with an honored history but one whose best years are yet to come. It must have design features that capture the imagination of all who use it or simply pass by it. It must be the design opposite of what we endure today.

This facility must be spacious enough to handle present passenger volume and what we anticipate will result from increased service and the advent of high-speed trains. Within its walls must be a level of comfort and convenience that meets and exceeds that of the Airport. Since even trains can experience weather and other delays, passengers must have places to relax. Food service can start modestly but provision must be made for more traditional restaurant type meals. If the facility is designed well enough, perhaps a restaurateur could be enticed to open an establishment with a railroad motif that would serve residents and travelers alike. Building maintenance must be of the highest standards to protect this community's investment and to encourage its use.

People must be able to access the facility by various modes of transportation. The city bus routes that pass by the site on Joseph and Clinton Avenues must have a loop into which they can pull and a covered passenger doorway to the terminal. The station should also be served by a downtown shuttle such as Easy Rider and hotel vans. We should encourage Budget Car Rental to relocate to that station site or seek other car rental agencies. Space will be needed for private cars and taxicabs to pick up and drop off passengers and their luggage, and all of this needs to be properly sheltered from our sometimes-harsh weather. A large plot of land is across Central Avenue which can be easily improved as a secured short and long-term parking lot. Provision must also be made for Light Rail Transit cars to access the facility, preferably at the rail platform area.

This terminal must be an Intermodal Surface Transportation Facility. This is a matter of simple logic. Greyhound and Trailways have a long history of cooperation with Amtrak and sharing terminal facilities. Those who choose to go by air go to the airport by bus, car, or taxi. Those who stay on the surface would likewise go to a single facility to board an intercity bus or train. Since Amtrak in this region is an east-west service to the larger cities, Greyhound and Trailways can augment Amtrak, especially to the north and south of the mainline. Locally, service can be provided to places like Ithaca, Elmira, Corning, Geneva, Geneseo, Avon, Mt. Morris, Dansville, Brockport,

and so forth. A shuttle between Amtrak and the airport would be easy to implement, to some day be upgraded to light rail.

If the facility adequately and appropriately provides for local bus, taxicab, shuttle bus and van, and private automobiles, and someday LRT, the location less than a mile from Main and Clinton, presents no problem. Tuesday's newspaper editorial demonstrates that there is confusion as to what a multimodal or intermodal station really is. No one would ever consider the Amtrak station to be a terminal or major transfer point for city buses, expect for the two previously mentioned lines on Clinton and Joseph that have passed by the site for nearly a century. This project has no relationship to those bus routes that use Main Street. Our neighbors in Syracuse understand this in their multi-modal Train/Bus terminal, and we need only adapt their basic concept to our specific needs and available space.

Since I am not by any means a technical type, I leave the issue of tracks and platforms to those with better sills than me. A few cursory thoughts, however....

We are blessed with a tremendous amount of space from the days when the old New York Central terminal handled a dozen major trains at once. CSX freights should be routed well north of the passenger platforms. There appears to be enough room to swing the tracks north in such a manner that fast freights do not have to slow down very much. Passenger tracks should be designed so that they can be added to as demand so warrants. Tracks and passenger platforms should provide for current service, future high-speed rail service, the possibility of commuter rail west to Batavia and east to Lyons or Clyde, and future use by light rail cars. Some provision for high-level platforms for boarding ease must be provided.

It can be a great day when a new station is opened. Along the Empire corridor we have excellent examples of fine architecture, such as the new Albany terminal, and true intermodal service, in our neighbor to the east-Syracuse. We have an opportunity to learn from other nearby cities and build a truly great facility or we can ignore good sense and use no imagination and come up with a facility like what we have today, regrettably called "Amshak." Let's create something of which we can all be proud to enjoy ourselves and as a worthy legacy to our children.

Carlos Mercado
cmercado@rochester.rr.com

Robert C. Double
4 Woodside Lane
Pittsford, NY 14534-2308



January 13, 2002

Mr. Steve Gleason
Executive Director
Genesee Transportation Council
50 West Main Street
Rochester, NY 14614

Dear Mr. Gleason:

I read your "guest essay" in the January 13, 2002 edition of the *Democrat and Chronicle*. With all due respect, I do not agree with you and believe that your article is not totally based on facts but rather enters to some degree the political arena, lock step with the RGRTA and the county executive. This is not meant to be insulting but rather the impression one receives from your article when also considering other comments the paper has published from time to time.

To me, and many of my colleagues, an up-to-date combined train/bus station for Rochester poises us well as we enter the 21st century. To ignore that is a disservice to the community in years to come.

Another feeling I garner from your article is that all bus riders must start and terminate at one point under a combined station approach; namely at the combined station. I fail to see why riders cannot board and debark from various stops along the routes, one of which would remain at Mid-Town,as they do today.

To imply that Greyhound and Trailways reject a combined station I feel is not totally honest. I suspect that presentations to them were such that they were lead to indicate that they did not want to use a combined station. You further state: "Some committee members are reluctant to second-guess this decision". I greatly suspect that if the companies supported the combined station "some committee members" would quickly challenge/disagree.

Most sincerely,

R. C. Double

# New York Trailways

## Passenger Bus Corporation

*Corporate Office*

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KINGSTON, NEW YORK 12401
Phone: (800) 225-6815
Fax: (845) 339-5222

*Regional Office*

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P.O. BOX 39574
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Phone: (716) 454-2200
Fax: (716) 454-2237



January 15, 2002

Mr. Steve Gleason, Staff Director
Genesee Transportation Council
50 West Main Street
Rochester, NY 14614

Dear Steve:

I read with great interest the recent editorial that you wrote for the Democrat and Chronicle. As one that has been involved in public transportation for a large part of my career, I could not have agreed with you more.

While many people that are not in this business for a living like to suggest that a combined train station – transit center would be ideal, those of us who handle these responsibilities on a daily basis recognize that in Rochester, NY this is a totally unworkable scenario. Your editorial made many excellent points, but I would like to just add several more in case this issue continues to be discussed.

First, we have made clear that we wish to remain located in the downtown core. The location that the county, city and the Transportation Authority have selected for the downtown transit center is ideal. For the first time in this community, we will have a true inter-modal facility where RTS passengers and Trailways/Greyhound passengers will be able to directly transfer.

Second, we have no interest in locating our facility that far to the north, regardless of the progression on the downtown transit center. Our current setting, while far from adequate, is much more preferable than removing ourselves from the center city.

Third, we have already invested significant hours in working with the Transportation Authority to ensure that our needs are met in the design phase of the transit center. We have no interest in beginning that process anew.

Finally, we, at New York Trailways are the contractual agent for Greyhound in Rochester, NY. We handle all tenancy issues, ticketing, package storage, etc. Greyhound performs a similar function for us in Syracuse, NY. Simply said, Greyhound is, and will continue to be, fully supportive of the decisions we have made to locate our new state of the art inter-modal facility with the Transportation Authority.

Congratulations on a well-written editorial. My very best to you and your committee as you continue to look at improving the current Amtrak train station.

Sincerely,

Jack Barker

Jack Barker
Vice President, New York Trailways

**The Amtrak Station and the Transit Future of Rochester, New York - I**

**Purpose:** To accommodate both current and future needs of both current and future modes of mass transit

**Method:** Focus on the location where both highway and rail modes optimally intersect; existing rails, bridges and roadways are coming up for rebuilding; coordinate this reconstruction with a rethinking of whether the existing locations of the rails, rail bridges and road bridges are in the optimal locations for future systems

**Specific Location:** Former U. S. Post Office on Cumberland Street, adjacent to the Inner Loop

**Why the Post Office?** All bus routes transect the Inner Loop, with time added to fight street traffic to reach the Main Street area; 40% of RTS riders do not have downtown as a destination, but transfer to another bus to reach a destination outside the Inner Loop; numerous transfer locations are functionally equivalent

**How to accommodate Amtrak:** Westerly of the present Amtrak Depot, relocate the tracks just to the south of its current route, and swing it northeasterly, at a 45° angle to Central Avenue just west of the Post Office, where it will continue northeasterly to rejoin the existing tracks

**But rail patronage is low:** We must allow for the potential of supplementation of rail ridership by counting in possible future rail linkages on existing rights-of-way to the airport and to the Fast Ferry at Charlotte, together with expanded rail patronage due to greater rail speeds and stronger rail competitiveness with planes and automobiles

**Using the Inner Loop:** The Inner Loop makes an excellent delivery mechanism for taking buses directly to the Post Office, and aligning them right back onto the Inner Loop

**How to use the Post Office:** Most of the square footage is postal sorting area; this area, together with Central Avenue itself, could constitute about eight indoor bus lanes, with passenger ramps into the basement area for grade-separated transfers between buses

**The Amtrak Station and the Transit Future of Rochester, New York - II**

**How about Central Avenue?** Greyhound, Trailways and taxis could use a covered Central Avenue, with easy interface to the other transit vehicles

**Location of the Waiting / Transfer Area:** Enclosed, in the triangle formed by the rail trackage on Central Avenue just west of the Post Office area

**Delivery of Passengers within the Inner Loop:** Initially, use surface shuttles, as demand indicates; much of the area is only a couple of blocks from the Post Office site

**Future Passenger Delivery within Inner Loop:** A circular LinkLine could proceed west from the Post Office on a dedicated / existing rail corridor, by the High Falls area, Frontier Field, and entering the subway at Brown and Oak Streets; thence the existing subway to Broad Street, where the route becomes an underground subway going under Broad Street, through Level A of the Midtown Plaza Garage, by the Broadway roadhouse, and out under Chestnut Street and back to the Post Office station

**Benefit to High Falls:** By placing the railroad tracks atop the footprint of the Inner Loop over the river, the entire High Falls area is enhanced into the world-class attraction that it has the unrealized potential to be; the Genesee High Falls will always be compared unfavorably with Niagara and other falls, as long as the setting surrounding the falls retains its current ugliness; the 1832 Valentine Gill map shows Mumford's Island there, in a position analogous to Goat Island at Niagara Falls; an Inner Loop bridge conceals this spot; rethinking this site provides the opportunity to reestablish a green crown for the central jewel that is the falls

**Raising the Inner Loop Bridge:** Both the railroad bridges and the Inner Loop river bridge are coming up for replacement; this opportunity could be used to rethink and redesign these for the next century, in a way that frees the 21st century configuration from planning concepts adopted in the 19th century; raising this bridge could provide a same-elevation walking access to the High Falls district from the Andrews Street area, ultimately linking High Falls to downtown and the East End entertainment district; this is an elegant solution to a much larger downtown economic development problem

**The Amtrak Station and the Transit Future of Rochester, New York - III**

**The charge to the Amtrak Steering Committee is much more narrow than these other considerations:** The consequences of today's decisions will drive future decisions on all the above aspects; for example, retention of the present trackage location will negatively impact the feasibility of opening up the High Falls at a future date

**Should all this be planned and implemented at once?** Comprehensive schematic planning is appropriate now for the entire scope outlined above, in order to define relevant engineering baseline data, to assure proper coordination in future phases; specific planning need be done only for the phases sought to be implemented next

**What should be the phasing for this approach?** Following the schematic comprehensive planning, focus on Post Office / Central Avenue adaptation, combined with track route design from St. Paul Street to Hudson Avenue; the tracks have to be completely replaced anyway to accommodate future needs; this approach enables full continuation of existing service on existing rails until the "switchover," unlike replacement on the existing route; the balance of proposed implementation can be coordinated with future major reconstruction work predictably happening on the Inner Loop and its bridges, and on the railroad and its bridges

**At the core of all planning should be the avoidance of creating any new constraints which would preclude the feasibility of the above activity at the time when funding becomes available in coordination with the predictable necessity of major replacement construction.**

Respectively submitted by:

Douglas A. Fisher, Esq.
Valentown Square - Box 458
Fishers, New York 14453

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January 16, 2002

RDDC

www.rddc.org

RECEIVED
OCT 23 2001
Genesee Transportation Council

October 17, 2001

Executive Director
Genesee Transportation Council
50 W. Main Street, Suite 8112
Rochester, New York 14614-1227

Dear Steve:

Thank you for the opportunity to offer further comment and a personal thanks for your phone call yesterday in regards to the meeting of October 15. The call clarified a number of issues, waylaid some concerns, and gave RDDC a context in which we can be of assistance.

Listed below are points of interest/ suggested action items (beginning with follow-ups to Monday's discussion):

- Passenger point of origin data seems invaluable as we begin to consider the new station's design and siting issues. This will provide us with an at least rudimentary understanding of the parking, amenities, and off-site transportation needs of the prototypical passenger.

- "Intermodality 1": Much of your introduction and the subsequent group discussion focused on a perceived need for interconnectivity between the train and proposed Downtown Trans. Center (DTC). This model needs to be thoroughly examined, i.e. does such a relationship exist now, and, if not, what about a newly designed station and the introduction of high-speed rail service suggests a new demand for physical connectivity (shuttles, walkways, etc.) between the two? RDDC is a supporter of the DTC and welcomes the economic development tools accompanying the project. Consequently, we would be glad to advocate for such a connection if a business case can be made to support the anticipated expenditures. The DTC's representative suggested that Federal dollars would at least aid in offsetting the cost of a walkway between the two facilities. This should be explored further.

- "Intermodality 2": What design features can the DTC and rail share? Can we begin to create the perception of a transportation hub on the north side of the city by using common architectural details to physically suggest a link between the two facilities?

- The Sector 5 Neighborhood Committee hosted a downtown design charette a year ago, and one of the ideas to emerge from that session was the "gateway" concept that you also noted in our meeting. Can the new station both welcome Northside residents to the city and at the same time spill train passengers into our downtown?

- High Speed Rail: 1) The *product* - What does current data tell us about its impact on ridership, what does the current climate regarding flying suggest about increased demand for ridership, where will the payback come from if ridership only increases by 1% (Amtrak's projection); 2) *Marketing the product* – the preliminary design ideas you've presented are compelling. Can they be floated for the general public's consumption; 3) *Impact on other proposed transportation projects*, i.e. Can I catch the proposed Fast Ferry in Toronto, connect to High Speed Rail in Rochester, and be in Albany two hours later? Or, will I be able to make it by train to Toronto in two hours?

  In our opinion some of these models result in substantial new interest in rail transportation and potentially a bigger, more accommodating station. Thus, can the new station be designed to be enlarged?

- RDDC continues to track downtown office space activity, parking garage issues, and the burgeoning housing market. If any of this information would be of value to the steering committee, please let us know.

Sincerely,

Sean M. Phelan

Sean M. Phelan
Rochester Downtown Development Corporation

# Rochester Amtrak Station Revitalization Study

## Written Comments Received
## January 16, 2002 Through January 30, 2002

**(Scanned From Original Letters)**

January 15, 2002

Mr. Steve Gleason, Executive Director
Genesee Transportation Council
50 West Main Street, Suite 8112
Rochester, NY 14614

Re: Your D&C Essay " Unified Bus/Train station would be a poor choice."

Dear Mr. Gleason:

1. I've yet to form a final opinion on a unified bus/train station in Rochester, but I lean toward combining the facilities at the present train depot mainly because of the more efficient use of resources to build *one* complex rather than *two.* This would seem to be a "no brainer", or am I missing something?

2. Why couldn't the majority of bus riders who currently get to and from downtown locations on one bus, continue to get to and from downtown locations on one bus? Couldn't that bus still make stops in downtown going to or coming from the unified station?

3. Why couldn't the Greyhound and Trailways agreements with RGRTA be amended to allow their use of a unified station?

4. Wouldn't it be best to use our combined resources to build a really modern and welcoming depot complete with *all* the amenities such as restaurants, shops, lockers, comfortable waiting rooms and lavatories as well as to provide ready access for transfer to other means of transportation including bus, airport and hotel shuttles, cabs and private autos?

I'd appreciate your response to these questions.

Sincerely yours,

Bill Pedersen

WILLIAM K. PEDERSEN

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**JEFF GOLDBLATT** 128 Parkside Crescent
Rochester, N.Y. 14617-3412

14 January 02



Mr. Steve Gleason
Executive Director
Genesee Transportation Council
50 W Main Street, Suite 8112
Rochester, N.Y. 14614

Dear Mr. Gleason,

Taking advantage of your call for comments, here are some items to consider regarding the concept of an intermodal transportation facility:

**a). Location:** in your D&C piece, you pointed out the purported inconvenience based on how many people go through downtown on RTS vs. those traveling Amtrak. On the surface, you're correct. However, one of the flaws in RGRTA's proposed "Temple of Transit" is having it based on the current route structure, which is at least 20 years out-of-date. Implementing Hub-Link (as NFTA is starting to do in Buffalo) would reduce the number of people (such as myself) having to travel downtown in order to change busses, thus reducing the need for an expensive building (be it above or below ground). We as a community were promised route re-alignment and except for some minor moves, this has yet to happen.

**b). Greyhound/Trailways:** the words "..which presumably reflects their assesment of the market. Some committee members are reluctant to second guess their decision."- caught my eye. I won't presume and I'm not reluctant, so a little history is in order: these companies operated out of a facility on Andrews St. until the late 80's when they voluntarily moved to Midtown. As this was at the same time as the nationwide Greyhound strike, let's be charitable and say this decision by both management and drivers was reached under less-than-ideal circumstances. What further strains this allegedly reasoned decision has been the city's insistance that Andrews would be redeveloped, when in reality all it's been used for is parking and a homicide. Anyone (such as myself) who rides these busses can see that Midtown wasn't designed for this purpose. Thus, when G/T management publically complains about Midtown is a clear example of the pot calling the kettle black. Readily throwing in with RGRTA is an attempt to cover their original "thoughtful" decision and hope people have short memories. If they're so unhappy, with some sprucing up and the utlities turned back on, they could be back at Andrews in 90 days.

**c). Other points:**

1). I agree relocating Amtrak into downtown is not a viable idea.

2). RGRTA's proposal will not revitalize downtown (as there's no downtown to revitalize), nor will it increase ridership, nor will it bring shopping back into downtown.

3). Updating the train facility to accomodate long overdue high speed rail is in the best interest of the community. Aside from Jet Blue and Southwest, the airlines & airports were already in a state of chaos before 9/11. Having a viable alternative will help when the failures

start to happen, as it will take the rest of this decade to now finally fix all the things that have been wrong with the airlines and the airports. In an unfortunately perverse way, 9/11 will wind up doing the country a favor.

4). Unless our friends and theirs in both Washington and Albany stop wasting money (and after seeing what happened to the Farm Bill 2 days after the attacks, I'm not hopeful in this regard)- there's not enough money floating around to do 2 facilities. I also don't agree with the premise that facility planning for future use should be based on current travel patterns, both of which will (and need) to change. Thus:

**d). What to do:** you're right in pointing out that intermodal facilities have worked where they've already been established (or will be established in the case of Buffalo). I'd stick to that thinking and support such a facility either on Central Ave. (utilizing Claude Bragdon's design- the plans still exist), or the State/Andrews alternative as outlined in this past Friday's Rochester Business Journal. (Now that I see the latter laid out, I find it all the more intriging than Central Ave.) The benefits of the State Street site would be:

1). It'll be easier to obtain money for one facility vs. two.
2). There's ample land to accomodate the buildings & traffic.
3). It'll provide easier Inner Loop ingress and egress for Greyhound/Trailways.
4). It'll be able to accomodate high speed rail from scratch.
5). Once RGRTA comes to its senses and institutes Hub-Link, this location will provide for a sensible location to transfer RTS busses.
6). Demolition and construction costs would probably net out less than rehabbing the current Central Ave. site and RGRTA's hole-in-the-ground.
7). It'll allow Central Ave. & Main/Clinton to be privately re-developed (along with Andrews if the city would wake up out of its somnulance.)
8). Unlike "The Mill", the ground floor of the South Ave. garage,& the main floor of the former Sibleys, there'll be no retail stores to fail. (A revitalized Midtown is the most that can be supported without more people living in this area).
9). From a public safety standpoint (perceived or otherwise), above ground for all would be easier to keep safe.
10). It just makes sense.

While it appears the community will have to go through another "Frontier Field Debate", just like that, in the end we'll wind up with a facility which everyone can live with.

Thank you for taking time out of your schedule to consider these views.

Sincerely,

Jeff Goldblatt

pc: File

Mr. Art Bouchard
153 Avondale Rd
Rochester NY 14622-1915

Dear Mr. Gleason

You may be able to answer a question I have regarding the bus station controversy.

Why is it that for the past 60 years at least, every bus route in the City of Rochester has to pass by Main and Clinton?

Mr Nojay refuses to answer this question for me

Thank you

Art Bouchard

525 Brook Road
W. Henrietta NY 14586
January 16 2002

RECEIVED
JAN 17 2002
Genesee Transportation Council

Genesee Transportation Council
50 W. Main St.
Rochester NY

Re: Amtrak Station Improvements

I am a NARP / ESPA member, and have long touted the joys of train travel to my friends. There are always two objections:

(1) Time; train is too slow. We're not going to see 125 mph trains on this busy freight route, with many grade crossings; even so, NYC would still be 5 hrs away.

(2) Station location. Many people will not go downtown, not to mention Central Ave - and certainly not at night. Plus, access to the station is confusing, given the street layout in that area.

A combined train / bus station on Central Ave. makes no sense, but the current station does need refurbishing. If money is available, I suggest relocation to Gates or Henrietta (West Shore line), or a transportation center near the airport (Rochester & Southern line, rejoining CSX main line near West Ave.). The popular new Syracuse intermodal station is in a similar area, adjacent to an expressway.

John Kramer

**ESG** *Associates*

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cc: Tom Ryan / GTC Board
Bill Wilmot / Wilmorite

January 14, 2001

GTC
50 West Main Street
Suite 8112
Rochester, NY 14614

To Whom It May Concern re: Rochester Amtrak Station Revitalization Study

Having been a resident of suburban Rochester when the old train station was demolished in the 60's, and with ancestors who settled Rochester before 1834 I have a great pride in this old town. And as a proponent of "saving old buildings", and seeing the revitalization of the grand old train station in NYC by Jackie Kennedy Onnasis's efforts, and in Philadelphia with Penn Station, I wish we could correct that damage done here...but we can't.

However, we do have the lovely old pillared Main Post Office building right down from the current Amtrak station- and right beside the current railroad tracks. I assume with the relocation to Jefferson Road of the main post office some years ago, that the old main post office has been empty for some time – and probably used for storage as was the Piano Works in East Rochester; and the car shops which Ernie DelMonte resurrected for his business operations. And look at what they have contributed by their reinvention!.

We have to think of what's best for the community, to further revitalize that area – not worry about whose district it's in, or what is politically correct to win another election. How about an exciting combined service corridor – demolishing that hideous small bit of inner loop highway which has divided that area of the Upper Falls and downtown, using it's space and the track's air space by putting flyover buildings to include the tracks – such as was done in Boston and other areas such as the World Trade Center with the subway – and including the IBM building in some useful way – not again knocking down rather than making use of an existing space.

Look at what has transpired at the High Falls. Aren't we glad to have those old buildings. And look at other buildings in and around that area of St. Paul Street. Look at what happened to Bausch and Lomb when the powers that be knocked down the corporate headquarters for a parking lot– still nonexistent rental property, or storage of voting booths on the East side buildings. A dead zone. The Spaghetti Warehouse was a great use of "existing" space; but what happened? There were not enough other businesses operating after hours to keep it interesting.

Every study, every article written at the closure of a study indicates that you need people to make an area safe - all day and all night hustle and bustle of people who live and work right where the action is - such as NYC, Michigan Avenue/Chicago, New Orleans, San Antonio and oh yes! Rochester when store owners lived upstairs over the buildings and businesses they ran. Downtown can again .have what it used to have and more. We now have only small pockets of this use as in Chevy Place, etc.

What is charming about San Francisco and Philadelphia and New Orleans? The trolley. What do we have covered over and still intact going up State Street to Charlotte? Supposedly the trolley rails are still there. What would be the easiest way to shuttle folks and add to the character of old Rochester? The trolley. What else? Using the old subway bed – tracks still there – street shored up very nicely over two year period of renovation up and down Main Street within the last decade. So you have East-West and North-South taken care of. You have the buses and train covered, and a lovely new airport with underutilized space. And what about the water? Well, look at what San Antonio did with their waterways. And what about the el train into and out of Chicago that goes down the center of the highway – just one lane each way. Very well used by daily commuters, and tourists. How about 590/490/390?

In reading about the train station and bus service for many years now, locally and nationwide; and personally using both service providers for travel on a daily or pleasure trip basis at some time over the past 40 years to locations beyond that which encompass our communities of 1 million persons in a 5 county area – and with several major corporations playing a big part in our economic success – it behooves us to put aside our selfish reasons for HAVING IT YOUR WAY OR THE HIGHWAY APPROACH and do what Toronto and Baltimore and all of the other successful revitalization projects have done. Get us back on course.

Like with the city school system's $23 million deficit – use what you have. Textbooks and buildings and equipment do not have to be new each year. Buildings can be figuratively scrubbed and polished by parents, or politicians, and a good bit of mental discipline can make a silk purse out of a sow's ear - or a lovely restored city that had gilded movie theatres up and down the area where our present skyscrapers now stand - and a boardwalk and hotels at Lake Ontario - and a swimming pool at Charlotte so big it had it's own public bathhouse and grandstand. – filled in and made into a parking lot and grassy sitting area.

IF Eastman Kodak can be creative enough to build a vault underground for film storage connecting to the Eastman House instead of moving it elsewhere when they felt we did not have enough room – OR other mansions along East Ave whose landlords/business owners connected together with underground parking lots so as not to damage the "East Avenue look"; OR the 20 some connecting-between-buildings skyways (which actually took the people off the streets in a win/loss situation); IF a baseball wielding superintendent of schools (for whom a movie was made) could change the thinking of a crime ridden inner city school district - with discipline and commitment (in his case families and students and rules) or our corporations/citizens and local/county/political governments we can make this project work – Please!

Sincerely,
Beth Gallmeyer

January 18, 2002

125 St. Paul Street Apt. 430
Rochester NY 14604

Genesee Transportation Council
Fifty West Main Street Suite 8112
Rochester NY 14614

Comments regarding Rochester Amtrak station revitalization study:

I attended the public meeting at the Central Library January 10, and I listened to the many comments made by both experts and laymen alike, almost all of who believe that combining an Amtrak station with an intercity bus terminal is the correct way to go. I heard Mr. Steve Gleason say that he would "consider every single comment," made by the public before making a final determination as to the configuration and inclusiveness of this new proposed Amtrak station.

I hope then, you will consider my opinion. I agree with many of the other presenters at the meeting that it would make the most sense to combine the train terminal with the intercity bus terminal. I also agree with Mr. Gleason that the city buses would have no reason to use such a terminal themselves, since the destination of most city bus riders is Main Street or thereabouts.

I read Mr. Gleason's guest essay on this topic in the January 13, 2002 *Democrat and Chronicle*. Regarding the issue of a Greyhound and Trailways terminal at the Amtrak station, Mr. Gleason said "Greyhound and Trailways already have an agreement with RGRTA to locate at the downtown transportation center" (the Mortimer Street city bus terminal). He further goes on by saying, "Some committee members are reluctant to second-guess this decision." Does this mean that we are leaving this important decision solely up to the intercity bus companies Greyhound and Trailways? If this is the case, why even solicit public comment? It is apparent to me that no matter what the public says, the Genesee Transportation Council is not going to budge from the assertion that it would be impossible to have a combined rail intercity bus station along the CSX/Amtrak mainline, even though it was apparent to me that the majority of those who spoke up wanted this option. As one attendee (who I believe was a transportation analyst of some sort) said, "If we don't combine transport modes, Rochester will become the laughingstock. Rochester will lose its reputation for smartness." I heartily agree.

Sincerely,

Scott Fisher

January 18, 2002

125 St. Paul Street Apt. 430
Rochester NY 14604

Genesee Transportation Council
Fifty West Main Street Suite 8112
Rochester NY 14614

Comments regarding Rochester Amtrak station revitalization study:

I attended the public meeting at the Central Library January 10, and I listened to the many comments made by both experts and laymen alike, almost all of who believe that combining an Amtrak station with an intercity bus terminal is the correct way to go. I heard Mr. Steve Gleason say that he would "consider every single comment," made by the public before making a final determination as to the configuration and inclusiveness of this new proposed Amtrak station.

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Sincerely,

Scott Fisher

ROBERT C. DOUBLE
4 WOODSIDE LANE
PITTSFORD, NEW YORK 14534

January 17, 2000

Mr Gleason:

I am not the only one who sees through the "spin".



## LETTERS TO THE EDITOR

# Main Street bad site for a bus terminal

Evidently, the writer of the Jan. 8 editorial that recommended a Main Street bus terminal was not in touch with reality and the facts of the situation.

Yes, large numbers of bus patrons are on Main Street and its corners, but this is not the real destination of most of the patrons there. They need to go there to change buses in the hub-like system. They could just as well do it on North Clinton or State Street.

And then there would be less congestion and more convenience for both those who merely need to change buses and for those who really are Main Street commuters. Moreover, relieving Main Street of many, many bus changers would really help traffic, pedestrians, air quality, and Main Street's ambience, especially for convention and suburban visitors who understandably now find Main Street so alien that they vow never to return.

The editorial also stated that a terminal away from Main Street would result in bus patrons walking to and fro. How weird to conclude such! Surely they would be taking a bus!

DAVID LEGEL
ROCHESTER

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JAN 22 2002
Genesee Transportation Council

# COMMENT SHEET

ROCHESTER AMTRAK STATION REVITALIZATION STUDY
PUBLIC MEETING
January 10, 2002

Please submit all comments to the Genesee Transportation Council on or before February 15, 2002.

NAME: _____

ADDRESS: _____

_____

*(Name and address are optional)*

COMMENTS:

J. EAST — OLD POST OFFICE

Via the 2 NEW tracks



Thank you for your input.

Fax: (585) 262-3106

# train station
# oor choice

File photo

Main and Clinton avenues as rush hour approaches.
ve Gleason writes that the city needs separate bus
to best serve riders of both modes of transportation.

this study.
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facility serving
referable to sepa-
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moving it to State Street, adjacent to the Inner Loop. This site is too far removed from the central downtown area.

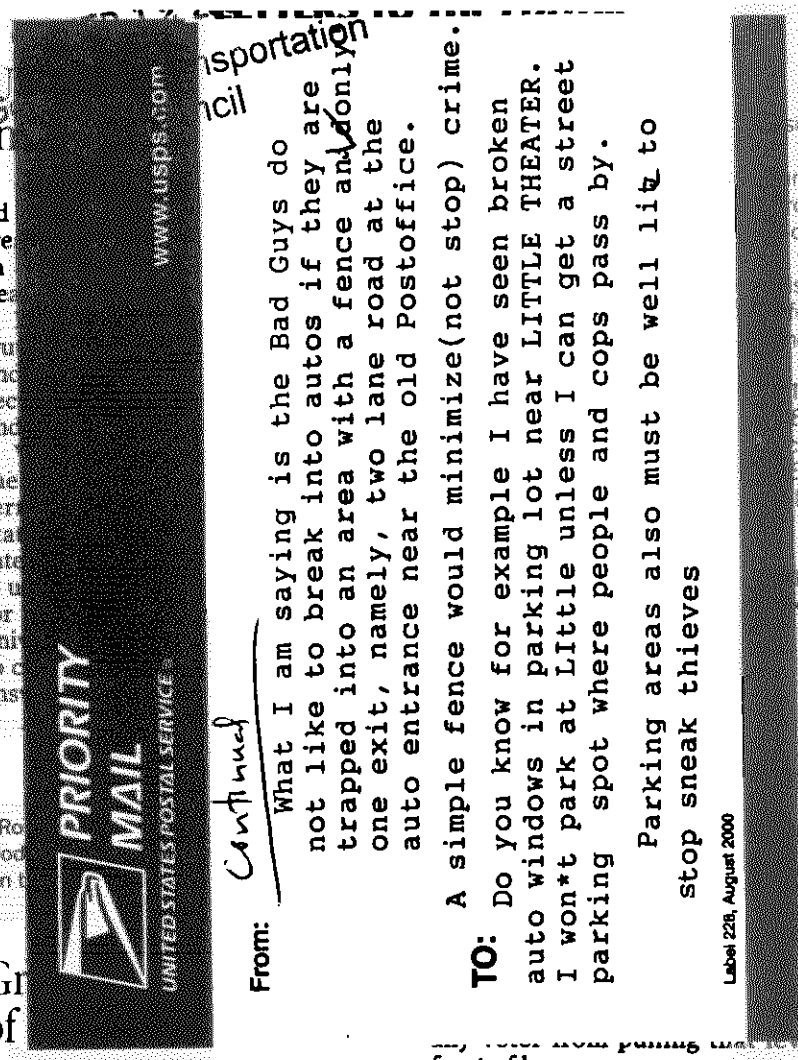
As a location for the Amtrak station, the study engineers have noted significant construction and operational obstacles at this site. The existing Amtrak station site can be more readily and cost-effectively developed for passenger rail purposes.

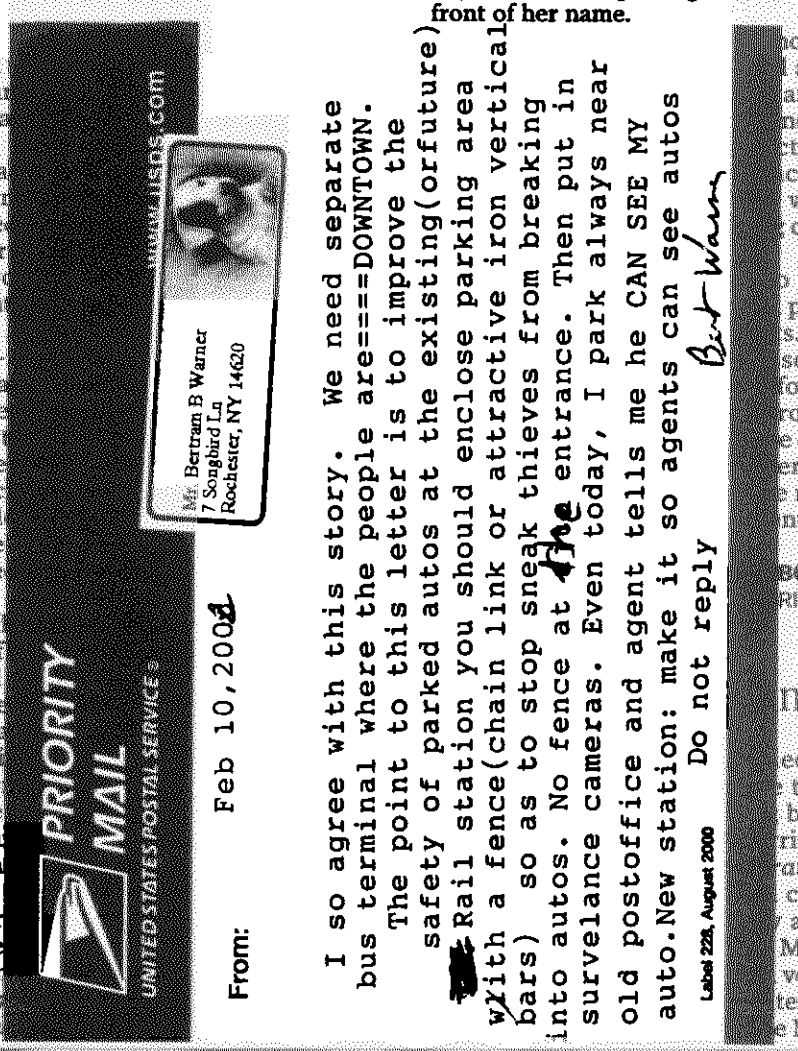
Finally, others have asked why we don't locate Greyhound Lines Inc. and Trailways Transportation System at the Amtrak station. The steering committee noted that Greyhound and Trailways already have an agreement with RGRTA to locate at the downtown transportation center.

This is a decision by Greyhound and Trailways, which presumably reflects their assessment of the market. Some committee members are reluctant to second-guess this decision.

The ~~Rochester Amtrak Station~~ Revitalization Study will be completed next month. We welcome your thoughts. You can submit comments to GTC by mail (50 West Main St., Suite 8112, Rochester, NY 14614), or via our Web site (www.gtcmpo.org and click on the 'Fast Forward' icon). ❑

*Gleason, executive director of the Genesee Transportation Council, has 18 years' experience nationally in trans-*




front of her name.

# Unified bus/train station would be a poor choice

STEVE GLEASON
GUEST ESSAYIST

File photo

Buses line up on Main and Clinton avenues as rush hour approaches. Guest essayist Steve Gleason writes that the city needs separate bus and train stations to best serve riders of both modes of transportation.

Several issues have been raised recently concerning the Rochester Amtrak Station Revitalization Study that merit clarification.

The purpose of this study is to:

- Provide community leaders with an achievable action plan to create a safe and attractive passenger station and gateway to the area.
- Position this community for the advent of high-speed rail in the New York City-Buffalo corridor.
- Maximize the contribution of this project to the city of Rochester's overall development efforts.

The Genesee Transportation Council is managing this study with the assistance of a consulting team led by Bergmann Associates that includes architects, engineers, development specialists and public finance experts.

To guide the study, GTC convened a steering committee consisting of representatives from the city, Monroe County, Rochester-Genesee Regional Transportation Authority (RGRTA), Amtrak, the state Department of Transportation, Rochester Downtown Development Corp., CSX Transportation, Empire State Passengers Association and National Association of Railroad Passengers.

At the study's first public meeting, some participants suggested it might make more sense to combine the downtown transportation center with the Amtrak station — build one combined bus and rail facility instead of two separate facilities.

We brought this concern to the steering committee for consideration. After careful discussion, the committee unanimously determined that co-location of the two facilities does not make sense given development and travel patterns in Rochester. However, the committee stressed the importance of connecting the facilities via shuttle, providing a convenient and efficient link between the Amtrak station and the downtown transportation center.

This determination was made at the Nov. 19 committee meeting. Because of the continued community debate on the subject, the committee reconfirmed this determination at its Dec. 17 meeting. It is supported by Assemblyman David Gantt, D-Rochester, a principal sponsor of this study.

In an ideal situation, creating a single, intermodal facility serving buses and trains is preferable to separate facilities. This is being done elsewhere in the nation where transportation and development patterns make it feasible.

However, in this community and others, it is not always the right solution. In Rochester, approximately 50 times more people take the bus to and from central downtown locations than use the Amtrak station, which is located away from the center of downtown. Taking all these bus riders to the Amtrak station would not be taking them where they want to go.

So the majority of bus riders who currently get to and from downtown locations on one bus would have to change buses at the Amtrak station to complete their trip. That's a big step in the wrong direction if we are trying to attract more riders to the bus system and would impose an unnecessary hardship on those who have no transportation choice other than the bus.

As an alternative, some people have suggested moving the Amtrak station downtown. This would require running the mainline tracks through downtown, which would be cost-prohibitive and extremely disruptive.

Others have suggested keeping the station on the mainline tracks, but moving it to State Street, adjacent to the Inner Loop. This site is too far removed from the central downtown area.

As a location for the Amtrak station, the study engineers have noted significant construction and operational obstacles at this site. The existing Amtrak station site can be more readily and cost-effectively developed for passenger rail purposes.

Finally, others have asked why we don't locate Greyhound Lines Inc. and Trailways Transportation System at the Amtrak station. The steering committee noted that Greyhound and Trailways already have an agreement with RGRTA to locate at the downtown transportation center.

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The Rochester Amtrak Station Revitalization Study will be completed next month. We welcome your thoughts. You can submit comments to GTC by mail (50 West Main St., Suite 8112, Rochester, NY 14614), or via our Web site (www.gtcmpo.org and click on the 'Fast Forward' icon). ☐

*Gleason, executive director of the Genesee Transportation Council, has 18 years' experience nationally in transportation planning and investment.*

ROCHESTER RAIL TRANSIT COMMITTEE

104 Rugby Avenue • Rochester, NY 14619 • (716) 527-9619

Genesee Transportation Council
65 West Broad Street
Suite 101
Rochester, NY 14614-2288

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Genesee Transportation Council

**Statement on Amtrak Station Revitalization Study**

**Rochester Rail Transit Committee**

**February 12, 2002**

The Rochester Rail Transit Committee is pleased that the GTC is conducting a study on revitalizing the Rochester Amtrak station. We do have specific concerns in the following areas:

- The size of the station would be inadequate if the NYSDOT High Speed Rail Groups projections for ridership and service frequency are realized. The station design should allow for an elegant and cost-effective expansion that would not require extensive reworking of the station building and station site.

- The station design needs to incorporate intercity buses (Trailways and Greyhound) in order to give Rochester the benefit of direct connections between intercity buses and intercity rail. At the very least, the station should serve as a secondary Rochester stop. Serious consideration should be given to making the Amtrak station the primary Trailways and Greyhound station.

- The final track and platform design must take into account the probability of a dedicated track being built for high speed rail, as well as the possibilities for commuter rail and light rail transit. The best design that has the flexibility to accommodate future uses would be to build one new high level platform at the site of the former Platform D and retain Platform C as a low-level platform. When a dedicated track is built for HSR, Platform D would be turned into an island platform with Amtrak tracks on both sides, and the CSX tracks would be re-located to the north of Platform E. The current platform C could then be used for commuter rail and/or light rail.

To reiterate the RRTC position that was submitted in the comments of November 8th, RRTC believes that it is critical that the following needs be incorporated into the design of the Amtrak station:

- High-level platforms are needed to speed the boarding process and to meet ADA needs.
- The station facility needs to be designed to accommodate expected future levels of ridership.
- The design of the station building, sidings and platforms needs to be coordinated with New York State plans for high speed rail upgrades.
- The station facilities need to accommodate commuter rail and light rail transit.
- The station must include bus bays and a bus waiting area for connecting buses.
- Serious consideration should be given to co-locate intercity buses with the Amtrak station (forming a larger, intermodal facility).
- Plans should be made for directly connecting major traffic generators (e.g. universities) and surrounding population centers to the station. This could be done by extending some RTS Park & Ride and urban route buses to the station (relying on a connecting circulator would be an inadequate solution).

<u>High-level platforms/ track configuration</u>

High-level platforms will speed the boarding process by allowing for more doors to be opened, and by easing passenger entry. It would eliminate the bottleneck created by forcing all passengers to exit and enter through one or two doors and climb steps (while juggling luggage and children). This is a benefit that should be brought about as soon as possible. There is no need to wait until a dedicated track is built for high-speed rail.

The best design (for the configuration of tracks and platforms) which has the flexibility to accommodate future light rail and commuter rail uses would start with the construction of one new high level platform at the site of Platform D. This would be the primary Amtrak platform; however, a low level Platform C (possibly with a mini high-block) would be retained as a secondary platform for the times when an Amtrak train would not be able to interlock across the CSX tracks or when another train in is occupying Platform D. When a dedicated track is built for HSR, Platform D would be turned into an island platform with Amtrak tracks on both sides, and the CSX tracks would be re-located to the north of Platform E. The current platform C could then be used for commuter rail and/or light rail.

The current track/platform proposal presents several problems. If a dedicated track is built for high-speed rail (most likely on the south side of the right of way), Amtrak trains would have to interlock across CSX tracks in order to reach Platform D. This would negate one of the advantages of building a dedicated track.

The second problem is that a high level platform C would present a barrier to implementing light rail transit and commuter rail. If LRT terminates at the station, it may be workable to locate the LRT tracks on the south side of Platform C. However, there are two problems with this: it would require the Clinton Avenue bridge to be widened, and the LRT tracks would have to be raised up to meet the high level platform (LRT would be low-floor or have steps in the vehicle). If LRT is to be extended to the east to Winton Road along the RR ROW, the high level platform would then be a barrier that would have to be demolished. While one might argue that it is not "precluding" LRT, it is certainly making it quite expensive.

Platform access

Passenger access to the new platform at the site of former Platform C (to the north of the current tracks) needs to be made as easy as possible. The current design calls for a single elevator on each end of an overhead walkway. This would present a bottleneck and increase the perceived barrier between the station building and the new platform. It would be best to add stairs, escalators and/or a ramp. An informal observation of the new Syracuse station (which has stairs, an elevator and a ramp) shows that most passenger use the ramp, followed by the stairs, and the elevator is used the least. The passenger flow to the ramp and/or stairs needs to be as seamless as possible, preferably by incorporating the entrance(s) to the stairs/ ramp into the waiting area.

While the study is recommending an overhead walkway, serious consideration should be given to using an underground passageway. As was stated in the November 8th comments, an underground passageway would require less of a grade change than an overhead walkway, especially if the floor of the station were at the same grade as the floor of the passageway.

If a larger station is built (i.e. if the waiting area is larger and/or if the station is intermodal), one end of the station could front on Central Avenue. This would facilitate making the floor of the station the same grade as the floor of the passageway (as was done in the former New York Central station). Even if a smaller station were located "on the hill" as currently proposed by the GTC, the main floor could be depressed to make it the same elevation as the floor of an underground passageway, and the entrance from the parking lot/sidewalk would be the mezzanine level. An example of the latter concept is NYC's Grand Central Station.

An underground passageway need not feel "underground" dark or cramped. A superb example of this is the passageway at Syracuse's excellent facility. The consideration of an underground passageway need not be limited by the existing tunnel. If the floor-ceiling height of the former passenger tunnel is considered too cramped, or if the existing tunnel is in poor condition, a new tunnel should be considered.

Other than ease of passenger, a tunnel would still have other advantages over a new overhead walkway. When an overhead walkway requires any maintenance (even painting), flagmen would have to be posted on CSX's tracks and co-ordination with train crews and dispatchers would be required.

Station capacity

The current station proposal calls for a facility that is not significantly larger than the current facility. The station ought to be designed to allow for future growth in ridership and service frequency. The projected increases in frequency called for by the NYSDOT High Speed Rail Group would result in times when both an eastbound and a westbound train are in the station at a given time. This would overwhelm the waiting room of the proposed station building.

If it is not deemed practical to construct a larger station at the outset, the initial station needs to be designed so that it can be elegantly and practically expanded. This would require reserving an

area for future expansion, designing the facade of the building so that the building would be aesthetically pleasing before and after the expansion, and designing the interior so that passenger flows would work well before and after the expansion.

Intercity Bus Connections

There are four major points to keep in mind when discussing intermodal connections to the Amtrak station:
- the issue of locating the intercity bus terminal is independent of the issue of whether and where to build a downtown transit terminal
- the issue of the location of the intercity bus terminal is a public decision that requires an open, public decision-making process
- direct bus connections to the Amtrak station are inherently superior to relying on a transfer to a shuttle bus
- regional buses should be used to provide direct connections to major traffic generators such as universities.

Co-locating the intercity bus and intercity rail terminals has a number of inherent advantages over separate facilities. Intercity bus and intercity rail have common needs (bathrooms, waiting rooms, ticket counters, baggage handling facilities) that are not required for local transit buses (whose passengers either have downtown destinations or are trying to transfer to a connecting bus as quickly as possible). The location of the intercity bus station is not dependent on the location of a downtown transit center (if one is built). The issue of locating the intercity bus terminal and the issue of locating a downtown transit center are two different issues. It may make sense to have the transit center and the intercity bus terminal at the same location; however, no objective analysis has reached such a conclusion yet.

A common intercity bus/intercity rail station offers flexibility of schedules (i.e., one can take the train in one direction and take the bus in the other) and redundancy (bus passengers can switch to rail in the event of a snowstorm, and rail passengers can transfer to bus if the rail line is blocked). It also allows for direct connections from intercity bus routes to Amtrak routes. One connection that is not currently being exploited is the connection from SUNY Geneseo to the Amtrak station. A Greyhound route currently serves SUNY Geneseo and downtown Rochester. Many SUNY Geneseo students take Amtrak; however, few use the Greyhound route to get to Rochester, as there is no direct connection to the Amtrak station today.

Since public money will be used to construct the Amtrak station and the new intercity bus terminal (whether it is at the Amtrak station, the transit center, or the Midtown terminal), the public needs to have a say as to where the intercity bus terminal is located. Much has been said about Trailways' stated desire to locate at the transit center. However, much less has been said about Greyhound's desire to locate at the Amtrak station, or Greyhound's corporate policy that it co-locate with Amtrak wherever possible. The location of the intercity bus terminal is not a business decision that can be made by Trailways and R-GRTA alone. It is a public decision that involves the best interests of bus passengers and the wisest use of the taxpayers' money.

While R-GRTA may currently perceive the idea of moving the intercity buses to the Amtrak station to be a threat to the Mortimer Street proposal, such as move would actually improve the viability of the R-GRTA transit center by reducing the number of expensive underground bus bays at the Mortimer Street transit center. If the intercity bus station is not incorporated into the Amtrak station, and if the R-GRTA project does not move forward, our region would not have a viable plan for a new intercity bus terminal.

Regarding the adaptability of the current proposal to an intercity bus terminal, the loop road shown on the second option appears to have way too tight of a turning radius for buses. One best option for adding a bus section to the station might be to add a wing along Clinton from the Amtrak portion to Central Avenue (instead of the smaller "leased space" wing that was shown on the drawings). All or some of the bus bays could then be located directly off of Central Avenue.

The Amtrak station study provides this region with the possibility of creating a first class facility that meets the needs of our region. Let's design this facility properly and in an open fashion in order to meet those needs.

Best Regards,
DeWain Feller,
Chairman

# City of Rochester

FAX (716) 428-6010
TDD/Voice 232-3260

**Department of**
**Environmental Services**

**Office of the Commissioner**
City Hall, Room 300-B
30 Church Street
Rochester, New York 14614-1290
(716) 428-6855

12 February 02

Steven Gleason
Executive Director
Genesee Transportation Council
City Place, Suite 8112
50 West Main Street
Rochester, New York 14614



Dear Steve:

I have received the draft recommendations for the Rochester Amtrak Station Revitalization Study and understand the need for consensus from the Steering Committee. I generally agree with the overall draft but must qualify my recommendation regarding a shuttle from the proposed Downtown Transportation Center. The draft cites the creation of a dedicated bi-directional shuttle lane on North Clinton Avenue integrated into the transportation system via traffic signal preemption.

While I can support this conceptually, more detailed cost and engineering analysis is required before the feasibility of this can be determined. I believe this point is accepted by the consulting team and the Steering Committee, but I think it needs to be in the record.

Thanks for allowing our input into the study.

Sincerely,

Edward J. Doherty,
Commissioner

# COMMENT SHEET

ROCHESTER AMTRAK STATION REVITALIZATION STUDY
PUBLIC MEETING
January 10, 2002

**Please submit all comments to the Genesee Transportation Council on or before February 15, 2002.**

**NAME:** _____

**ADDRESS:** _____

_____

(Name and address are optional) Phone 585 663 9318

**COMMENTS:**

IMPRESSION IS VERY IMPORTANT WHEN PRESENTING A VISITOR HERE. MOVE THE BUS TERMINAL TO THE FORMER HOLIDAY INN LOCATION (NOW 4 POINTS) AT MAIN AND GENESEE RIVER ADDITIONAL LAND AVAILABLE IN BACK OF CHAMBER OF COMMERCE, A WEST OF 125 ST. PAUL ST. BUILD UP GRADE FRONT ST. PROPERTY TO LEVEL OF RAILROAD TRACKS FOR PARKING LOT WITH THE NEW TRAIN STATION OVER THE GENESEE RIVER AND CENTRAL AVE INTER LOOP WITH A OPTIONAL HOTEL ON TOP OF IT. THIS COULD BE ROCHESTER'S "WINDOWS TO THE WORLD" AND LINK IT TO THE BUS TERMINAL WITH A PEOPLE MOVER SUCH AS USED AT WASHINGTON D.C. AIRPORT OR A HORIZONTAL SHUTTLE TYPE "ELEVATOR" TO ~~THE THE~~ LINK UP SYSTEM. LETS IMPROVE THE "IMAGE" CITY AND TRANSFER THE OLD LOCATION TO OTHER USE MAYBE TO THE HOMELESS IN THIS "HIT" ZONE

RECEIVED
FEB 20 2002
Genesee Transportation Council

Thank you for your input.

Fax: (585) 262-3106

*APPENDIX B*

# CURRENT TRAIN SCHEDULES

AMTRAK®

*Revised*

# Toronto–Buffalo–Albany–New York

EMPIRE SERVICE EASTBOUND EFFECTIVE APRIL 29, 2002

## Toronto • Buffalo • Rochester • Syracuse • Albany • New York

**Reservations are required for travel to or from stations shaded in the train column.**

**For reservations and information, call 1-800-USA-RAIL or your travel agent. Also visit www.amtrak.com on the Internet.**

| Train Number ► | | 240 | 238 | 242 | 246 | 244 | 248 | 252 | 250 | 284 | 254 | 256 | 48 | 286 | 262 | 294 | 264 | 68 | 70 | 268 | 64 | 296 | 288 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Normal Days of Operation ► | | Mo-Fr | SaSu | Mo-Fr | Mo-Fr | Sa | Mo-Fr | SaSu | Mo-Fr | Mo-Sa | Su | Daily | Daily | Daily | Mo-Fr | Mo-Sa | Su | Mo-Fr | SaSu | Su | Daily | Su | Su |
| Will Also Operate ► | | | 5/27, 7/4, 9/2 | | | 5/26, 9/1 | | 5/27, 7/4, 9/2 | | 5/26, 9/1 | 5/27, 7/4, 9/2 | | | | | 5/26, 9/1 | 5/27, 7/4, 9/2 | | 5/27, 7/4, 9/2 | 5/27, 9/2 | | 5/27, 7/4, 9/2 | 5/27, 7/4, 9/2 |
| Will Not Operate ► | | 5/27, 7/4, 9/2 | | 5/27, 7/4, 9/2 | 5/27, 7/4, 9/2 | | 5/27, 7/4, 9/2 | | 5/27, 7/4, 9/2 | 5/27, 7/4, 9/2 | 5/26, 9/1 | | | | 5/27, 7/4, 9/2 | 5/27, 7/4, 9/2 | 5/26, 9/1 | 5/27, 7/4, 9/2 | | 5/26, 9/1 | | 5/26, 9/1 | 5/26, 9/1 | 5/26, 9/1 |
| Toronto, ON | Dp | | | | | | | | | | | | | | | | | | | | 9 40A | | |
| Niagara Falls, NY | | | | | | | | | | 4 10A | | | | 8 05A | | | | | | | 1 15P | | 3 20P |
| Buffalo-Exchange St., NY | | | | | | | | | | 4 45A | | | | 8 40A | | | | | | | 1 50P | | 3 55P |
| Buffalo-Depew, NY | | | | | | | | | | 5 00A | | | 6 56A | 8 55A | | | | | | | 2 05P | | 4 10P |
| Rochester, NY | | | | | | | | | | 6 00A | | | 8 10A | 9 55A | | | | | | | 3 02P | | 5 07P |
| Syracuse, NY | | | | | | | | | | 7 15A | | | 9 30A | 11 10A | | | | | | | 4 17P | | 6 22P |
| Rome, NY | | | | | | | | | | 7 53A | | | | 11 48A | | | | | | | 4 56P | | 7 01P |
| Utica, NY | | | | | | | | | | 8 10A | | | 10 26A | **12 05P** | | | | | | | 5 13P | | 7 18P |
| Amsterdam, NY | | | | | | | | | | 9 06A | | | | **1 01P** | | | | | | | 6 09P | | 8 14P |
| Saratoga Springs, NY | | | | | | | | | | | | | | | | **3 00P** | | **3 44P** | **3 55P** | | | **7 07P** | |
| Schenectady, NY | | | | | 6 25A | | | | | 9 25A | | | 11 48A | **1 20P** | | **3 32P** | | **4 23P** | **4 34P** | | 6 27P | 7 39P | 8 34P |
| Albany-Rensselaer, NY | Ar | | | | 6 48A | | | | | 9 50A | | | D12 30P | **1 45P** | | **4 00P** | | **5 00P** | **5 00P** | | 6 55P | 8 18P | 9 00P |
| | Dp | 5 10A | 6 00A | 6 20A | 6 55A | 7 00A | 7 55A | 8 00A | 9 00A | 10 00A | 10 00A | **12 00N** | | **2 00P** | 3 15P | **4 15P** | 4 15P | **5 15P** | **5 15P** | 6 15P | 7 15P | **8 30P** | 9 15P |
| Hudson, NY | | 5 35A | 6 25A | 6 45A | 7 20A | 7 25A | 8 20A | 8 25A | 9 25A | 10 25A | 10 25A | **12 25P** | | **2 25P** | 3 40P | **4 40P** | 4 40P | **5 40P** | **5 40P** | 6 40P | 7 40P | | 9 40P |
| Rhinecliff-Kingston, NY | | 5 56A | 6 46A | 7 06A | 7 41A | 7 46A | 8 41A | 8 46A | 9 46A | 10 46A | 10 46A | **12 46P** | | **2 46P** | 4 01P | **5 01P** | 5 01P | **6 01P** | **6 01P** | 7 01P | 8 01P | | 10 01P |
| Poughkeepsie, NY | | | 7 01A | | | 8 01A | 8 56A | 9 01A | 10 01A | 11 01A | 11 01A | **1 01P** | | **3 01P** | 4 16P | **5 16P** | 5 16P | **6 16P** | **6 16P** | 7 16P | 8 16P | | 10 16P |
| Croton-Harmon, NY | | 6 46A | 7 38A | 8 01A | | 8 38A | 9 33A | 9 38A | 10 38A | 11 38A | 11 38A | **1 38P** | **D 2 33P** | **3 38P** | 4 53P | **5 53P** | 5 53P | **6 53P** | **6 53P** | 7 53P | 8 53P | 10 02P | 10 53P |
| Yonkers, NY | | | 7 57A | | | 8 57A | 9 52A | 9 57A | 10 57A | | | **1 57P** | | | 5 12P | **6 12P** | 6 12P | **7 12P** | **7 12P** | 8 12P | 9 12P | | 11 12P |
| **New York, NY**–Penn Sta. | Ar | 7 30A | 8 30A | 8 43A | 9 15A | 9 30A | 10 20A | 10 25A | 11 25A | **12 25P** | **12 25P** | **2 25P** | **3 20P** | **4 25P** | 5 40P | **6 45P** | 6 45P | **7 45P** | **7 45P** | 8 45P | 9 45P | 10 49P | 11 45P |

Customs and Immigration check point. Train is subject to delay.

*See other side for explanation of other symbols.*

**No Smoking—**All Empire Service trains (except 48 and 49) are non-smoking over their entire route.

**Note—**No local guests carried between Yonkers, Croton-Harmon or Poughkeepsie. Frequent local service is available on Metro-North Railroad.

Schedules subject to change without notice.

**Business class service available on all 200-series trains and Train 64.**



Form W8/80M Stock No. 023086R

AMTRAK

Revised

# New York–Albany–Buffalo–Toronto

EMPIRE SERVICE WESTBOUND EFFECTIVE APRIL 29, 2002

Form W8/80M Stock No. 023086R

## New York • Albany • Syracuse • Rochester • Buffalo • Toronto

**Reservations are required for travel to or from stations shaded in the train column.**

**For reservations and information, call 1-800-USA-RAIL or your travel agent. Also visit www.amtrak.com on the Internet.**

| Train Number ► | | 63 | 65 | 69 | 71 | 251 | 281 | 283 | 291 | 257 | 259 | 289 | 49 | 265 | 267 | 269 | 271 | 273 | 277 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Normal Days of Operation ► | | Mo-Fr | SaSu | Mo-Fr | SaSu | Mo-Fr | Daily | Daily | Daily | Mo-Fr | Mo-Th | Fr | Daily | Daily | Mo-Fr | SaSu | Daily | Mo-Th | FrSaSu |
| Will Also Operate ► | | | 5/27, 7/4, 9/2 | | 5/27, 7/4, 9/2 | | | | | | | | | | | 5/27, 7/4, 9/2 | | | 5/27, 7/4, 9/2 |
| Will Not Operate ► | | 5/27, 7/4, 9/2 | | 5/27, 7/4, 9/2 | | 5/27, 7/4, 9/2 | | | | 5/27, 7/4, 9/2 | 5/27, 7/4, 9/2 | | | | 5/27, 7/4, 9/2 | | | 5/27, 7/4, 9/2 | |
| New York, NY–Penn Sta. | Dp | 7 15A | 7 45A | 8 15A | 9 45A | 9 45A | 11 45A | 1 45P | 2 45P | 3 45P | 4 25P | 4 25P | 4 35P | 5 30P | 7 10P | 7 20P | 8 20P | 10 50P | 11 50P |
| Yonkers, NY | | 7 39A | 8 09A | | | 10 09A | 12 09P | 2 09P | 3 09P | 4 09P | | | | | 7 34P | 7 44P | 8 44P | | |
| Croton-Harmon, NY | | 7 58A | 8 29A | 8 56A | 10 26A | 10 29A | 12 29P | 2 29P | 3 29P | 4 29P | | | R 5 18P | 6 11P | 7 53P | 8 03P | 9 03P | 11 31P | 12 31A |
| Poughkeepsie, NY | | 8 42A | 9 07A | 9 35A | 11 05A | 11 07A | 1 07P | 3 07P | 4 07P | 5 07P | | | | 6 50P | 8 32P | 8 42P | 9 42P | 12 10A | 1 10A |
| Rhinecliff-Kingston, NY | | 8 57A | 9 22A | 9 50A | 11 20A | 11 22A | 1 22P | 3 22P | 4 22P | 5 22P | L 5 53P | L 5 53P | | 7 05P | L 8 45P | L 8 55P | L 9 55P | L12 23A | L 1 23A |
| Hudson, NY | | 9 20A | 9 45A | 10 13A | 11 43A | 11 45A | 1 45P | 3 45P | 4 45P | 5 45P | L 6 15P | L 6 15P | | 7 27P | L 9 08P | L 9 18P | L10 18P | L12 45A | L 1 45A |
| Albany-Rensselaer, NY | Ar | 9 50A | 10 15A | 10 45A | 12 15P | 12 15P | 2 15P | 4 15P | 5 15P | 6 15P | 6 50P | 6 50P | R 7 05P | 8 00P | 9 40P | 9 50P | 10 50P | 1 20A | 2 20A |
| | Dp | 10 05A | 10 30A | 11 00A | 12 30P | | 2 30P | 4 25P | 5 25P | | | 7 05P | R7 45P | | | | | | |
| Schenectady, NY | | 10 27A | 10 52A | 11 23A | 12 53P | | 2 52P | 4 47P | 5 48P | | | 7 27P | 8 10P | | | | | | |
| Saratoga Springs, NY | | | | 11 51A | 1 21P | | | | 6 16P | | | | | | | | | | |
| Amsterdam, NY | | 10 44A | 11 09A | | | | 3 09P | 5 04P | | | | 7 44P | | | | | | | |
| Utica, NY | | 11 42A | 12 07P | | | | 4 07P | 6 02P | | | | 8 42P | 9 27P | | | | | | |
| Rome, NY | | 11 56A | 12 21P | | | | 4 21P | 6 16P | | | | 8 56P | | | | | | | |
| Syracuse, NY | | 12 40P | 1 05P | | | | 5 05P | 7 00P | | | | 9 45P | 10 26P | | | | | | |
| Rochester, NY | | 1 56P | 2 21P | | | | 6 21P | 8 16P | | | | | 11 44P | | | | | | |
| Buffalo-Depew, NY | | 2 52P | 3 17P | | | | L 7 13P | L 9 08P | | | | | 12 54A | | | | | | |
| Buffalo-Exchange St., NY | | 3 04P | 3 29P | | | | L 7 27P | L 9 22P | | | | | | | | | | | |
| Niagara Falls, NY | Ar | 3 45P | 4 10P | | | | 8 25P | 10 20P | | | | | | | | | | | |
| Toronto, ON | Ar | 7 14P | 7 44P | | | | | | | | | | | | | | | | |

### Services on Empire Service Trains

***All Empire Service Trains offer sandwich, snack and beverage service. Some trains offer Railfone® On-board Telephone Service. Dining car and sleeping car services are available on Trains 48 and 49.***

**Business class service available on all 200-series trains and Train 63.**

**D** Stops only to discharge guests; train may leave ahead of schedule.
**L** Stops primarily to discharge guests; train may leave before time shown.
**R** Stops only to receive guests.
Amtrak Express® Shipping and Checked Baggage Service available.

**Note—**No local guests carried between Yonkers, Croton-Harmon or Poughkeepsie. Frequent local service is available on Metro-North Railroad.

Revised

AMTRAK

# Maple Leaf

## New York–Albany–Syracuse–Buffalo–Niagara Falls–Toronto

EFFECTIVE APRIL 29, 2002

| 63 | 65 | ◀ Train Number ▶ | | | | | 64 |
|---|---|---|---|---|---|---|---|
| Mo-Fr | SaSu | ◀ Normal Days of Operation ▶ | | | | | Daily |
| | 5/27, 7/4, 9/2 | ◀ Will Also Operate ▶ | | | | | |
| 5/27, 7/4, 9/2 | | ◀ Will Not Operate ▶ | | | | | |
| Read Down | | Mile | ▼ | | Symbol | ▲ | Read Up |
| 190 | 190 | | | Connecting Train Number | | | 177/169 |
| *3 00A* | *3 00A* | *0* | Dp | ***Washington, DC*** *(ET)* | ⊘ ♿ ✹ | Ar | *1 40A* |
| *3 38A* | *3 38A* | *40* | Dp | ***Baltimore, MD***–Penn Sta. | ⊘ ♿ | Ar | *12 55A* |
| *4 30A* | *4 30A* | *109* | Dp | ***Wilmington, DE*** | ⊘ ♿ | Ar | *12 08A* |
| *5 14A* | *5 14A* | *135* | Dp | ***Philadelphia, PA***–*30th St. Sta.* | ⊘ ♿ ✹ | Ar | ***11 43P*** |
| *6 41A* | *6 41A* | *225* | Ar | ***New York, NY***–*Penn Sta.* | ⊘ ♿ ✹ | Dp | ***10 20P*** |
| 7 15A | 7 45A | 0 | Dp | **New York, NY**–Penn Sta. | ♿ ✹ | Ar | **9 45P** |
| 7 39A | 8 09A | 14 | | **Yonkers, NY** | ♿ 1 9 | | **9 12P** |
| 7 58A | 8 29A | 32 | | **Croton-Harmon, NY** | 1 9 | | **8 53P** |
| 8 42A | 9 07A | 73 | | **Poughkeepsie, NY** | ♿ 1 9 | | **8 16P** |
| 8 57A | 9 22A | 88 | | **Rhinecliff-Kingston, NY** | ♿ | | **8 01P** |
| 9 20A | 9 45A | 114 | | **Hudson, NY** | ♿ | | **7 40P** |
| 9 50A<br>10 05A | 10 15A<br>10 30A | 141 | Ar<br>Dp | **Albany-Rensselaer, NY** | ♿ | Dp<br>Ar | **7 15P**<br>**6 55P** |
| 10 27A | 10 52A | 159 | | **Schenectady, NY** | ♿ | | **6 27P** |
| 10 44A | 11 09A | 177 | | **Amsterdam, NY** | ● | | **6 09P** |
| 11 42A | **12 07P** | 237 | | **Utica, NY** | ♿ | | **5 13P** |
| 11 56A | **12 21P** | 250 | | **Rome, NY** | ● | | **4 56P** |
| **12 40P** | **1 05P** | 291 | | **Syracuse, NY** | ♿ | | **4 17P** |
| **1 56P** | **2 21P** | 370 | | **Rochester, NY** | ♿ | | **3 02P** |
| **2 52P** | **3 17P** | 431 | | **Buffalo-Depew, NY** | ♿ ✹ | | **2 05P** |
| **3 04P** | **3 29P** | 437 | | **Buffalo-Exchange St. Sta., NY** | ⊘ ♿ ✹ | | **1 50P** |
| **3 45P** | **4 10P** | 460 | Ar | **Niagara Falls, NY** | ⊘ ✹ | | **1 15P** |
| **4 05P**<br>**5 15P** | **4 30P**<br>**5 45P** | 462 | Ar<br>Dp | **Niagara Falls, ON** | ✹ 11 | Dp<br>Ar | 11 40A<br>11 34A |
| **5 37P** | **6 07P** | 473 | | **St. Catharines, ON** | 11 | | 11 09A |
| **5 55P** | **6 25P** | 488 | | **Grimsby, ON** | 11 | | 10 51A |
| **6 30P** | **7 00P** | 512 | | **Aldershot, ON** *(London, Windsor—see below)* | 11 | | 10 17A |
| **6 45P** | **7 15P** | 523 | | **Oakville, ON** | 11 | | 10 02A |
| **7 14P** | **7 44P** | 544 | Ar | **Toronto, ON** (ET) | ✹ 11 | Dp | 9 40A |

### Connecting Services in Canada
### Aldershot • London • Windsor

| Connecting VIA Rail Canada Train | | | | | | | |
|---|---|---|---|---|---|---|---|
| 79 | 679 | Mile | | VIA Rail Train Number | Symbol | | 70 (ExSu) |
| ***7 20P*** | ***7 50P*** | *0* | Dp | ***Aldershot, ON*** | 11 | Ar | *9 28A* |
| ***7 50P*** | ***8 20P*** | *28* | Ar | ***Brantford, ON*** | 11 | | *8 59A* |
| ***8 45P*** | ***9 15P*** | *83* | | ***London, ON*** | 11 | | *7 58A* |
| ***9 24P*** | ***9 54P*** | *111* | | ***Glencoe, ON*** | 11 | | |
| ***9 57P*** | ***10 27P*** | *148* | | ***Chatham, ON*** | 11 | | *6 50A* |
| ***10 38P*** | ***11 08P*** | *191* | Ar | ***Windsor, ON*** *(ET)* | 11 | Dp | *6 00A* |

For reservations and information
call toll-free in the U.S.A. and Canada
**1-800-USA-RAIL**
**1-800-872-7245**
or call your travel agent
Also visit **www.amtrak.com** on the Internet



**National Railroad Passenger Corporation**
Washington Union Station, 60 Massachusetts Ave., N.E., Washington, DC 20002
NRPC Form P63—45M—4/29/02 Stock #023787R

## Services on the Maple Leaf

**Note—*This train is operated by VIA Rail Canada between Niagara Falls, Ont. and Toronto. Amtrak/VIA through fares and ticketing available. Trains operating within Canada are subject to VIA Rail Canada regulations.***

**Coaches: Reservations Required** (except for travel locally between New York and Albany-Rensselaer).

**Cafe Car:** Sandwiches, snacks and beverages.

**No Checked Baggage:** Guests may carry hand baggage on board.

Smoking is not permitted on these trains.

## Symbols and Reference Marks

**A** Time Symbol for A.M.

**ET** Eastern Time

**P** Time Symbol for P.M.

● Tickets cannot be purchased at this location. You may purchase your tickets by mail from Amtrak, on the train or from any Amtrak appointed travel agency. Please call 1-800-USA-RAIL to make special arrangements when boarding/detraining assistance is required.

⊘ Ticket office not open at all train departure times. When ticket office is closed, fare may be paid on train.

Customs and Immigration check point. Train is subject to delay. See important information below about crossing the border.

All station facilities are fully accessible to persons who use wheelchairs.

Barrier-free access between street or parking lot, station platform and trains; however, not all facilities within the station are fully accessible.

✹ Amtrak Vacations package(s) available at this destination. Book your hotel and/or tour by calling 1-800-321-8684.

1 No local guests carried between Yonkers, Croton-Harmon, or Poughkeepsie. Frequent local service available on Metro-North Commuter Railroad.

9 Quik-Trak ticket machine available for credit/debit card sales. No Amtrak ticket office.

11 This station is operated by VIA Rail Canada. For further information contact VIA Rail Canada. Please note important information on crossing the U.S. and Canadian Border, details listed below.

## CROSSING THE U.S./CANADIAN BORDER
### Customs and Immigration Information

Just like taking the bus, flying or driving across the border—Customs and Immigration officials from both the United States and Canada are required to board and inspect all trains for contraband and immigration purposes. In an effort to expedite the inspection procedure, Amtrak requires all guests to supply their date-of-birth and citizenship information in order to receive a ticket. Please note that guests must use their full, legal name when making a reservation and no initials or titles. This information is supplied to Customs and Immigration officials for clearance purposes only. Providing false or inaccurate information may subject you to an extensive inspection and interview by federal authorities.

Guests are required to know what documentation they need to cross the border (a driver's license is NOT sufficient) and what items cannot be taken across the border (such as certain plants and fruits). In general, U.S. and Canadian citizens should bring their birth certificate as well as government issued photo identification. Citizens from other countries, however, may need additional documentation and should check with the appropriate immigration office or their local consulate for visa and other relevant information.

If you have any questions, please contact your local Customs or Immigration office—PRIOR to boarding the train—or log on to their websites at **www.customs.ustreas.gov** (U.S. Customs Service) and **www.ins.usdoj.gov** (U.S. Immigration and Naturalization Service) or **www.ccra-adrc.gc.ca** (Canada Customs) and **www.cic.gc.ca** (Citizenship and Immigration Canada).

AMTRAK

# Lake Shore Limited

## Chicago–(Detroit)–Toledo–Cleveland–Buffalo–Albany–Boston/New York

EFFECTIVE APRIL 29, 2002

| 48 | ◄ Train Number ► | | | | | 49 |
|---|---|---|---|---|---|---|
| Daily | ◄ Days of Operation ► | | | | | Daily |
| Read Down | Mile | ▼ | | Symbol | ▲ | Read Up |
| 7 45P | 0 | Dp | **Chicago, IL**–Union Sta. (CT)<br>Madison—see below | | Ar | 10 45A |
| 19 8 35P | 16 | | **Hammond-Whiting, IN** (CT) | | | 19 9 27A |
| 69 9 37P | 84 | | **South Bend, IN** (EST) | | | 69 8 24A |
| 69 9 58P | 101 | | **Elkhart, IN** | | | 69 8 03A |
| 69 10 51P | 155 | | **Waterloo, IN** (Ft. Wayne) (EST) | | | 69 7 14A |
| 12 16A | 180 | | **Bryan, OH** (ET) | | | 7 46A |
| 1 08A<br>1 25A | 234 | Ar<br>Dp | **Toledo, OH**<br>Ann Arbor, Detroit—see below | | Dp<br>Ar | 6 55A<br>6 34A |
| 2 15A | 281 | | **Sandusky, OH** | | | 5 43A |
| 2 50A | 316 | | **Elyria, OH** (Lorain) | | | 5 10A |
| 3 53A | 341 | | **Cleveland, OH**–Lakefront Sta.<br>Columbus, Cincinnati—see below | | | 4 40A |
| 5 19A | 435 | | **Erie, PA** | | | 2 36A |
| 6 48A<br>6 56A | 528 | Ar<br>Dp | **Buffalo-Depew, NY** | | Dp<br>Ar | 12 54A<br>12 44A |
| 8 10A | 589 | | **Rochester, NY** | | | **11 44P** |
| 9 30A | 668 | | **Syracuse, NY** | | | **10 26P** |
| 10 26A | 722 | | **Utica, NY** | | | **9 27P** |
| 11 48A | 800 | | **Schenectady, NY** | | | **8 10P** |
| D 12 30P | 818 | Ar | **Albany-Rensselaer, NY** | | Dp | R 7 45P |
| 448 | | | **Thru Cars Chicago-Boston** | | | 449 |
| 1 45P | 818 | Dp | **Albany-Rensselaer, NY** | | Ar | 6 55P |
| 2 51P | 867 | | **Pittsfield, MA** | | | 5 19P |
| 4 25P<br>4 35P | 919 | Ar<br>Dp | **Springfield, MA** | | Dp<br>Ar | 4 05P<br>4 00P |
| 5 45P | 973 | | **Worcester, MA** | | | 2 48P |
| D 6 20P | 996 | | **Framingham, MA** | | | R 2 18P |
| D 7 01P | 1016 | | **Boston, MA**–Back Bay Sta. | | | R 1 50P |
| 7 10P | 1017 | Ar | **Boston, MA**–South Sta. | | Dp | 1 45P |
| D 12 55P | 818 | Dp | **Albany-Rensselaer, NY** | | Ar | R 7 05P |
| D 2 33P | 926 | | **Croton-Harmon, NY** | 9 | | R 5 18P |
| 3 20P | 959 | Ar | **New York, NY** (ET) | | Dp | 4 35P |

| 286 | | | Connecting Train at Albany-Rensselaer | | | 257 (Mo-Fr) |
|---|---|---|---|---|---|---|
| *2 00P* | *818* | Dp | ***Albany-Rensselaer, NY*** | | Ar | ***6 15P*** |
| *2 25P* | *845* | Ar | ***Hudson, NY*** | | | ***5 45P*** |
| *2 46P* | *870* | | ***Rhinecliff-Kingston, NY*** | | | ***5 22P*** |
| *3 01P* | *886* | Ar | ***Poughkeepsie, NY*** | | Dp | ***5 07P*** |

## Thruway Motorcoach Connections

**NOTE—Greyhound schedules subject to change**

### Madison • Rockford • Chicago *(Van Galder Bus Lines)*

| 8966 | | ▼ | Thruway Number | | ▲ | 8963 |
|---|---|---|---|---|---|---|
| *2 00P* | *0* | Dp | ***Madison, WI***–*Memorial Union (CT)* | | Ar | ***4 05P*** |
| *2 15P* | *6* | | *–South Madison/Monona* | | | ***3 50P*** |
| *2 55P* | *35* | | ***Janesville, WI*** | | | ***3 05P*** |
| *3 20P* | *48* | | ***South Beloit, IL*** | | | ***2 40P*** |
| *3 45P* | *65* | | ***Rockford, IL*** | | | ***2 15P*** |
| *6 10P* | *140* | Ar | ***Chicago, IL*** *(CT)* | | Dp | ***12 35P*** |

### Ann Arbor • Toledo *(Metrocars)*

| 6048 | | ▼ | Thruway Number | | ▲ | 6049 |
|---|---|---|---|---|---|---|
| *9 40P* | *0* | Dp | ***Ann Arbor, MI*** *(ET)* | | Ar | *10 20A* |
| R *10 05P* | *29* | | ***Dearborn, MI*** | | | D *9 35A* |
| R *10 30P* | *36* | | ***Detroit, MI*** | | | D *9 10A* |
| *12 05A* | *94* | Ar | ***Toledo, OH*** *(ET)* | | Dp | *7 40A* |

### Cleveland • Columbus • Cincinnati *(Greyhound Lines)*

| 8130 | | ▼ | Thruway Number | | ▲ | |
|---|---|---|---|---|---|---|
| ***8 45P*** | *0* | Dp | ***Cincinnati, OH*** | | Ar | |
| | | | *–Greyhound Sta. (ET)* | | | |
| ***11 10P*** | *107* | | ***Columbus, OH***–*Greyhound Sta.* | | Ar | |
| *1 50A* | *249* | Ar | ***Cleveland, OH***–*Amtrak Sta.* | | Dp | |
| **8129** | | ▼ | **Thruway Number** | | ▲ | **8130** |
| *4 45A* | *0* | Dp | ***Cleveland, OH***–*Amtrak Sta.* | | Ar | *1 50A* |
| *7 05A* | *142* | Ar | ***Columbus, OH***–*Greyhound Sta.* | | | ***11 10P*** |
| *10 00A* | *249* | Ar | ***Cincinnati, OH*** | | Dp | ***8 45P*** |
| | | | *–Greyhound Sta. (ET)* | | | |

## Services on the Lake Shore Limited

**Coaches: Reservations required.**
**Sleeping Cars: Reservations required.** First Class Viewliner® standard, deluxe and accessible bedrooms. First Class Service includes complimentary meals, morning wake-up service with a newspaper, and coffee, tea and orange juice served between 6:30 AM and 9:30 AM. Amtrak's Metropolitan Lounge® available in Chicago, and ClubAcela in New York and Boston, for first class guests.
**Dining Car: New York–Albany–Chicago—**Complete meals.
**Lounge:** Sandwiches, snacks and beverages.
**Smoking:** Cigarette smoking is permitted in a designated portion of the lounge area. At certain times of the day, as announced by the train crew, the lounge area will be entirely non-smoking. No smoking in sleepers, coaches or dining cars.

## Symbols and Reference Marks

**A** Time Symbol for A.M.
**CT** Central Time
**D** Stops only to discharge guests; train or bus may leave ahead of schedule when station work is completed.
**EST** Eastern Standard Time
**ET** Eastern Time
**P** Time Symbol for P.M.
**R** Stops only to receive guests.
**Amtrak Express® Shipping and Checked Baggage Service available at stations indicated.**
**Checked Baggage Service available at stations indicated.** Accompanied hand baggage only may be checked to Detroit, Dearborn and Ann Arbor via Thruway Connection.
Thruway Motorcoach Connection. Coordinated train/motorcoach service with guaranteed connections and through fares/ticketing. Guests traveling on Thruway connections must be ticketed before boarding coaches in order to obtain through fares. Motorcoaches are normally not accessible to guests who use wheelchairs.
● Tickets cannot be purchased at this location. You may purchase your tickets on the train or from any Amtrak appointed travel agency. Please call 1-800-USA-RAIL to make special arrangements when boarding/detraining assistance is required.
⊘ Ticket office not open at all departure times. Motorcoach drivers cannot accept fares.
All station facilities are fully accessible to persons who use wheelchairs.
Barrier-free access between street or parking lot, station platform and trains; however, not all facilities within the station are fully accessible.
✹ Amtrak Vacations package(s) available at this destination. Book your hotel and/or tour by calling 1-800-321-8684.
9 Quik-Trak ticket machine available for credit/debit card sales. No Amtrak ticket office. (Cash fares may be paid on board.)
19 Guests not carried locally between this station and Chicago except when connecting at Chicago to/from other Amtrak trains.
69 This location does not observe Daylight Saving Time. Time shown is Standard Time, in effect from the first Sunday in April through the last Saturday in October.

***Chicago Airports Connections***
Chicago Transit Authority (CTA) rapid transit trains provide frequent service to O'Hare and Midway Airports. Blue Line trains to O'Hare leave from the subway station at the corner of Clinton and Congress Streets, two blocks south of Union Station. Orange Line trains to Midway leave from the elevated station at the corner of Quincy and Wells streets, three blocks east of Union Station. Pay fare in CTA station. (312) 836-7000 or www.transitchicago.com.

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For reservations and information
call toll-free in the U.S.A. and Canada
**1-800-USA-RAIL**
**1-800-872-7245**
or call your travel agent
Also visit **www.amtrak.com** on the Internet

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**National Railroad Passenger Corporation**
Washington Union Station, 60 Massachusetts Ave., N.E., Washington, DC 20002
NRPC Form P48—130M—4/29/02 Stock #023725

# *APPENDIX C*
# TRACK ALTERNATIVES

# *Appendix C*
# TRACK ALTERNATIVES

## A. BASE CRITERIA FOR TRACK LAYOUT

Prior to developing the track alternatives, base criteria were established for track geometry and passenger interface. The criteria were based on Amtrak and CSXT needs, site conditions, and the service goals and operational characteristics for high-speed rail operation.

Although low-level platforms could be used, high-level platforms provide convenience and safety for passengers, reduce the time for loading and unloading, improve access for persons with disabilities, and serve future high-speed rail operations. According to the Amtrak Station Manual, boarding via high-level platforms is approximately 4½ to 5 times faster than with low-level platforms. For these reasons, this study assumes the station will be serviced by high-level platforms.

The established minimum platform length is 1,000 feet. This was based on correspondence with Amtrak and the design of other stations along the Empire Corridor (the Syracuse station for example). The established minimum length for passenger sidings is 2,000 feet, based on the length of trains operating in the Empire Corridor.

Based on accepted standards, the minimum center-to-center distance between tracks is 14 feet, the minimum required turnout ratio for the passenger sidings is No. 15 and No. 20 for mainline crossovers. Turnouts are defined by the ratio of divergence. For example, a No.15 turnout offsets one foot for every fifteen feet and a No. 20 would have a gentler divergence and allow a higher speed of operation. Turnouts can originate on curved track. However, this is not desirable and requires a custom turnout with high capital and maintenance costs. Therefore, the track layout is based on turnouts originating from tangent track (which is a standard practice) identified from aerial photographs.

The following is a summary of the alternatives followed by an evaluation summarized in *Table 1*.

## A. ALTERNATIVE A

Alternative A includes two new passenger sidings, one north and one south of the existing mainline tracks. This alternative would allow passenger trains to access a platform without crossing between the two mainline tracks. It is likely that CSXT would object to passenger trains crossing between the mainline tracks. Two passenger siding

tracks would allow two Amtrak trains to stage simultaneously at the station. This may occur with delays along the mainline, particularly with increased freight and passenger traffic. Alternative A retains but relocates the existing canopy to serve the new high-level platform just north of the station building. *Figure 1* presents the track layout of Alternative A.

## B. ALTERNATIVE B

Alternative B preserves the canopy in its present location and provides a single passenger siding north of the existing mainline tracks. This alternative was developed because the canopy (along the south side of Track #2) is the only above-grade infrastructure remaining from the original station and it may have historical significance.

Unless Track #2 is occasionally used for loading and unloading passengers and baggage via a low-level platform, the canopy would not function under this alternative. *Figure 2* presents the track layout of Alternative B.

## C. ALTERNATIVE C

Alternative C also preserves the canopy in its present location. However, it also provides a passenger siding track on the south side of the existing mainline tracks, making the canopy functional with the new platform. To accomplish this within the space constraints requires the relocation of the existing mainline tracks to the north (Track #2 relocated to approximately the position of Track #1; and Track #1 relocated to the north). Alternative C provides a single platform location close to the station. *Figure 3* presents the track layout of Alternative C.

## D. ALTERNATIVE D

As in Alternative A, Alternative D provides two passenger sidings. However, Alternative A provides one siding on each side of the mainline tracks, and Alternative D (*Figure 4*) provides both sidings south of the mainline. Crossing between mainline tracks would be required by a passenger train operating on Track #1. It is likely that CSXT would object to passenger trains crossing between the mainline tracks.

This alternative offers several advantages. Like Alternative A, two sidings allow simultaneous staging of two trains. The center platform serves as a centralized area for loading and unloading of passengers and baggage from both passenger tracks. Under Alternative A there would be two separate platforms. The Alternative D platform is close to the station and would not require passengers to cross the mainline (freight)

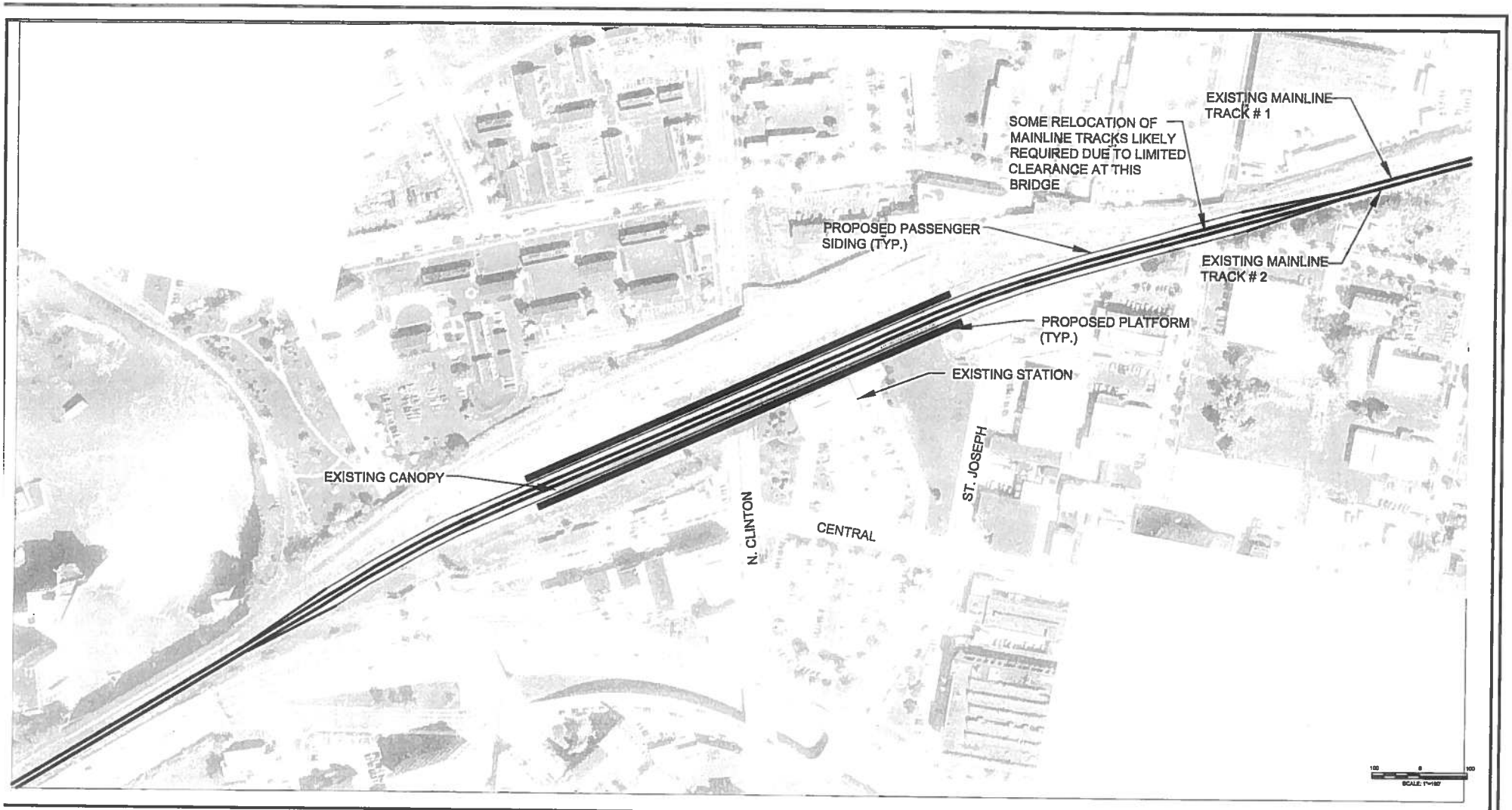
track via a tunnel or bridge. Passengers would still need to cross passenger tracks to get to the platform.

## E. TRACK RECOMMENDATIONS

Alternative A is recommended. This track alternative requires several modifications to the existing tracks. Without further inspection, CSXT cannot say at this time whether or not new crossovers between the mainline tracks at either end of the station will be necessary due to the addition of passenger sidings. This issue would be addressed during the detailed design phase of the project and when further investigations are conducted by CSXT. With the anticipated increase in freight traffic and the current distance between the station and existing crossovers, new crossovers may be necessary to provide operational flexibility. If this is necessary at both ends of the station, the construction would likely result in four single crossovers utilizing number 20 turnouts, or two single crossovers on each side of the station. This would allow trains traveling on the mainline tracks, in either direction, to cross between the mainline tracks on either side of the station.

Other possible modifications include relocating the mainline tracks slightly north (to allow the placement of a passenger siding south of the mainline tracks), as well as bridge improvements and utility relocations. Although these bridges are sufficiently wide, they are old and may require improvements to accommodate new passenger tracks. However, CSXT and NYSDOT inspect their bridges annually and have not identified any need to repair or rehabilitate them.

One utility known to exist is a fiber optic line on the south side of the mainline tracks. The addition of a passenger siding south of the mainline tracks may require relocation of this line. The cost of relocation could be the responsibility of the fiber optic company, depending on its agreement with CSXT.




NOTE:
1. THE DEPICTED TRACK CONFIGURATION IS SCHEMATIC.

BERGMANN associates
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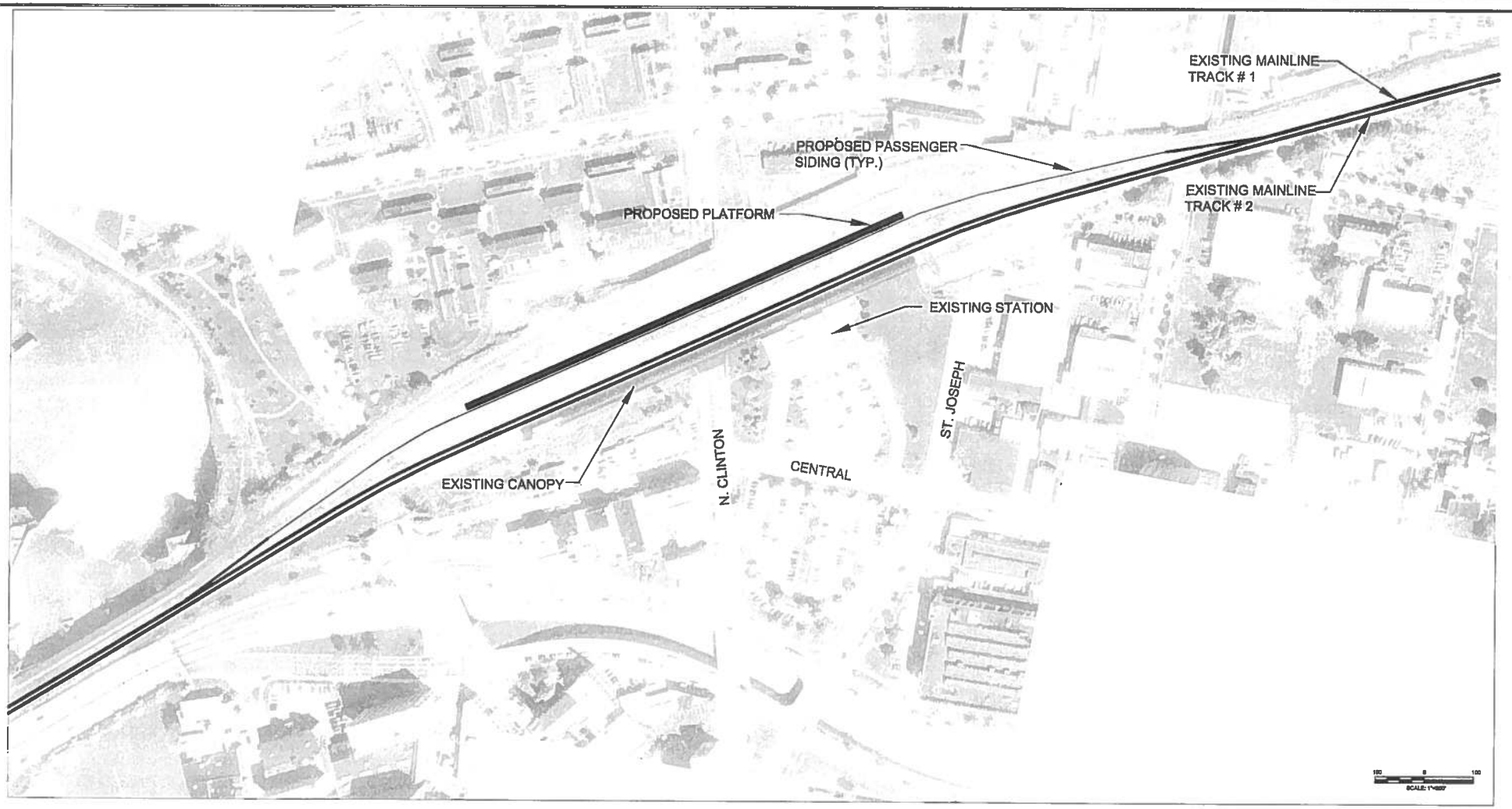
716.232.5135 / 716.232.4632 fax

# AMTRAK STATION

## ALTERNATIVE A

REVISED: JANUARY 16, 2002

FIGURE # 2




NOTE:
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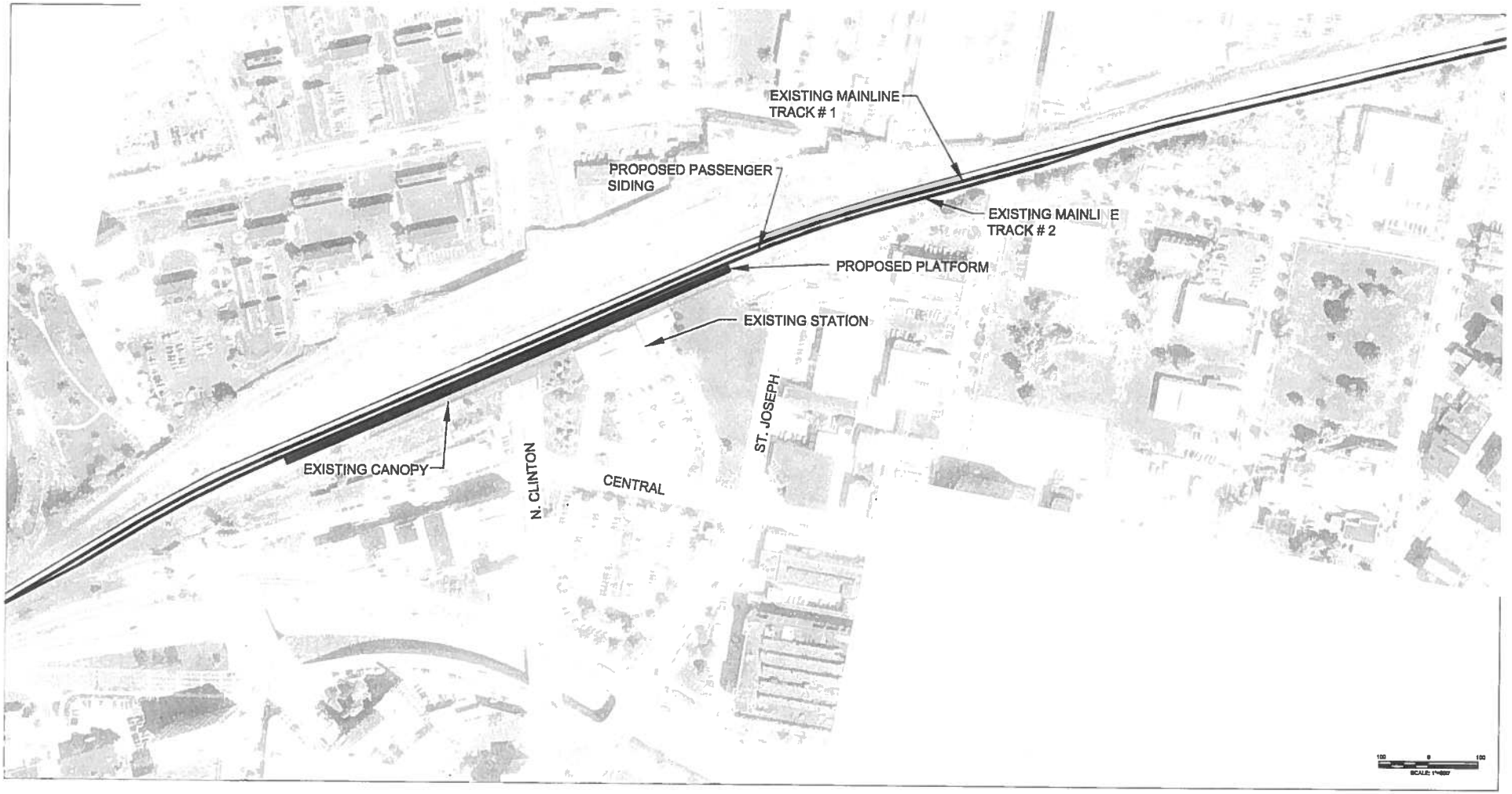
# AMTRAK STATION

## ALTERNATIVE B

REVISED: JANUARY 16, 2002

FIGURE # 3




NOTE:
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# AMTRAK STATION

## ALTERNATIVE C

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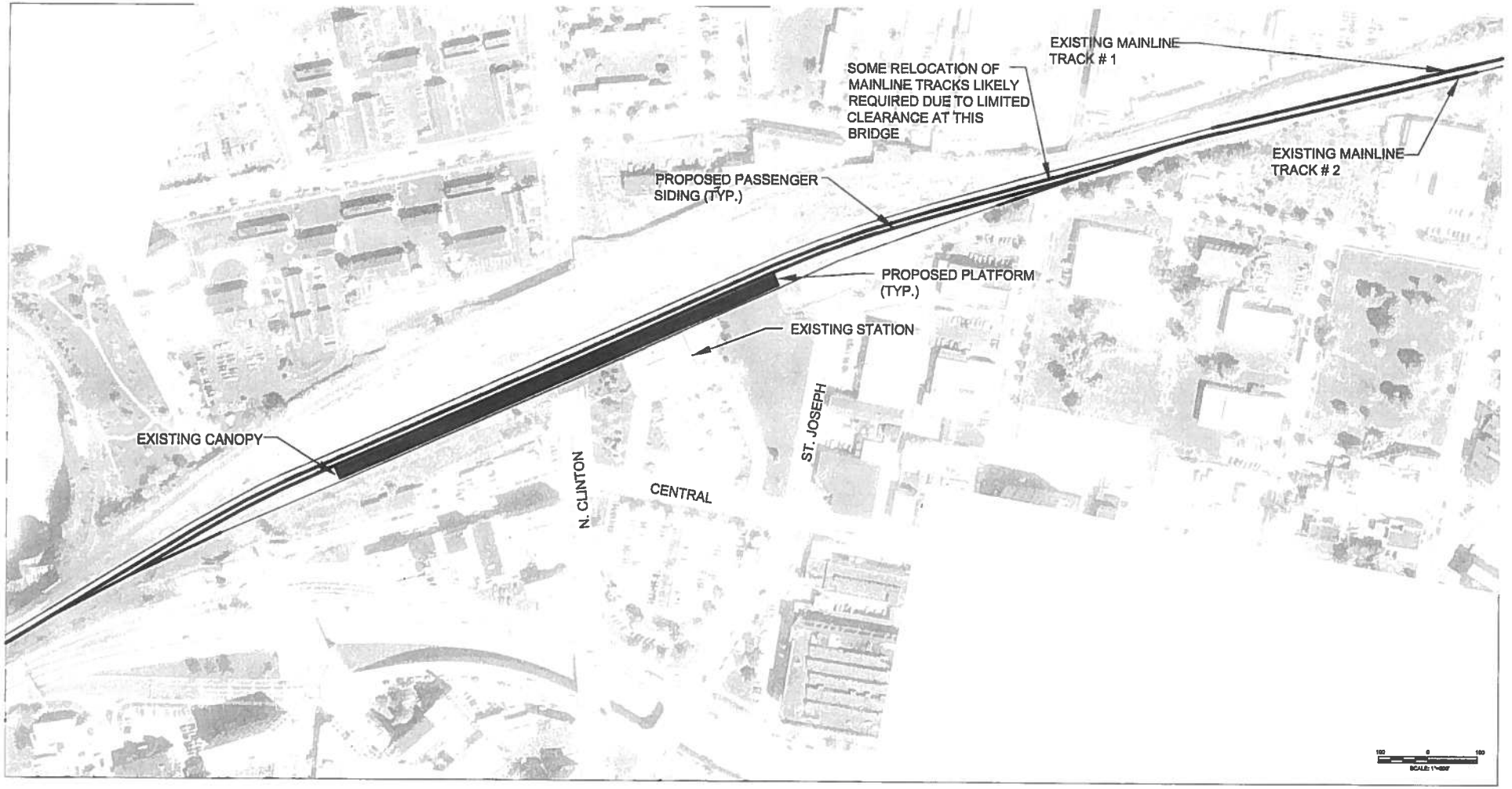
FIGURE # 4

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# AMTRAK STATION

## ALTERNATIVE D

REVISED: JANUARY 16, 2002

FIGURE # 5

*TABLE 1: Track Alternative Evaluation Matrix*

| ALTERNATIVE | DESCRIPTION | ADVANTAGES | DISADVANTAGES |
|---|---|---|---|
| A | • New passenger sidings and platforms both north and south of the existing mainline tracks | • Crossing between mainline tracks would not be necessary for platform access<br>• Two passenger sidings would allow simultaneous staging of two trains | • Requires two independent passenger sidings and platforms<br>• Existing canopy could not be maintained in its present location<br>• Access to northern platform would require either use of existing tunnels or an overhead pedestrian bridge<br>• Some relocation of mainline tracks likely necessary |
| B | • Single passenger siding north of the existing mainline tracks | • Relocation of existing mainline tracks is not required<br>• The area north of the mainline tracks provides the most area for additional tracks<br>• Involves only a single passenger siding | • Crossing between mainline tracks would be necessary<br>• Existing canopy would have to be relocated if it were to be used in conjunction with the new platform<br>• Access to platform would require either use of existing tunnels or an overhead pedestrian bridge |
| C | • Relocation of the existing mainline tracks to the north with a new passenger siding where existing mainline Track #2 is located | • Would not have to cross mainline with passengers or baggage<br>• Existing canopy could be maintained in a location that is historically consistent<br>• Platform would be close to station | • Extensive track relocation would be required, extending quite far to the east and west of the station<br>• Could be difficult to avoid disruption of the existing mainline tracks during relocation<br>• Relocation of the existing track north of the mainline tracks could be necessary<br>• Crossing between mainline tracks would be necessary |
| D | • Relocation of the existing mainline tracks to the north with two new passenger sidings to the south and a center platform between them | • Two passenger sidings would allow simultaneous staging of two trains<br>• Platform would be close to station<br>• Centralized location for loading and unloading from both passenger sidings<br>• Would not have to cross mainline with passengers or baggage | • Extensive track relocation would be required, extending quite far to the east and west of the station<br>• Could be difficult to avoid disruption of the existing mainline tracks during relocation<br>• Relocation of the existing track north of the mainline tracks could be necessary<br>• Would likely require access via tunnel or pedestrian bridge to the center platform<br>• South platform could conflict with existing station under Alternative 1 (Station Rehabilitation)<br>• Crossing between mainline tracks would be necessary |

*APPENDIX D*

# STRATEGIC PLAN FOR FUNDING

# *Appendix D*
# STRATEGIC PLAN FOR FUNDING

## A. IDENTIFICATION OF POTENTIAL FUNDING SOURCES

### Federal Sources

Federal sources of funds may be obtained via formula funds in the Transportation Improvement Program (TIP) or directly, through Congressional earmarks or USDOT discretionary programs, or indirectly, via NYSDOT, the Governor or the Legislature. These include:

### *Federal Transportation Legislation (TEA-21)*

### The Empire Corridor – High Speed Rail Corridor Designation

Section 1103(c) of TEA-21 officially designated the Empire Corridor between New York City, Albany, and Buffalo as a high-speed corridor. The Empire Corridor traverses the state from Buffalo-Niagara Falls to Albany, and then south to New York City. At Penn Station, the Empire Corridor connects with the Northeast Corridor.

In 1998, Amtrak officials and Governor Pataki announced a five-year $185 million plan to upgrade the New York City/Albany/Buffalo Line and rebuild the trains used on the route. Of the $185 million, approximately $140 million is programmed for fixed plant improvements, and $45 million for equipment rebuilding. About 75% of the State's funding will come from various Federal sources, including $92.5 million in congestion mitigation air quality funds.

### Section 7201: High-Speed Rail

Section 7201 of TEA-21 authorized $10 million per year for high-speed rail corridor planning for 1998 through 2001. The term `high-speed rail' is specified to mean "all forms of non-highway ground transportation that run on rails or electromagnetic guideways providing transportation service which is reasonably expected to reach sustained speeds of more than 125 miles per hour." Eligible recipients include "public agencies or groups of public agencies," and up to 50% of planning costs could be funded under this section. Eligible planning activities include:

- Environmental assessments;
- Feasibility studies emphasizing commercial technology improvements or applications;

- Economic analyses, including ridership, revenue, and operating expense forecasting;
- Assessing the impact on rail employment of developing high-speed rail corridors;
- Assessing community economic impacts;
- Coordination with State and metropolitan area transportation planning and corridor planning with other States;
- Operational planning;
- Route selection analyses and purchase of rights-of-way for proposed high-speed rail service;
- Preliminary engineering and design;
- Identification of specific improvements to a corridor, including electrification, line straightening and other right-of-way improvements, bridge rehabilitation and replacement, use of advanced locomotives and rolling stock, ticketing, coordination with other modes of transportation, parking and other means of passenger access, track, signal, station, and other capital work, and use of intermodal terminals;
- Preparation of financing plans and prospectuses; and
- Creation of public/private partnerships.

These funds for high-speed rail should continue in the next Transportation Reauthorization Bill and should be continually monitored for use on this project.

## Section 7203: Railroad Rehabilitation and Improvement Financing

TEA-21 authorized a new Railroad Rehabilitation and Improvement Financing (RRIF) program to provide credit assistance in the form of direct loans and loan guarantees to public or private sponsors of intermodal and rail projects. It does not provide budget authority, but authorizes future appropriations and contributions from potential borrowers and other non-federal sources to fund the credit assistance. The aggregate amount of outstanding loans and guarantees made under this program is limited to $3.5 billion, with $1 billion reserved for projects primarily benefit freight railroads other than Class I carriers. Eligible projects include the acquisition, development, improvement, or rehabilitation of intermodal or rail equipment or facilities, including track, bridges, yards, buildings, and shops.

## Section 5307 Urbanized Area Formula Program (formerly Section 9)

Section 5307 of TEA-21 apportions funds directly to urbanized areas over 200,000 in population. Funds are distributed to transit systems ("designated recipients") through each urbanized area's Metropolitan Planning Organization (MPO). Funds are allocated by statutory formula. Funds may be used for eligible capital and/or preventive

maintenance activities. Federal matching share for capital projects is 80%. New York State provides 50% of the non-federal share of capital projects (up to 10% of project cost) through the Omnibus and Transit Purposes appropriation in the State Transportation budget (see State sources). The Federal matching share for operating projects is 50%; State operating funds may be used as 50% federal match.

In fiscal year 2000, NYS received $483 million; 17.5% of the national Section 5307 total. It should be noted that these funds have been fully committed to RGRTA in this region.

## Section 5309 Capital Investment Programs (formerly Section 3)

Section 5309 of TEA-21 provides funds for large projects that cannot be funded from a transit agency's formula apportionment. Funding under this program is entirely earmarked by Congress for specific projects in annual appropriations law and/or authorization acts. There are four capital investment programs under Section 5309:

- Fixed Guideway Modernization;
- New Starts and Extensions (New Starts);
- Bus and Bus Facilities (Bus Discretionary); and
- Clean Fuels Formula Grant Program.

Funding among capital programs is statutorily specified at 40% for Fixed Guideway Modernization, 40% New Starts and Extensions, and 20% for Bus and Bus Facilities. The Clean Fuels Formula Grant Program (Section 5308) is funded from a takedown from both the Bus and Bus Facilities and Urbanized Area (Section 5307) formula programs.

Most relevant to the Rochester Amtrak Station revitalization project is the bus discretionary program. RGRTA's proposed Downtown Transportation Center received several earmarks in the Section 5309 program. If the two projects are linked, as recommended via a shuttle connection, this could be a potential source of funds for some elements of the Amtrak Station project. Funds can be used for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities. In 2000, New York State transit systems received approximately $27 million under this program, 5.0% of the $537 million national total. The Federal matching share for the bus program is 80%; New York State provides 50% of the non-federal share of capital projects (up to 10% of project cost) through the Omnibus and Transit Purposes Appropriation in the state transportation budget.

## Section 1103: Surface Transportation Program (STP)

The STP provides flexible funding for use by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. Funds are provided for projects on any roads not classified as local or rural minor collectors.

States and MPOs may elect to transfer a portion of STP funding for any projects eligible for funds under FTA programs except urbanized area formula operating assistance. STP requires a non-federal share of 20%. New York State provides 50% of the non-federal share of capital projects (up to 10% of project cost) through the Omnibus and Transit Purposes Appropriation 2001-2002).

## Section 1110: Congestion Mitigation and Air Quality Improvement Program

The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter that reduce transportation related emissions. Projects must contribute to the attainment of national ambient air quality standards by reducing pollutant emissions from transportation sources. Funding is distributed based on each state's share of the population of air quality non-attainment areas weighted by severity of air pollution; with each state guaranteed a one-half percent minimum apportionment. Funding may be used for all projects eligible under FTA programs including operating assistance for up to three years. CMAQ requires a non-federal share of 20%. New York State provides 50% of the non-federal share of capital projects (up to 10% of project cost) through the Omnibus and Transit Purposes Appropriation in the State Transportation budget.

The Rochester area is currently an air quality attainment area. This may not remain so when EPA enforces the new 8-hour ozone standards, and thus could be eligible for CMAQ funding. In addition, inter-city rail projects may cover both non-attainment and attainment areas, and some states have argued that they should have the flexibility to spend CMAQ funds on such projects regardless of whether a specific project element (e.g., Rochester Amtrak Station track improvements) is in a non-attainment area. The use of CMAQ funds should be explored for the eligibility.

## Section 1221: Transportation and Community and System Preservation Pilot Program

TEA-21 created the Transportation and Community and System Preservation Pilot Program (TCSP) to provide funding for planning grants, implementation grants, and

research to investigate and address the relationships between transportation and community and system preservation and to identify private sector-based initiatives.

"Preservation" practices include:

- Spending policies that direct funds to high growth areas;
- Urban growth boundaries to guide metropolitan expansion;
- Green corridors that provide access to major highway corridors for efficient and compact development; and
- Other similar programs or policies determined by the Secretary.

States, metropolitan planning organizations and local governments are eligible for planning and for implementation grants that:

- Improve the efficiency of the transportation system;
- Reduce impacts of transportation on the environment;
- Reduce the need for costly future public infrastructure investments;
- Ensure efficient access to jobs, services and centers of trade; and
- Examine and encourage private sector development patterns which meet these purposes.

In recent years, the TCSP has been 100% earmarked by Congress, and these eligibility criteria have not always been observed with the tightest scrutiny.

### Surface Transportation Program (STP)

As discussed above, this TEA-21 program provides to states and localities for projects on any roads that are not classified as local or rural minor collectors. State's/MPOs may elect to transfer portion of STP funding for any projects eligible for funds under FTA programs except urbanized area formula operating assistance. STP requires non-federal share of 20%. When the STP funds are "flexed" to transit, the State of New York provides 50% of the non-federal share of capital projects (up to 10% of project cost) through the Omnibus and Transit Purposes Appropriation in the State Transportation budget ($15.8 million in SFY 01/02).

### Congestion Mitigation and Air Quality Improvement Program (CMAQ)

As discussed above, this TEA-21 program provides funding to support transportation projects in air quality non-attainment areas. Projects must contribute to attainment of

national ambient air quality standards by reducing pollutant emissions from transportation sources. Funding is distributed based on each state's share of the population of air quality non-attainment areas weighted by severity of air pollution; with each state guaranteed a one-half percent minimum apportionment. Funding may be used for all projects eligible under FTA programs including operating assistance for up to three years. CMAQ requires non-federal share of 20%. New York State provides 50% of the non-federal share of capital projects (up to 10% of project cost) through the Omnibus and Transit Purposes Appropriation in the State Transportation budget.

### Transportation Enhancements Program (TEP)

The New York State Department of Transportation (DOT), with the oversight of the Federal Highway Administration (FHWA), administers the Transportation Enhancements Program (TEP) established in TEA-21. Funding for the TEP is statutorily set at 10% of the State's STP apportionment. TEP recognizes that users of transportation systems are influenced and impacted by more than just the condition of highways and bridges; that there is a need to protect and enhance the natural environment and communities affected by highway transportation. To that end, the Transportation Enhancements Program funds projects to enhance cultural, aesthetic, historic and environmental aspects of intermodal transportation networks: needs not commonly addressed with transportation dollars prior to its creation.

TEP is not a grant program. Rather, it is a reimbursement program. All approved work must be financed in the first instance by applicant or sponsor who will in turn be reimbursed upon completion of work or through progress payments. Also, the program requires a financial contribution by applicant or sponsor of at least 20% of the total project cost.

Pedestrian and bicycle-related elements of the "link" between the Rochester Amtrak Station and the Downtown Transportation Center may be eligible under the TEP, one of whose categories is the "provision of facilities for bicyclists and pedestrians, including safety and educational activities for bicyclists and pedestrians." In addition, landscaping and other scenic beautification associated with the Rochester Amtrak Station revitalization project could also be eligible for TEP funding.

## *PENDING FEDERAL LEGISLATION*

TEA-21 will be reauthorized in 2003. This represents a significant opportunity to obtain Congressionally-directed funding for the Rochester Amtrak Station project. In addition, a number of bills have been introduced in Congress that could provide opportunities for funding certain elements of the project, as discussed below. While it is too early to

know the fate of these bills, the project sponsors and proponents should monitor their progress and consider them in the project's funding plan as it is developed during the subsequent phases of project development.

## TEA-21 Reauthorization

There are three basic ways of directly securing funds at the Federal level: Congressional earmarks in authorization bills; Congressional earmarks in appropriations bills; and USDOT discretionary grants. The Federal highway and mass transit programs are authorized by Congress every few years. The Intermodal Surface Transportation Efficiency Act (ISTEA) (1991) and the Transportation Equity Act for the 21st Century (TEA-21)(1998) are examples of authorizing legislation. TEA-21 covers the six-year period from fiscal year 1997/1998 through 2002/2003.

These bills establish broad policy directions for Federal transportation programs, and authorize specific sums to be spent in identified program categories. Authorization bills also contain a myriad of other provisions, including specific projects commonly referred to as "demonstration" or "high priority" projects, which are identified in various ways in legislative language. The number of Congressionally designated ("earmarked") projects, and the dollars allocated to them, has continued to increase in Authorization bills over the past 20 years. Earmarks in TEA-21 for projects nationwide totaled over $3.5 billion.

TEA-21 expires September 30, 2003, but "strategic positioning" for funding in the next TEA-21 is already beginning. In addition, the 2002 session of Congress may consider a revenue "corrections" bill that would restore at least $4.4 billion to the core federal highway program for fiscal 2003, and this could conceivably offer another earmarking opportunity.

Congressional earmarks are, almost by their very nature, an expression of political will in the legislative process. There are a number of theoretical arguments for and against such earmarks, but the bottom line is that most members of Congress see it as part of their responsibility to "deliver" needed funding for projects which are important to their districts and which, for whatever reason, may not have been successful to-date in obtaining sufficient funding through the "normal" process. While Congressional earmarks typically do not provide all, or even most, of the funding necessary for a project, "demo" funds can be extremely useful as a means of leveraging other sources of funds.

Projects which are authorized can also receive additional funds via the yearly appropriations bill which Congress enacts to fund the Department of Transportation and its various agencies and programs. One strategy is to include a project in an authorizing bill for a fairly modest amount, and then return in subsequent appropriations bills to secure additional funding. Projects that have not been previously authorized can be earmarked in appropriations bills, but in recent years this has been difficult from a political standpoint. As a rule, earmarks in appropriations bills tend to be smaller and politically more difficult to get.

Another approach, which can be used in either an authorization or appropriations context, is to earmark funds for a project from an existing program of the USDOT. The Transportation & Community & Systems Preservation (TCSP) Pilot Program that was created in TEA-21 is an example. In the first year of this program, a majority of the funding decisions were made at the discretion of USDOT. Since then, a majority of the funds have been earmarked in the USDOT appropriations bill, and this practice is expected to continue through the life of TEA-21. RGRTA and the City of Rochester have been successful in obtaining TCSP funds via the earmark route.

## High-Speed Rail Investment Act (S.250)

The High-Speed Rail Investment Act, a $12 billion program enabling inter-city rail operators to sell tax-credit bonds to raise revenue for the high-speed rail corridors, passed in the House of Representatives last year and almost passed in the Senate. Already re-introduced in the Senate, the bill, S.250, now has 51 cosponsors. The House version has been written, and is likely to be re-introduced in early spring 2002. This bill has widespread, bipartisan support and proposes to sell $12 billion in bonds to railcar operators for the purpose of developing inter-city passenger rail within designated high-speed rail corridors. This bill will serve incremental rail, new high-speed rail and MAGLEV projects. Proponents argue that inter-city rail is a crucial element in the transportation mix, alleviating pressure on roads and airports, many of which are past capacity and need relief. Inter-city passenger trains can and will provide that relief, particularly in the medium-distance trips of 100 to 500 miles. This bill has the potential to create a series of Northeast-like corridors, a highly successful rail transportation corridor, throughout the United States. The bill proposes to distribute funding for rail improvements equitably around the country, benefiting all areas seeking rail improvements.

The bill would allow Amtrak to sell $12 billion in bonds, over a ten-year period. Bond holders would get federal tax credits instead of interest payments. The total cost to federal government (in tax credits) is a fraction of program total -- $762 million total for first five years; $3.3 billion total for all ten years. States would be required to provide a 20% match as with other modes.

Major differences between S. 250 and its predecessor S. 1900 are: (1) The amount of bonding authority has increased $2 billion to $12 billion; (2) Each high-speed rail corridor has a limit of $3 billion that it can receive as a result of the bonds; (3) Non-designated high-speed rail corridors are limited to $1 billion (previously, they were limited to 10% of the total bonding authority).

### High-Speed Rail Investment Act (House, H.R.2329)

This is the House version of S.250, and has similar provisions. It would allow Amtrak to sell $12 billion in bonds, over a ten-year period. Bondholders get federal tax credits instead of interest payments. States provide 20% match (or more), as with other modes. The Northeast Corridor is limited to $3 billion of the total; any state is limited to $3 billion for projects other than the Northeast Corridor.

### Rail Infrastructure Development and Expansion Act (House, H.R.2950)

This bill would authorize $35 billion in loans and loan guarantees for high-speed rail and freight rail infrastructure, over a ten-year period, and would authorize states to issue $36 billion in bonds for high-speed rail projects, over a ten-year period. Interest from the bonds would be exempt from federal taxes. The bill would also require qualifying high-speed rail projects to eliminate all highway grade crossings and have cruising speeds of at least 125 mph. Alaska is exempt from this provision.

It's unclear how much of the $35 billion in loans and loan guarantees would ever go to high-speed rail projects, given the implicit expectation that loan principal (capital) would be repaid over time from revenues. The loan program is an extension of an existing, $3.5 billion loan program from TEA-21 (RRIF, see above), yet no loans have yet been made under that program. States would have responsibility of paying all interest and principal costs of the $36 billion in bonds. Bill sponsors say the entire program would cost the federal treasury $6 billion (because of the tax exemption), whereas the smaller High-speed Rail Investment Act would cost $7.4 billion (because of the tax credits). It is far from clear that states are ready to assume this burden.

State planning generally has focused on projects with speeds under 125 mph and that do not contemplate elimination of all grade crossings.

### Railroad Advancement and Infrastructure Law of the 21st Century (S.1530)

This bill would end the operational self-sufficiency mandate imposed on Amtrak by the last authorizing law in 1997 and would authorize $1.2 billion in capital and operating funding for Amtrak for fiscal 2003. The bill also would authorize Amtrak's full request of $3.2 billion for near-term security and capacity enhancements, specifying that at least 25% of any new equipment acquired with that funding be made available to corridors outside the Northeast Corridor. The bill would authorize $35 billion in loans and loan guarantees to railroads, similar to a section of H.R.2950 in the House, as well as $350 million in capital grants for short-line railroads. Finally, the bill would reauthorize the Swift High-speed Rail Act at $50 million a year for 2002 through 2004, with half for corridor planning and rolling stock acquisition (with preference to already designated corridors) and half to research and development for technology and security.

## State Sources

### Empire Corridor (High Speed Rail Program)

As discussed above, the State of New York and Amtrak are advancing a $185 million program to bring high-speed rail to the Empire Corridor. The program includes the remanufacture of seven high-speed turboliner trainsets, the RTL III Turboliner, as well as track and signal improvements. To increase train speeds over 110 mph, track rehabilitation, curve straightening, and improved signalization will be needed at various Empire Corridor locations. Improvements are designed to permit high-speed passenger operations and heavy axle-load freight operations on shared track at reasonable maintenance expense. In order to fund a high-speed rail initiative with Amtrak, NYSDOT reserved CMAQ funds before the 1998-99 CMAQ allocations were made to NYSDOT Regions and MPO's. As planning for the Chicago Line (Albany to Buffalo), advances, it is reasonable to expect that the State will help to fund projects such as the Rochester Amtrak Station revitalization.

### State Omnibus and Transit Purpose Appropriation

Under this program, funds are made available to transit systems (other than the MTA) that are eligible to receive federal funds. The State match provides 50% of the non federal share (not to exceed 10% of the project cost) of transit capital projects financed with federal funds. Local sponsors are required to provide the remaining 10% share. In State Fiscal Year 01-02, $15.8 million was appropriated for the State match to federal transit programs.

### State Multi-Year Multi-Modal Program

The $350 million multi-modal program for improving rail, aviation, port and highway facilities was established in the 1998-99 State budget. The program extends over five years. Funds are awarded on a discretionary basis, with $250 million being available to the Legislature, and $100 million being available to the Executive Branch.

## State Rail Services Preservation Program

The FY01/02 Executive Budget contained a $10 million appropriation for capital projects that would improve freight and passenger services throughout the State. The appropriation represented the FY01/02 portion of a five-year, $80 million program intended to fund such projects as: the CDTA-Rensselaer Passenger Rail Station; New York City/Long Island rail clearance and capacity projects; the Long Island Intermodal Terminal; the Saratoga-Albany commuter service and freight reconfiguration; Binghamton-Suffern passenger service improvements; the Southern Tier extension rail restoration; the Transflo Facility in Buffalo; and Niagara Frontier passenger service improvements.

## State Dedicated Fund - Transit (SDF)

This fund, which totals $14 million annually statewide, is available for projects identified in the capital improvement programs of transit agencies (e.g., RGRTA). Funds are apportioned to transit operators on a needs-based formula. Funding is limited to $2 million per sponsor in any given year. In SFY00/01, RGRTA received $456,000 in SDF funds, and has received $5,416,000 in SDF funds over the five-year life of the program. Transit operators receive apportionments based on their needs in comparison to the total needs of operators statewide. Normally, funds are apportioned for “state of good repair” projects. Transit operators have flexibility to shift the funds to other eligible uses.

## State Budget

The Governor and the Legislature often earmark funds for specific projects. For example, the FY01/02 Executive Budget included $4.5 million --$2.25 million each -- in additional funding for renovation of the Schenectady Metroplex parking garage and for the design and construction of parking facilities in Troy. In addition, the Community Projects Fund in the State budget typically allocated up to $15 million for selected projects and programs.

## B. APPROACHES TO SECURING FUNDS

### Elements of Strategy

The key to successfully funding major transportation investment projects is to develop and then *execute* a strategy that favorably positions the project vis-a-vis Federal, State and regional funding processes. This notion of *strategic positioning* is central to our approach to developing project funding plans. There are several dimensions to strategic positioning, including:

- Assessment of regional, State and Federal financial plans and capacities;
- Project "packaging";
- Project "bundling";
- Partnering arrangements;
- Innovative financing; and
- Local and regional consensus building.

Not all of these activities are necessarily essential to a successful project funding plan, but each should be considered and evaluated in light of the complexity of the project(s) and the amount of funds being sought.

### *Assessment of Regional, State and Federal Financial Plans and Capacities*

The applicability of any particular fund source, or combination of fund sources, depends on the nature of the project to be funded, statutory and regulatory provisions, planning and procedural requirements, and political considerations. Funding processes are both technocratic and political in nature. In addition, processes at different levels of government are interrelated. Fortunately, the GTC staff is thoroughly familiar with relevant funding processes and potential sources, and can be an important resource to the Steering Committee as it pursues its funding objectives.

### *Project "Packaging"*

There are numerous aspects of the Rochester Amtrak Station revitalization project that should be attractive to potential funding partners. In a perfect world, every project would be dispassionately evaluated on the merits. In the real world, projects that are "packaged" in a way to appeal to the priorities and sensibilities of funding partners tend to do better. The reality is that projects compete in the funding marketplace; and, as in any other marketplace, both substance and appearance count. It is important that a "story" be developed that can be used in funding processes at the Federal, State and regional levels.

### *Project "Bundling"*

As mentioned above, there may be the potential to "bundle" the *project* into a broader *program*. This is basically what was done in the case of the Rensselaer Amtrak Station. A key to success can be to combine all the individual project elements into a single program with related projects and to give it a clearly recognizable identity.

Note the following points about project bundling:

- Care must be taken to ensure that some program elements not be delayed should other parts of the "bundle" become problematic. Potential risks in this regard should be evaluated.

- Project bundling, in and of itself, does not imply anything about cost-sharing. That question should be addressed in partnering arrangements and financing techniques that may be brought to bear.

### *Partnering Arrangements*

As alluded to above, funding for major projects in today's funding environment typically involves cost-sharing arrangements, sometimes between several levels of governments, and often between several agencies at the same level of government, as well as the private sector. A *package* of related projects that creates a favorable environment connecting the Rochester Amtrak Station, the proposed Downtown Transportation Center, and Main Street have some potential in this regard. For example, private sector interests in the area may be willing to contribute a share, provided that they have adequate assurances that the projects to be funded will be completed in a timely fashion. The Steering Committee may wish to consider forming a special task force to investigate the potential for private sector funding involvement.

Development of partnering alternatives must begin with a realistic understanding of the nature of partnerships (whether public-public or public-private) and the obstacles that often undermine their effectiveness. Successful partnerships are based on a common understanding that each partner expects to bring something to the table and to walk away with something more, in other words, to get more out of it than they put in. That each party expects to "profit" is testament to the mutually held belief that there is a symbiosis to the partnership, that the whole will indeed be greater than the sum of the parts, and that the "value-added" created by the partnership will be shared amongst the partners. The metrics of "profit" may vary from partner to partner, but it need not present any difficulty so long as each party has a clear understanding of the other's objectives and priorities.

The potential benefits and risks associated with different partners and partnering arrangements must be carefully assessed in consultation with possible partnering entities. We would also note in passing that *financial resources* is but one reason to ask an entity to join the partnership. Technical, institutional and political resources are often just as, if not more, important.

## Innovative Financing

### *Federal Innovative Finance Tools*

ISTEA and TEA-21 established a variety of "innovative finance" tools alternatives to conventional pay-as-you-go, grant-based funding strategies. The eight major types of financing tools can be generally characterized as *investment tools* or *cash flow* tools.

*Investment tools* generally seek to increase the total amount of resources available for transportation projects, given budgetary limitations on Federal investment. As noted above, investment tools are often referred to as leveraging tools because, by attracting additional sources of funds (both public and private), they seek to expand (leverage) the purchasing power of existing State and Federal funds dedicated to transportation improvements.

Cash flow tools seek to move projects to construction sooner, often by permitting States to take on more projects simultaneously. These techniques typically provide flexibility in the rules that govern States' obligation of Federal-aid funds and the subsequent reimbursement of State expenditures. In doing so, they can help States manage their annual highway construction and maintenance programs more efficiently. In addition, these tools generate real economic returns by bringing the benefits associated with individual projects on line sooner.

These categories respectively reflect the goals of attracting new sources of funds to the overall pool of funds devoted to transportation investment and of accelerating the construction and completion of projects. The goals are not mutually exclusive, as a number of financing tools can meet both investment and acceleration objectives. Moreover, State transportation officials have also realized powerful synergies in instances where they have combined two or more financing mechanisms to improve an individual project's viability and benefits.

The following table presents the major categories of financing concepts.

*Table1*: Financing Concepts

| Investment Tools | Cash Flow Tools |
|---|---|
| • Flexible Match | • Post-ISTEA Advance Construction |
| • Title 23, Section 129 Project Loans (expanded interpretation) | • Partial Conversion of Advance Construction |
| • ISTEA Section 1044 Toll Credits (expanded interpretation) | • Phased Funding |
| • Reimbursement of Financing Costs | • Tapered Match |

The applicability of these financing tools to the Rochester Amtrak Station Revitalization project should be assessed as the project development process proceeds.

### *State Infrastructure Bank*

In 1997, Congress provided $150 million nationally in seed money to get the state infrastructure bank (SIB) program off the ground. New York received $12 million to establish its SIB to provide funds for state and local transportation projects that generate revenue. Combined with state and local contributions that were projected to reach $17.47 million, the total amount available for fiscal 1997 was projected to be $29.47 million.

New York's SIB is intended to:

- Issue loans at or below market rates for infrastructure projects;
- Offer "credit enhancements" to projects, allowing for lower interest rates. The backing could come in the form of loan guarantees, letters of credit, lines of credit or bond insurance;
- Offer interest rate subsidies to lower loan repayment amounts;
- Issue short-term anticipatory notes;
- Make available debt service cash reserves; and
- Provide lease financing.

NYSDOT manages the highway and transit accounts, while the MTA and Thruway Authority have their own accounts. The New York SIB has not been very active and has not, to our knowledge, been recapitalized, so it may not offer a significant opportunity in the context of the Rochester Amtrak Station revitalization.

### *Public-Private Partnership*

One concept that has been used successfully in other states is private ownership of a public asset. Sale-leaseback is an agreement in which the public sector owner of a facility sells that property to a private sector person or institution and then leases it back again for an agreed period and rental. This can have advantages to both sides, eliminating the need for the public sector to generate up front capital and providing a stream of income and depreciation tax credits to the private owner. It would be premature to speculate on whether this kind of arrangement offers an opportunity in the context of the Rochester Amtrak Station Revitalization, but it should be evaluated as the project progresses.

### *Joint Development*

Joint development is a concept whereby a transit agency partners with the private sector to develop the agency's real property to complement transit station and related facility operations. Joint development seeks to promote projects that achieve the following goals:

- Attract new riders to the transit system by fostering commercial and residential projects on agency owned or controlled land and on private properties adjacent to stations;
- Create sources of revenue for the agency to operate and maintain the transit system by expediently negotiating development agreements with private development entities; and
- Assist the viability of local jurisdictions to recapture a portion of their past financial contributions and to continue making subsidy payments by expanding the local property tax base and adding value to available local revenue sources.

Joint development opportunities should be carefully explored in the context of the Rochester Amtrak Station Revitalization project.

### *Local and Regional Consensus Building*

Funding for transportation projects and programs of significant magnitude generally depends on three factors:

- A solid technical analysis that verifies the need for and benefits of the project, and which sets forth an implementation strategy that tailors the schedule to needs and funding opportunities;
- A thorough understanding of the funding processes and sources at every level of government. This will enable the project to be strategically positioned vis-a-vis those processes, and will help to identify the need to change those processes or create new opportunities outside the current framework; and
- A strong local consensus as to the importance of the project, plus a commitment by local jurisdictions to join together for the long haul to make it happen, and to expend at least some of their political capital in the process.

"Funding strategy" is more than simply producing a laundry list of sources with unknown viability in either the financial or political marketplace. Rather, it is a *process* that interfaces with activities at both the policy and technical levels. The result of this process is a funding game plan along with, ideally, a built-in constituency necessary to make it happen.

Ultimately, a funding plan or strategy is only as good as the commitment by elected and community leaders to carry it out: they need to become and stay engaged as active participants in the process. The results will be directly proportional to the effort made. Experience has shown, without question, that the greatest successes accrue to cities who know what they want, who are willing to work for it, and who are willing to commit the resources they have at their disposal.

Said another way, the Steering Committee, City and County must be fully prepared to deploy their political and institutional resources necessary to achieving the objectives. Ultimately, funding results from a combination of technical justification, strong local consensus, and the expression of political will over a sustained period of time. The best strategy in the world is of little value without the determination to execute it.