



Ann Arbor, Michigan

May 22, 2015

Amtrak's Accessible Boarding Technologies (ABT) Program

**Setback Level Boarding Platform
Prototype Test Hardware Deployment**



AMTRAK ACCESSIBLE BOARDING TECHNOLOGIES PROGRAM

OVERVIEW

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Message from the Federal Railroad Administration

This year, the Federal Railroad Administration's (FRA) grant to Amtrak included funding for the Accessible Boarding Technology (ABT) program. Thanks to the grant, Amtrak is developing new solutions to greatly improve the boarding and alighting experience for all passengers, especially passenger with disabilities.

Historically, Amtrak has not offered a level boarding experience at stations on corridors where Amtrak and freight trains share the same tracks due to the wide loads that freight trains often carry. As a result, boarding and alighting can be difficult for many passengers. Passengers using wheelchairs must use mobile lifts that take additional time and staff to deploy. The "Shuttle Platform" prototype that will be tested at Ann Arbor station this year is an effort to overcome this problem. FRA looks forward to this initial test, and is committed to helping Amtrak remove all barriers to access, ensuring all Americans can travel throughout Amtrak's system.

Amtrak's Accessible Boarding Technologies (ABT) Program

The goal of the Amtrak Accessible Boarding Technologies (ABT) Program is to create additional accessible boarding solutions that are ADA compliant, creating equal boarding and detraining experiences for Amtrak passengers, including those passengers who have a disability or may use a wheeled mobility device. The Ann Arbor Amtrak Station has been selected to receive the first prototype test hardware deployment of the Setback Level Boarding Platform. The prototype test hardware will remain in use at the Ann Arbor station for approximately twenty-four months and then be removed. RLE International, an engineering firm located in Madison Heights, Michigan, is responsible for the engineering, design, prototype testing, validation, site development, construction and implementation of the prototype test hardware.



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The prototype installation in Ann Arbor includes an ADA Compliant Setback Level Boarding Platform featuring a modular platform section that mechanically extends or shuttles towards the passenger train after the train has stopped, bridging the gap created when a level boarding platform is desired and freight traffic is adjacent to a given platform. Some railroads are owned by private entities and freight rail cars will often use the same tracks as passenger trains. When the tracks are used by both freight and passenger rail cars the clearance required between a passenger rail car and a higher passenger platform is larger to accommodate for potentially wider freight cars. The result is a very large gap between a passenger rail car and the higher passenger platform. This new shuttle platform reduces the gap when deployed, creating a level boarding experience for all Amtrak passengers even when freight traffic and potentially wider freight cars may occupy the same passenger tracks.

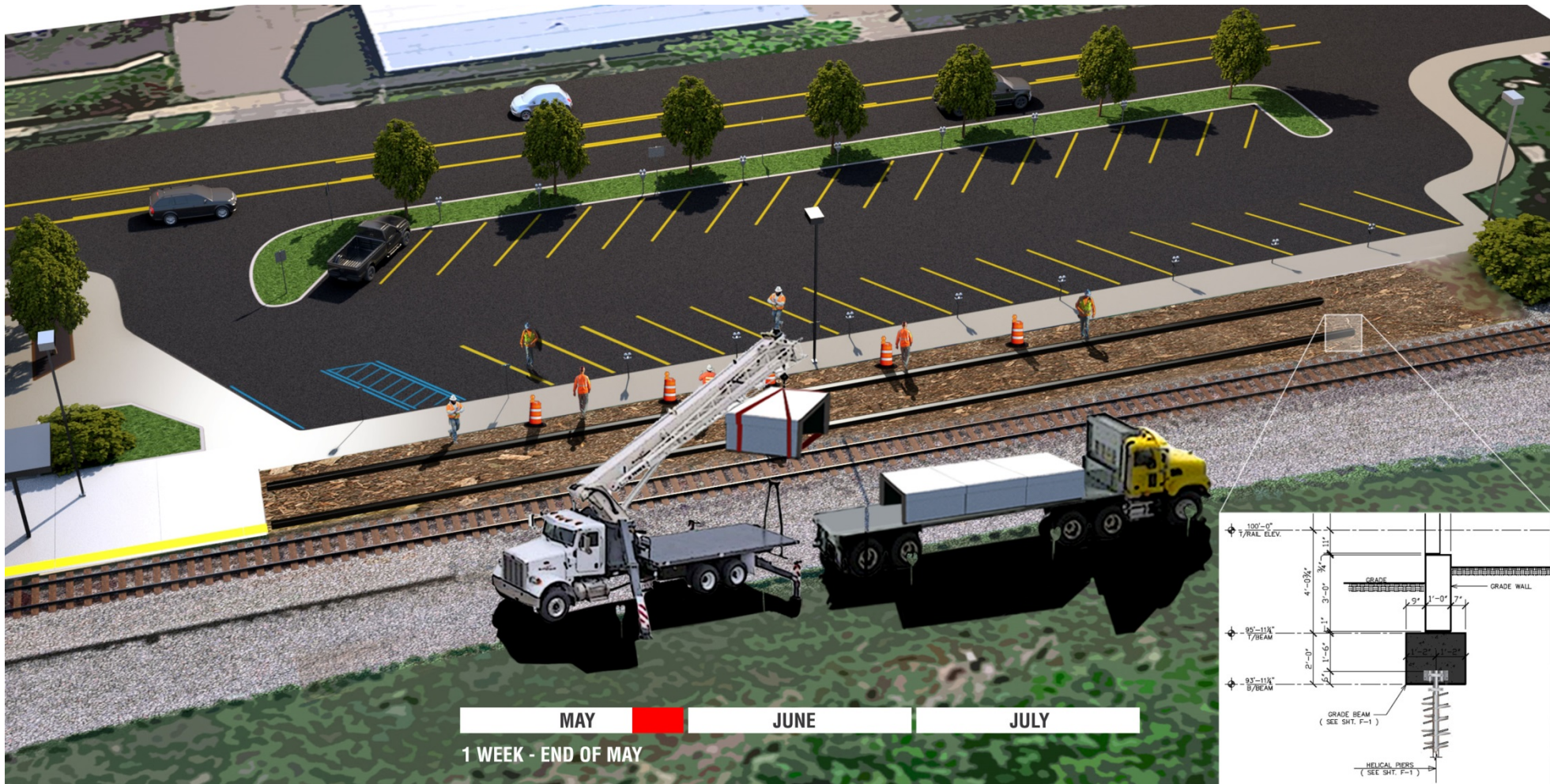
Gary Talbot is Amtrak's Program Director for ADA. *"Amtrak is committed to improving the board and detrain experience for all our passengers with a focus on passengers who have a disability. We created the Amtrak ABT Program to develop and leverage innovative technologies and advanced materials to further improve accessibility and inclusion for our passengers with a disability."* says Talbot.

RLE International did extensive field studies to better understand what a passenger with a disability may experience. *"RLE and Amtrak together were able to identify ways to provide a much more integrated, accessible and inclusive approach, leveraging RLE's automotive technologies expertise to truly make boarding and detraining a passenger railcar a seamless and comfortable experience for all."* states Rob Kokx, President of RLE International.

Quick Facts:

- Site preparations began in May 2015.
- Installation is scheduled to be complete by July 23, 2015.
- Testing to begin in late July, 2015.
- Prototype test hardware tentatively scheduled to be removed July, 2017.
- All costs associated with the ABT program and Ann Arbor prototype test hardware deployment, test, adjust, removal are the responsibility of the ABT program.

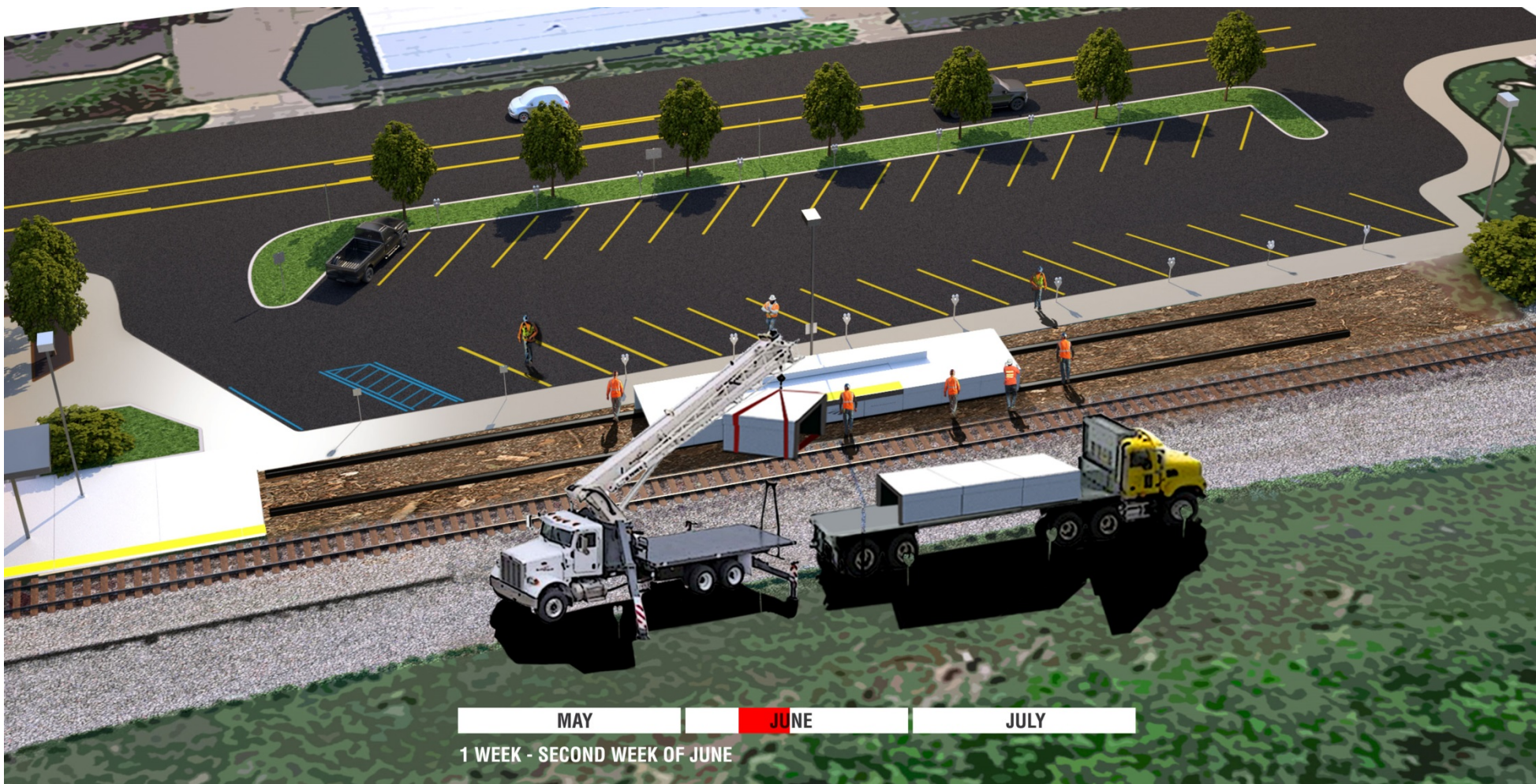
Ann Arbor, MI Construction/Deployment - Late May 2015



Ann Arbor, MI Construction/Deployment - Early June 2015



Ann Arbor, MI Construction/Deployment – Mid June 2015



Ann Arbor, MI Construction/Deployment – Mid June 2015



Ann Arbor, MI Construction/Deployment - Late June 2015



Ann Arbor, MI Construction/Deployment Complete – July 2015

