



# Rail: The Mode of Opportunity

Karen Hedlund  
Deputy Administrator  
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# 21<sup>st</sup> Century Challenges

## Population Growth

+100 million people  
(2010-2050)

(Source: U.S. Census Bureau)



## Oil Dependency

14m barrels/day for  
transportation.

(Source: U.S. Energy Information Administration)



## Congestion

\$120 billion/year

(Sources: Texas Transportation Institute)



## Climate Change

+17% GHG emissions  
(1990-2007)

(Source: U.S. Environmental Protection Agency)



## High Costs

\$1 trillion per year

(Source: Bureau of Transportation Statistics)



Five challenges  
we *must* address  
to remain  
economically  
competitive in the  
21<sup>st</sup> century and  
beyond



# Transforming American Rail



**6,000**

***corridor miles***



**40**

***stations***



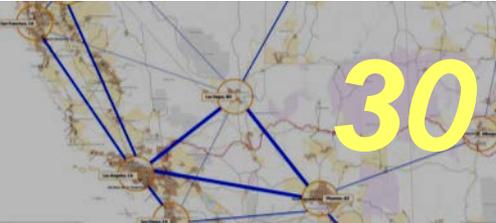
**260**  
**105**  
**3**

***passenger cars***  
***locomotives***  
***trainsets***



**75**

***engineering/environmental studies***

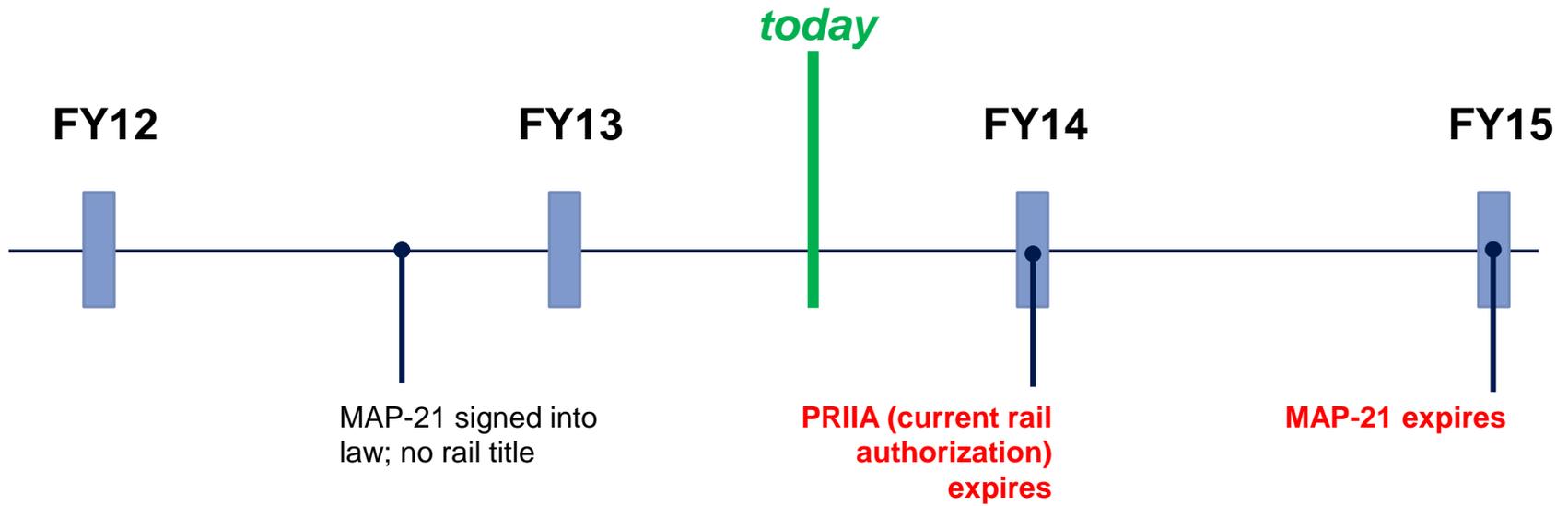


**30**

***state rail & service development plans***



# FY 2014





# FY 2014 and five-year plan

*Five coordinated accounts, two funding sources*

		FY 14 (\$M)	FIVE-YEAR (FY14-18, \$M)	
<b>Traditional FRA accounts</b>	FRA SAFETY & OPERATIONS	185	n/a	<b>General Fund</b>
	RESEARCH & DEVELOPMENT	35	183	
<hr style="border-top: 1px dashed black;"/>				
<b>Current services (incl. Amtrak) organized by "business lines"</b>	CURRENT PASSENGER RAIL SERVICE*	2,700	13,200	<b>Transportation Trust Fund  (new Rail Account)</b>
	Northeast Corridor	675	4,225	
	State Corridors	300	800	
	Long-Distance Routes	800	3,675	
	National Assets	925	4,500	
<b>Integrated passenger + freight improvement programs</b>	RAIL SERVICE IMPROVEMENT PROGRAM**	3,660	26,400	
	Passenger Corridors	3,250	23,180	
	Congestion Mitigation	150	1,300	
	Freight Capacity	190	1,570	
	Planning	70	350	
<b>New focus on workforce, innovation</b>	RESEARCH, DEVELOPMENT, & TECHNOLOGY	55	217	
	High-Performance Rail R&D	25	67	
	National Cooperative Rail Research Program	5	25	
	Workforce Development	25	125	
<b>TOTAL</b>		<b>6,635</b>	<b>40,000</b> <i>(excl. S&amp;O)</i>	

\* Incl. 0.5% oversight takedown

\*\* Incl. 1% oversight takedown

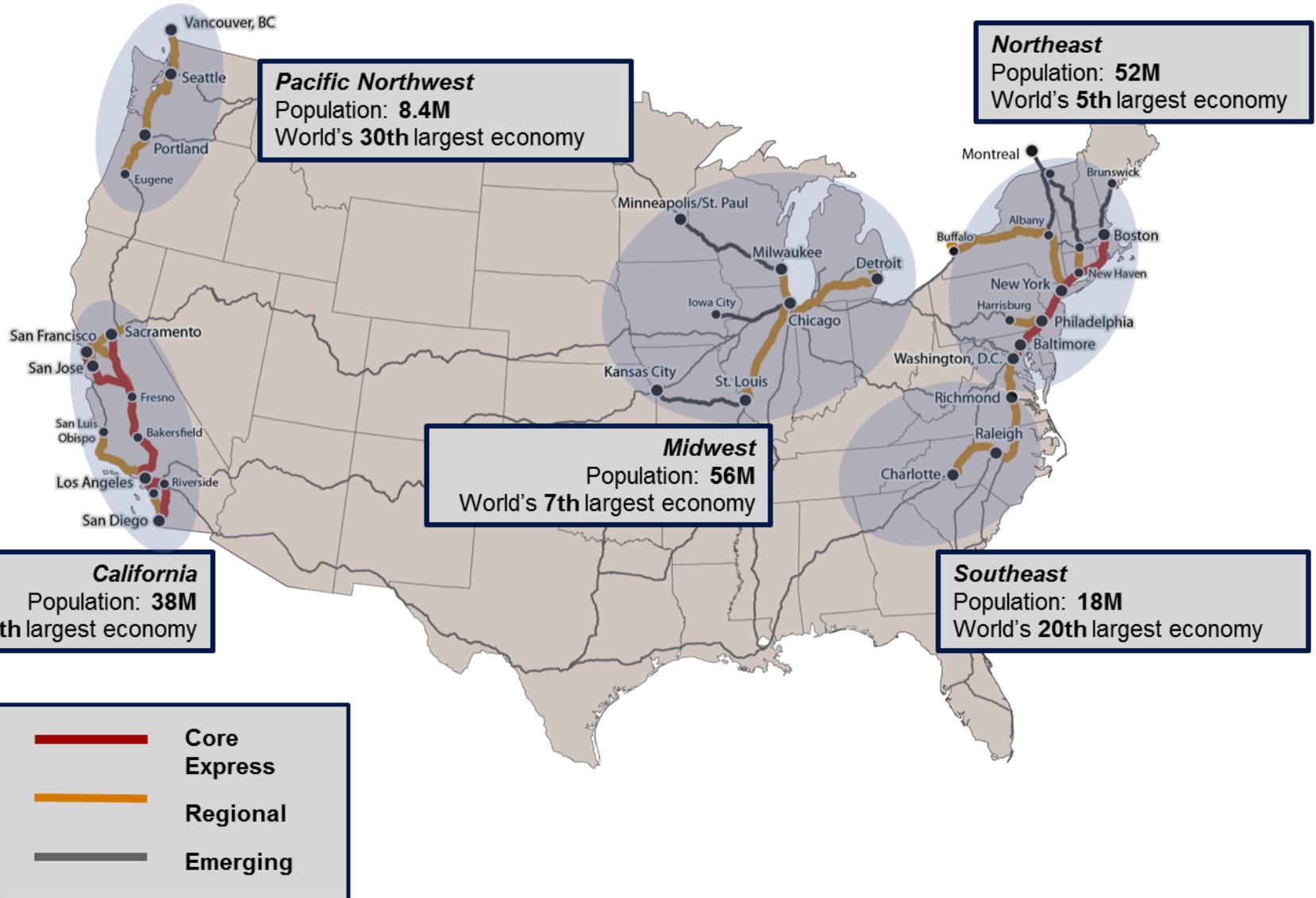


# RSIP – Four Key Areas of Focus

Program Area	Eligible Activities	Eligible Recipients
<b>Passenger Corridors</b>  \$3,250 million	<ul style="list-style-type: none"> <li>• Infrastructure, stations, equipment for service upgrades on existing corridors and for building new corridors</li> <li>• Support for implementing PTC on commuter railroads</li> </ul>	<ul style="list-style-type: none"> <li>• States and multi-State entities</li> <li>• Amtrak</li> <li>• Equipment entity</li> <li>• Commuter railroads (<i>PTC only</i>)</li> </ul>
<b>Congestion Mitigation</b>  \$150 million	<ul style="list-style-type: none"> <li>• Address major intercity/freight/commuter rail chokepoints</li> <li>• Upgrade shared-use infrastructure in terminal areas</li> </ul>	<ul style="list-style-type: none"> <li>• States and multi-State entities</li> <li>• Amtrak</li> <li>• Freight railroads</li> <li>• Rail terminal companies</li> </ul>
<b>Freight Capacity</b>  \$190 million	<ul style="list-style-type: none"> <li>• Intermodal corridors and connection point capacity</li> <li>• Short-line capital upgrades</li> <li>• Rail line relocation and community impact mitigation</li> </ul>	<ul style="list-style-type: none"> <li>• States and multi-State entities</li> <li>• Freight railroads</li> <li>• Rail terminal companies</li> <li>• Ports</li> <li>• Local governments (<i>rail line relocation only</i>)</li> </ul>
<b>Planning</b>  \$70 million	<ul style="list-style-type: none"> <li>• National, multi-state, and state rail planning</li> <li>• Corridor and terminal area planning</li> <li>• Northeast Corridor FUTURE</li> </ul>	<ul style="list-style-type: none"> <li>• States and multi-State entities</li> <li>• Metropolitan planning organizations</li> <li>• FRA</li> </ul>



# 5 Mega-regions, 152 projects





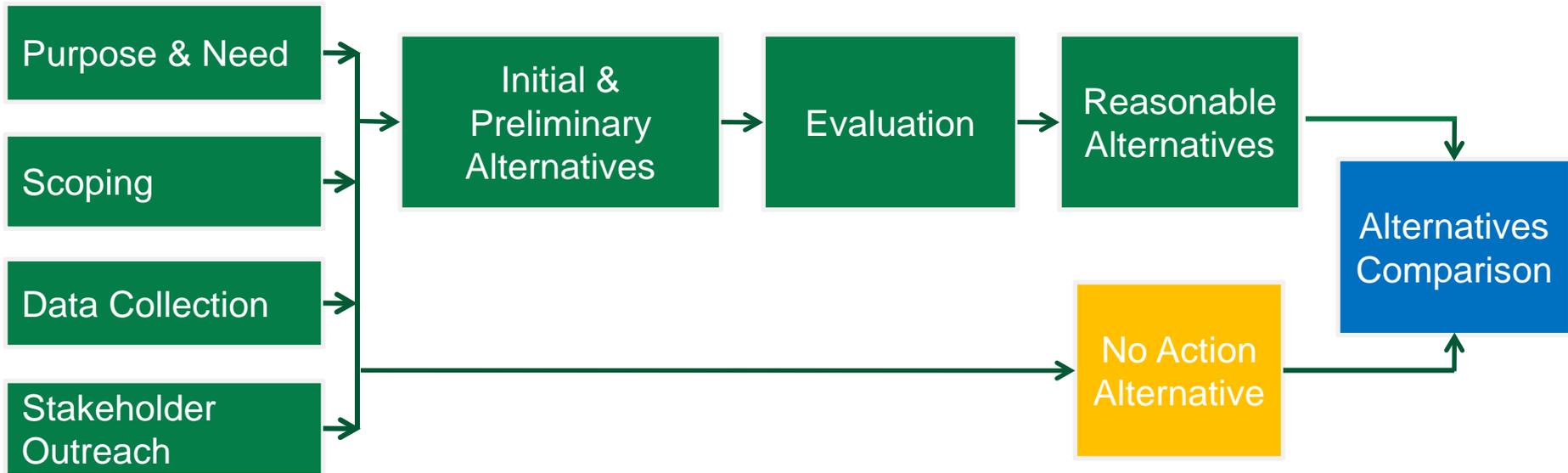
# NEC FUTURE: Program Objectives

- Regional consensus on a long-term rail investment plan
  - › Common vision for planning, coordinating and implementing federal and state investment in the NEC to accommodate projected 2040 growth
  - › Opportunity to:
    - Identify new markets
    - Develop and test new types of regional and intercity service
    - Evaluate need and options for High-Speed Rail service





# Alternatives Development Process





# Best Practices

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- Early and Regular Agency Engagement
  - > Multiple in-person meetings began the process of building consensus and trust between the FRA project team and pertinent resource agencies
  - > Project information and methodologies are shared with resource agencies such that agencies are kept interested and involved
  - > FRA, by being clear about exactly the kind of feedback they're seeking, receives useful input on the environmental process and technical approaches to preparing a Tier 1 EIS
- Development of a Statement of Principles
  - > Establishes protocol for communications during life of project
  - > Method of agreeing on and documenting a collaboration approach and schedule was uniformly met with very positive feedback
  - > SOP will be posted on Federal Infrastructure Projects Dashboard, along with a coordination schedule and the names of the supporting agencies



# Best Practices

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- Collection of Resource Data and Agency Input Along a Large, Multi-State Project
  - > Presenting Program's data needs & collection methodology (Data Viewer) as well as inviting agencies to be a part of the resource identification and impact assessment process
  - > Helps ensure accurate analyses and streamline consultation efforts at both the Tier 1 and Tier 2 levels.
  - > Allows early identification of data gaps or other issues, providing agencies with the opportunity to address data issues prior to Tier 2 analyses.
- Increasing Agency Participation via On-Line Meetings and Web-based Techniques
  - > All meetings were accessible via both teleconference and webinar – allows all participants to review same material
  - > Minimizes travel burden



# Best Practices

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- Establishment of Good Working Relationships and Building Trust
  - › Early outreach began the process of building consensus and trust between the FRA project team and resource agencies. Subsequent regular meetings have increased familiarity.
  - › Statement of Principles distinguished between formal and informal communication – encouraged agencies to freely express professional opinions
  - › Encouragement of regional intra-agency coordination benefits FRA as comments have been vetted internally before being submitted to FRA and communications are consistent across entire NEC



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