

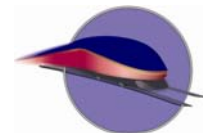
America 2050 National Leadership Meeting

The Trans-American Network: High-Speed Rail and Passenger Movement

***Federal Railroad Administration
Karen Rae, Deputy Administrator***

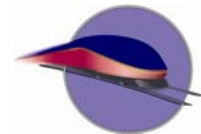
October 19, 2009





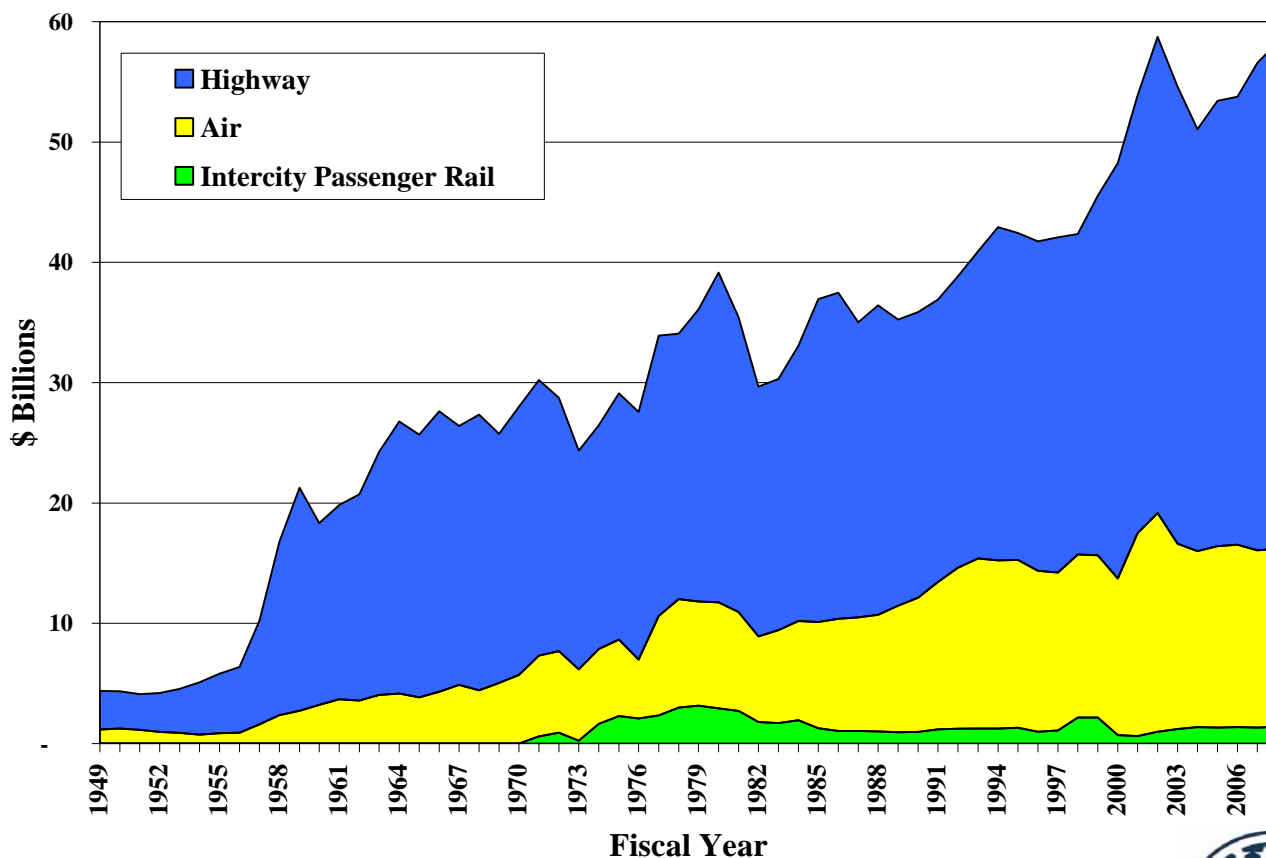
The Problem



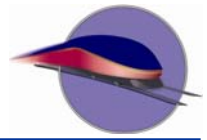


Where Is The Rail And Transit Funding?

Government funding is only a down payment toward a promising future of high-speed and intercity passenger rail. The commitment and the work must continue past this first phase to ensure a successful future.



What A Difference A Year Makes!



October 16, 2008 – RSIA and PRIIA enacted

February 17, 2009 – ARRA signed by President Obama

April 16, 2009 – “Vision for High-Speed rail in America” is published

May/June – High-Speed Intercity Passenger Rail (HSIPR) Regional Outreach Meetings with stakeholders

June 23 – HSIPR Interim Program Guidance Published

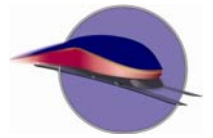
July 17 – HSIPR Pre-applications due

August 24 – First round HSIPR Applications due

August 28 – Comments to draft HSR Safety Plan reviewed by RSAC

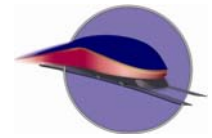
October 2 – First round applications for comprehensive corridor programs due

October 16 – Preliminary National Rail Plan due to Congress.



RSIA, PRIIA And ARRA





RSIA, PRIIA & ARRA

Rail Safety Improvement Act of 2008

Congress creates first major federal rail program in modern times

Part I: Significant safety legislation:

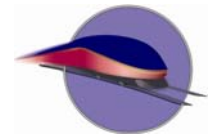
- Positive Train Control
- Hours of service
- Rail crossing safety
- Conductor certification

Part II, Passenger Rail Investment and Improvement Act of 2008 (PRIIA):

Tasks Amtrak, FRA and states to improve service, operations, and facilities. Calls for a National Rail Plan.

American Recovery & Reinvestment Act

Down payment for development of high-speed and intercity rail passenger service



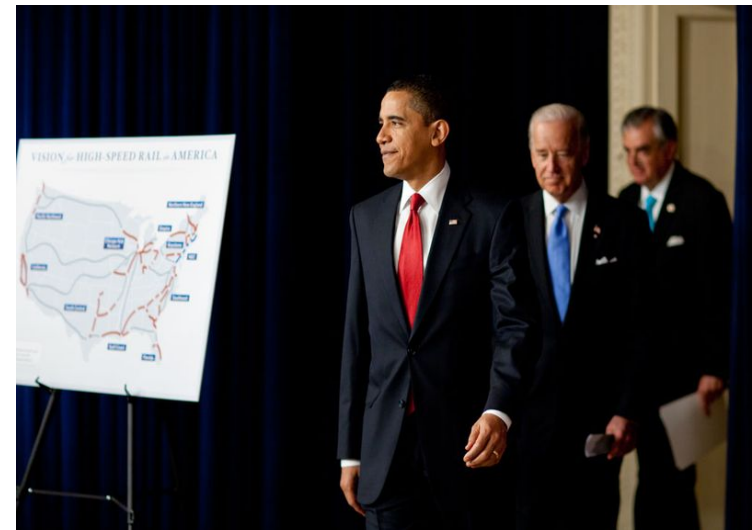
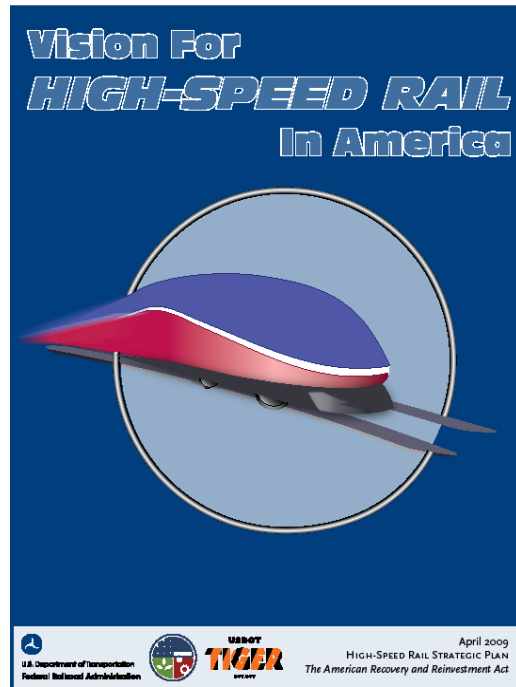
Strategic Plan – April 16, 2009

Ensuring safe and efficient transportation choices

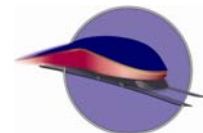
Building a foundation for economic competitiveness

Promoting energy efficiency and environmental quality

Supporting interconnected, livable communities



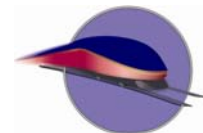
President Obama, Vice President Biden, and Transportation Secretary LaHood announce their vision for high speed rail systems in the U.S.



Where We Are Going

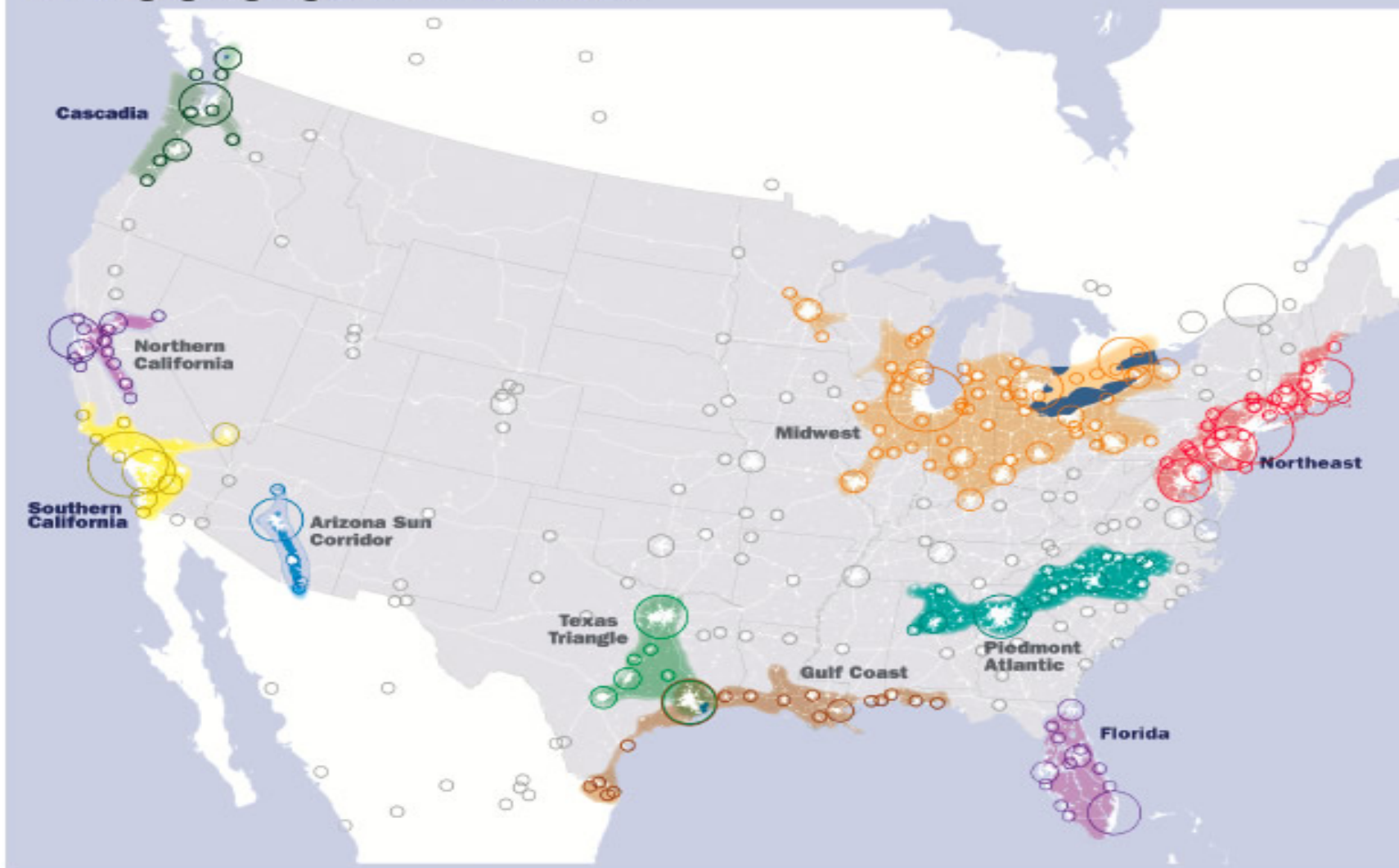
VISION *for* HIGH-SPEED RAIL *in* AMERICA



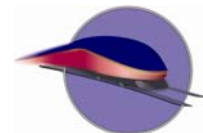


U.S. Megaregions

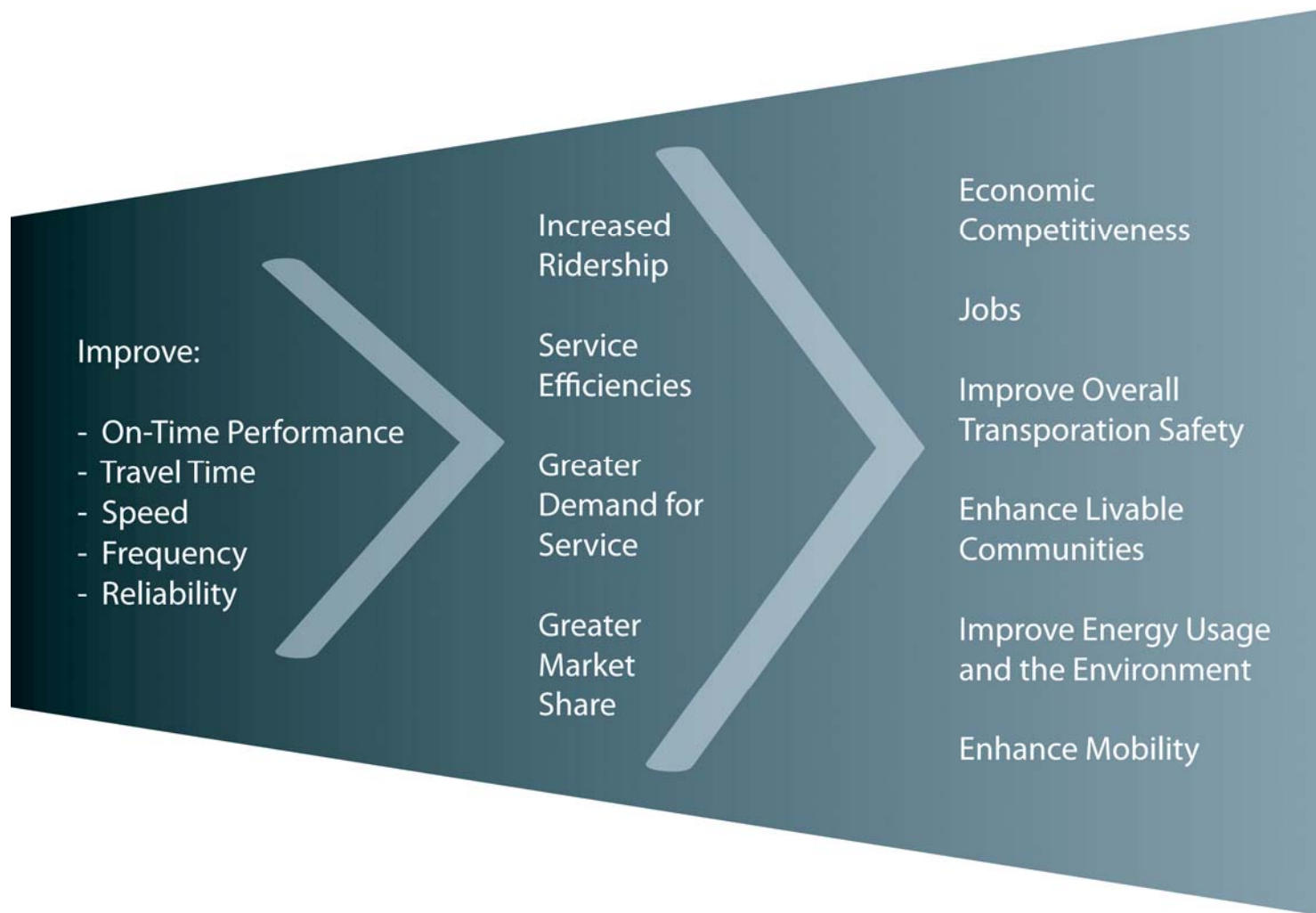
Ten emerging megaregions of the United States

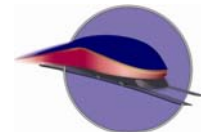


Source: Regional Plan Association, America 2050



HSIPR Impact

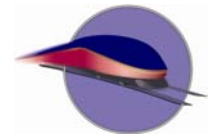




HSIPR Regional Outreach Meetings – May/June, 2009

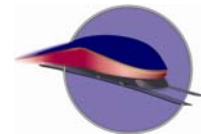
High-Speed Intercity Passenger Rail (HSIPR) Regional Outreach Meetings with Stakeholders





Program Guidance – Keys to Success

- ☑ Have a strong state and regional plan
- ☑ Have clear state and regional priorities
- ☑ Have a strong program management and financial plan – risk mitigation
- ☑ Provide sustainability and funding to support ongoing service
- ☑ Have agreements with other states and operators



HSIPR Applications

October 2 -- Corridor Development

45 applications

24 states

\$50 billion

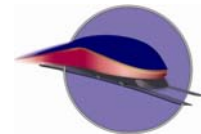
August 24 -- Corridor Planning and Individual Projects

214 applications

34 states

\$7 billion





Evaluation and Selection Criteria

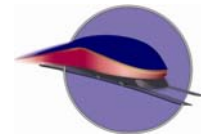
EVALUATION CRITERIA

Public Return on Investment

1. Transportation Benefits
 2. Economic Recovery Benefits
 3. Other Public Benefits (Environmental, Livable Communities)
- *Project Success Factors*
 1. Project Management Approach
 2. Sustainability of Benefits
 - *Other Attributes*
 1. Timeliness of Project Completion

SELECTION CRITERIA:

1. Regional allocation / Location
2. Innovation
3. Partnerships



National and State Rail Plans

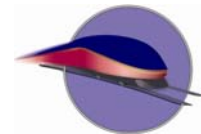
PRELIMINARY NATIONAL RAIL PLAN



FEDERAL RAILROAD ADMINISTRATION

OCTOBER 2009

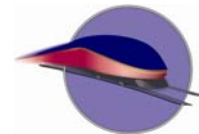




National Rail Plan – Developing More Partnerships

- Mandated under PRIIA
- Sent to Congress October 16, 2009
- Incorporates both freight and passenger rail, including commuter rail
- Strong emphasis on multi-modal connectivity
- Incorporates input from all DOT modes
- Significant outreach process proposed for Plan development
- Available on FRA website at:
www.fra.dot.gov/Downloads/RailPlanPrelim10-15.pdf

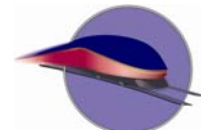




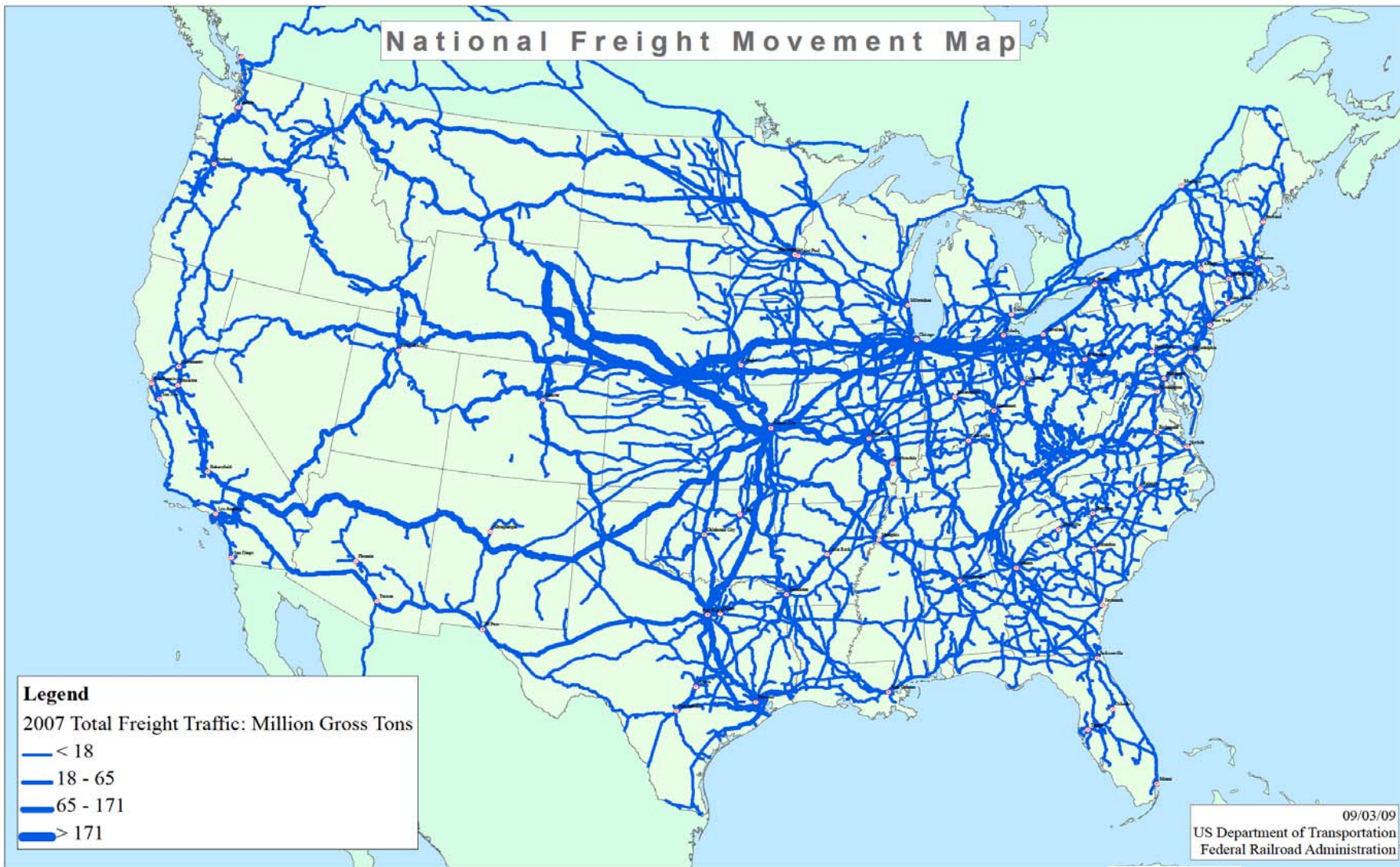
Strategic Transportation Goals

Current Railroad Benefits to the Transportation Network		
	FREIGHT	PASSENGER
SAFETY	Rail and intermodal rail can enhance safety in competitive corridors	Average fatalities per yr.--2002-2008 = less than 9
ENERGY	1.9 to 5.5 times more fuel-efficient than trucks	Consumes 21% less energy per passenger mile than automobiles
LIVABLE COMMUNITIES	Mitigates urban congestion	Encourages efficient land use
ECONOMIC GROWTH	Reduces logistics costs	Improves regional interconnectivity
ENVIRONMENT	Reduces greenhouse gases and pollutants	Reduces greenhouse gases and pollutants

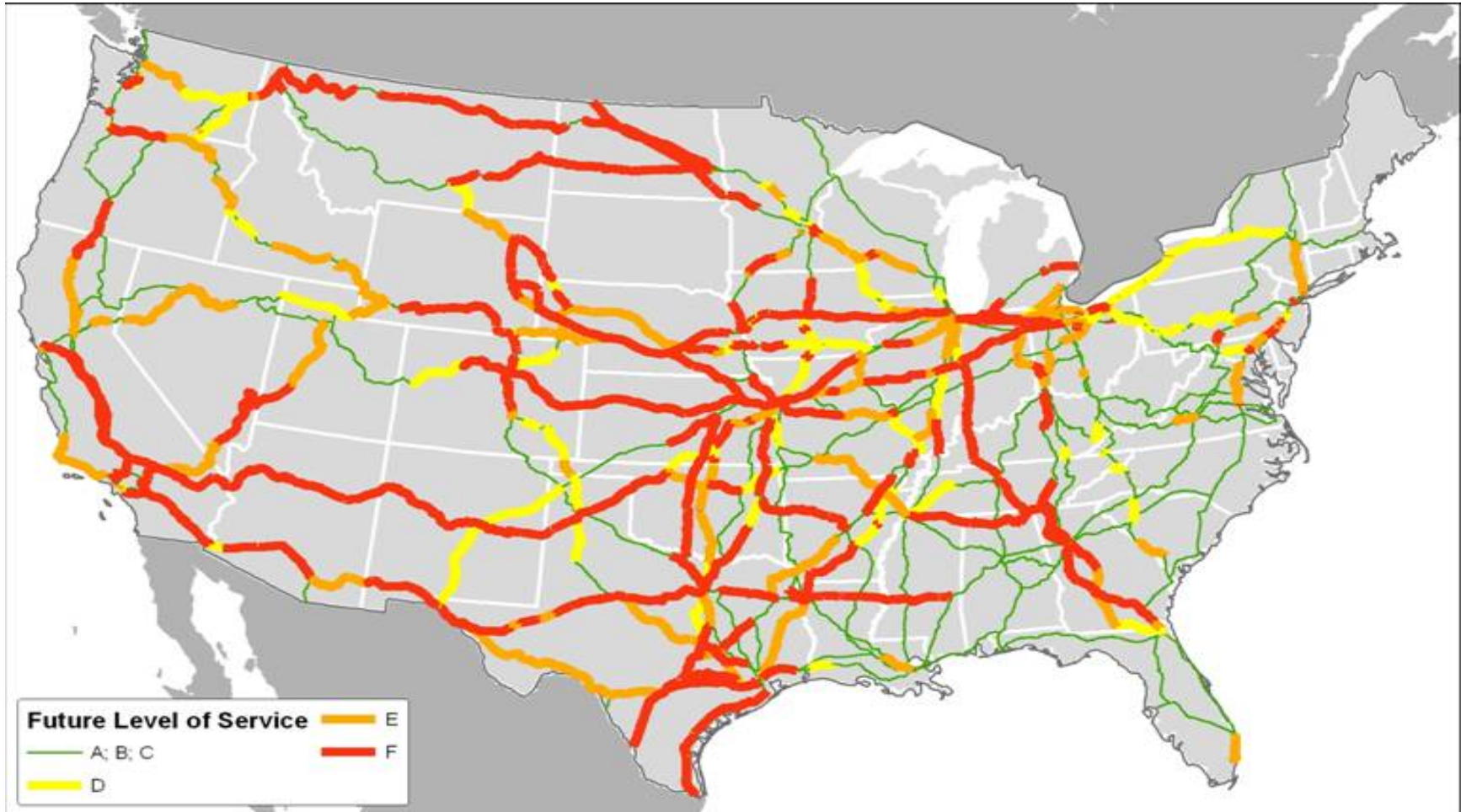
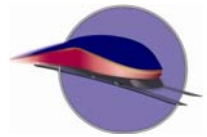




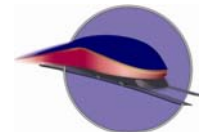
National Freight Movement Map



Future Corridor Volumes Compared to Current Corridor Capacity 2035 without improvements



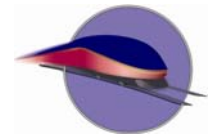
Source: National Rail Capacity Study, 2007



Current Efforts Being Considered by Congress, States, and Others

This map is under development





The President's Vision for High-Speed and Intercity Rail

“Imagine boarding a train in the center of a city. No racing to an airport and across a terminal, no delays, no sitting on the tarmac, no lost luggage, no taking off your shoes.

Imagine whisking through towns at speeds over 100 miles an hour, walking only a few steps to public transportation, and ending up just blocks from your destination. Imagine what a great project that would be to rebuild America.”

-- President Barack Obama