Rail-Volution

Realizing the Opportunity: High-Speed Rail in America

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

*October 30, 2009*
Airport Congestion

Major US Airports
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.
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 – Regional Outreach Meetings with stakeholders

June 23 – HSIPR Interim Program Guidance Published

July 17 – HSIPR Pre-applications due

July 21 – NPRM for Positive Train Control submitted

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 sent to Congress
High-Speed Rail

FHWA Rail Eligible

$27.5 B

Amtrak

$1.3 B

$8 B

Strategic Plan for high-speed and intercity passenger rail
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
US Megaregions
High-Speed Intercity Passenger Rail (HSIPR) Regional Outreach Meetings with Stakeholders

- Sacramento: 145 Attendees
- Seattle: 87 Attendees
- Orlando: 166 Attendees
- Houston: 173 Attendees
- Chicago: 266 Attendees
- Philadelphia: 232 Attendees
- Charlotte: 73 Attendees
- Washington, DC
Public Benefits

CUSTOMER

Improve:
- On-Time Performance
- Travel Time
- Speed
- Frequency

RAIL SYSTEM

Increased Ridership
Service Efficiencies
Greater Demand for Service
Greater Market Share

NATIONAL TRANSPORTATION SYSTEM

Economic Competitiveness
Jobs
Improve Overall Transportation Safety
Enhance Livable Communities
Improve Energy Usage and the Environment
Enhance Mobility
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
- Connectivity with transit. Land use planning.
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
Balancing Possibility and Reality

Strong markets/strong projects

Ability to deliver projects

Balancing For Success
National and State Rail Plans

PRELIMINARY NATIONAL RAIL PLAN

FEDERAL RAILROAD ADMINISTRATION

OCTOBER 2009

US Department of Transportation
Federal Railroad Administration

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National Rail Plan – What Should It Be?

Preliminary Plan Sent To Congress October 16

National Rail Plan

Mandated Under PRIIA

State Rail Plans

Tied To State Rail Plans

Includes Input From All DOT Modes and key stakeholders

Strong Emphasis On Multimodal Connectivity

Incorporates Both Freight and Passenger Rail

Guidance To States On Developing Plans
## Benefits of Rail

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<th></th>
<th><strong>Freight</strong></th>
<th><strong>Passenger</strong></th>
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<tr>
<td><strong>Safety</strong></td>
<td>Rail and intermodal rail can enhance safety in competitive corridors</td>
<td>Average fatalities per yr.--2002-2008 = less than 9</td>
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<td><strong>Energy</strong></td>
<td>1.9 to 5.5 times more fuel-efficient than trucks</td>
<td>Consumes 21% less energy per passenger mile than automobiles</td>
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<td><strong>Livable Communities</strong></td>
<td>Mitigates urban congestion</td>
<td>Encourages efficient land use</td>
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<td><strong>Economic Growth</strong></td>
<td>Reduces logistics costs</td>
<td>Improves regional interconnectivity</td>
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<tr>
<td><strong>Environment</strong></td>
<td>Reduces greenhouse gases and pollutants</td>
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Future Corridor Volumes Compared to Current Corridor Capacity
2035 without improvements

Source: National Rail Capacity Study, 2007
Future Passenger Rail Corridors

Current Efforts Being Considered by Congress, States, and Others
Currently Under Development

Legend: Schematic Representation
- Mega Regions
- Existing Amtrak: Max. Operational Speed 79 mph
- 90-125 mph
- 125-200 mph
- 200+ mph
- Congress Designated Routes to be studied
- Vision not fully developed

Note: Created from Congressional, States, and Regions Efforts Currently Being Discussed.
Source: Mega Regions Regional Plan Association, America 2050
“Plans are only good intentions unless they immediately degenerate into hard work.” - Peter Drucker