

# High-Speed Intercity Passenger Rail Program

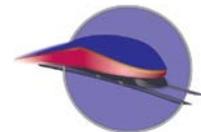
**INSERT TITLE**



**Dharm Guruswamy**

Denver, Colorado

August 24, 2010



## Program Development Timeline

**PRIIA**  
Oct 16, 2008

**ARRA**  
Feb 17, 2009

**Strategic Plan**  
April 16, 2009

**Round 1  
Applications**  
Aug & Oct, 2009

**Selection  
Announcements**  
Jan 28, 2010

## Authorization



**\$8 Billion**



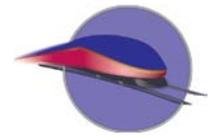
**Obama  
Administration's  
Vision**



**Applications  
Submitted**



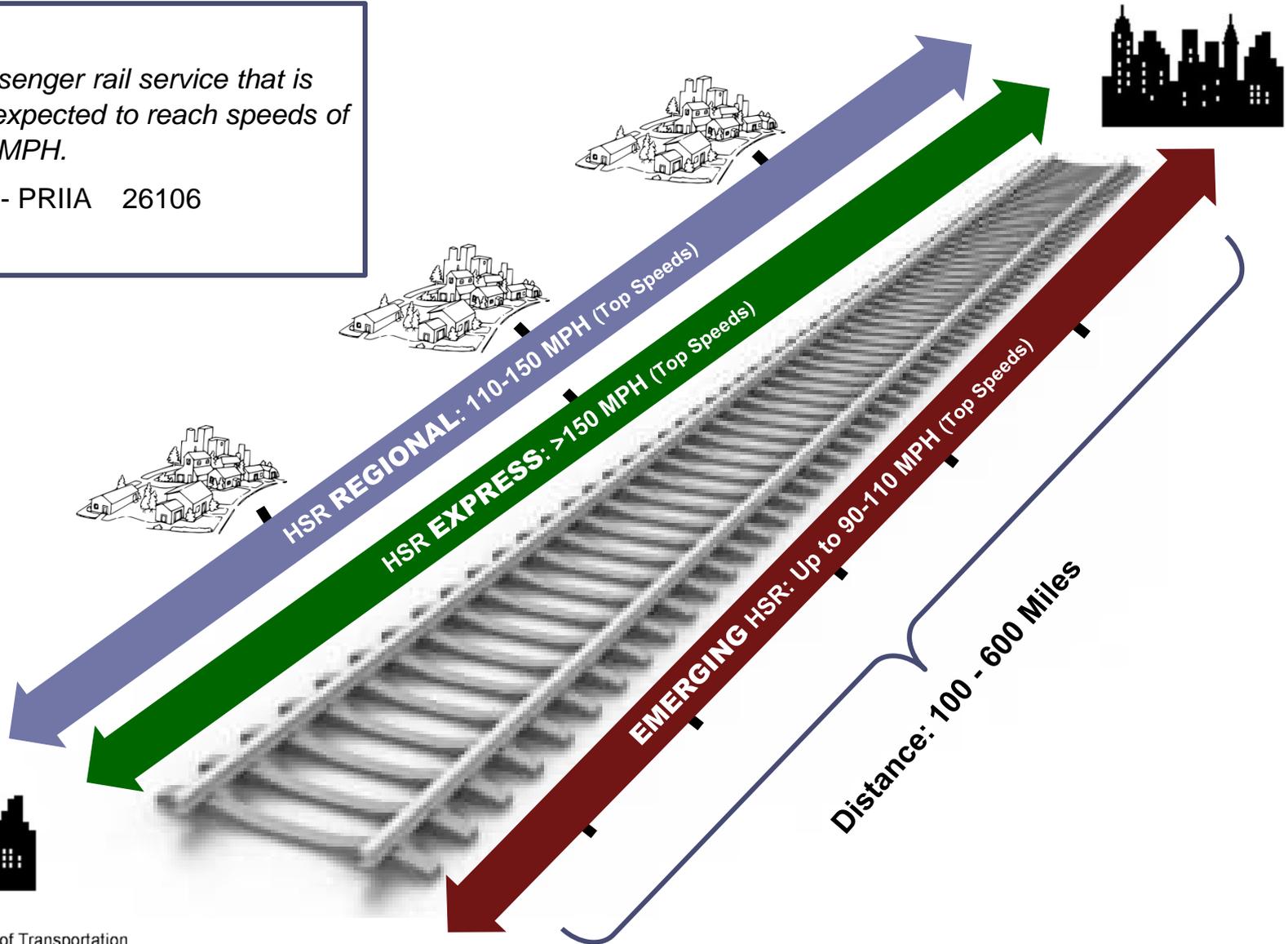
**President  
Announces  
Selections**

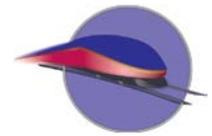


# What is High Speed Rail?

*Intercity passenger rail service that is reasonably expected to reach speeds of at least 110 MPH.*

- PRIIA 26106



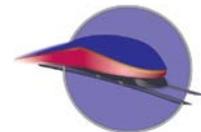


## “Round 1” Funding Approach

- Due to the disparity in high-speed rail project and program readiness across the United States, FRA developed distinct funding “tracks” that applicants could choose to pursue

Track	Funding Source	Description
<b>Track 1a</b> Final Design/Construction Projects	American Recovery and Reinvestment Act (ARRA)	“Ready-to-go” construction projects that will have near-term economic recovery benefits
<b>Track 1b</b> PE/NEPA Preparation Projects	American Recovery and Reinvestment Act (ARRA)	Engineering and environmental studies for projects that can subsequently be ready for construction
<b>Track 2</b> Corridor Programs	American Recovery and Reinvestment Act (ARRA)	New or substantially improved, comprehensive high-speed intercity passenger rail corridor programs
<b>Track 3</b> Planning Projects	FY2009 Appropriations	Planning studies, Service Development Plans, and other documentation needed to create a pipeline of future projects
<b>Track 4</b> FY 09 Approps Projects	FY2009 Appropriations	Final design/construction-focused proposals similar to Track 1a projects, but requiring a larger funding match

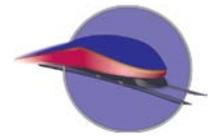




## Evaluation and Selection Criteria

- In order to reach selection decisions, FRA employed a thorough application review process based upon requirements contained in PRIIA and the Recovery Act:
  - Evaluation criteria – used by the evaluation review panels to score each application on a scale of 1-5
  - Selection criteria – cross-cutting factors considered by FRA and DOT leadership

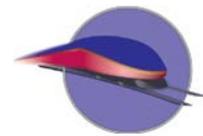
Evaluation Criteria			Selection Criteria
Public Return on Investment	Project Success Factors	Other Attributes	Balance and Diversity
1. Transportation Benefits	1. Project Management Approach	1. Timeliness of Project Completion	1. Region/Location
2. Economic Recovery Benefits	2. Sustainability Benefits		2. Innovation
3. Other Public Benefits			3. Partnerships
			4. Tracks and Round Timing



# Application Selections

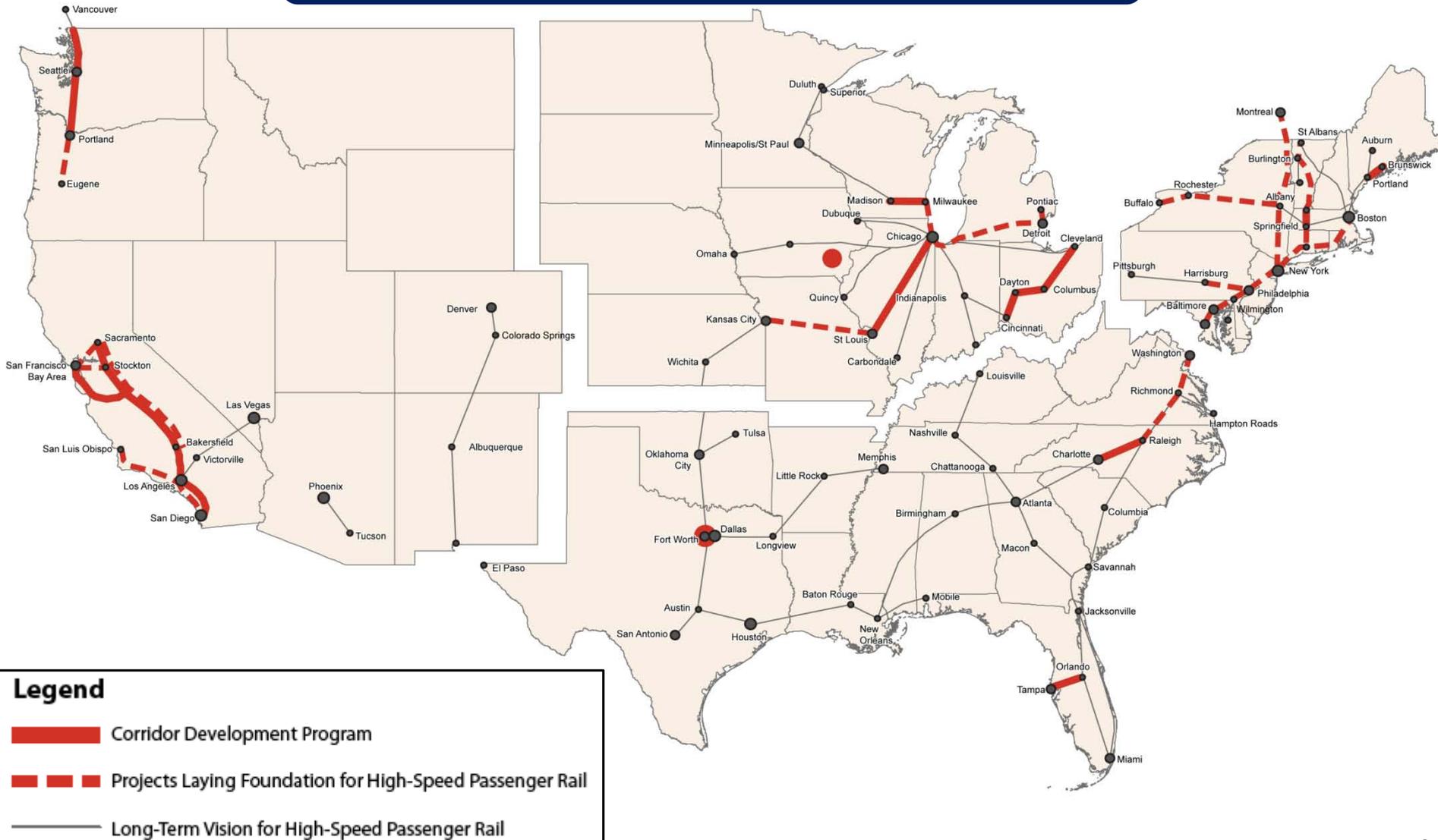
- On January 28th, President Obama announced the first selections under the HSIPR Program
- Investments focused on three key areas:
  1. Building new high-speed rail corridors
  2. Upgrading existing services
  3. Planning studies laying the groundwork for future high-speed rail services

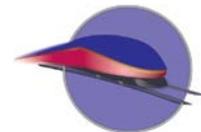




# Selections Map

**82 Applications from 31 States for ~\$8 billion**

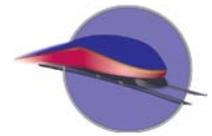




## Selection Details

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- **82 applications** from **31 states** selected for funding
- **\$3.5 billion** for new **High-Speed Rail Express** services (150 mph+)
  - California
  - Tampa – Orlando
- **\$3 billion** in upgrades/extensions for **Emerging High-Speed Rail** services (90 – 110 mph)
  - Raleigh – Charlotte
  - Chicago – St. Louis
  - Madison – Milwaukee
  - Seattle – Portland
- **\$1.4 billion** in upgrades to **existing intercity passenger rail** services
- **\$9.5 million** for **planning studies** to establish a pipeline of future high-speed rail projects



## Program Development Timeline



**\$2.5 Billion**



**\$1 Billion**



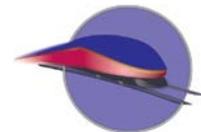
**Applications Submitted**



**Blueprint for Future Rail Development**



**Next Round of Selections Announced**



## “Round 2” of Funding: FY10 Appropriations and Residual FY09 Money

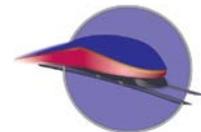
- Available funding in Round 2:

Funding Source	Project Type	Amount	Federal / State Split
Residual FY09	Individual projects	~\$65 m	50% / 50%
FY10 approps	Planning projects	\$50 m	80% / 20%
FY10 approps	Service Development Programs	\$2,125 m	80% / 20%
FY10 approps	Individual projects	\$245 m	80% / 20%
	<b>TOTAL</b>	<b>\$2,485 m</b>	

- **FRA solicited applications in two phases:**

1. FY09 balance (\$65m), FY10 planning (\$50m), & Multi-State Planning Proposals
  - Solicitations issued on April 1st & applications due to FRA by May 19th
  - Selections by Summer
2. FY10 corridor programs (\$2,125m) and FY10 smaller projects (\$245m)
  - Solicitations issued on July 1st & applications due to FRA by August 6th
  - Selections by end of FY10

- President’s **FY11 budget** proposes an additional **\$1 billion for high-speed rail**



## Program Challenges

Challenge	Strategy (Proposed)
Expertise & Resources	<ul style="list-style-type: none"><li>• Technical assistance and training program</li><li>• Federal-State partnership approach to program management</li></ul>
Planning & Evaluation Tools	<ul style="list-style-type: none"><li>• Clear eligibility/performance criteria</li><li>• “Hands-on” FRA assistance</li><li>• Development of planning &amp; measurement tools and guidance</li></ul>
Private Railroad Partnerships	<ul style="list-style-type: none"><li>• Clear stakeholder agreement requirements</li><li>• Additional FRA infrastructure analysis data and tools</li></ul>
Multi-State Corridors	<ul style="list-style-type: none"><li>• Corridor-wide service planning/implementation requirements</li><li>• National rail plan – enhanced corridor designation approach</li></ul>
Sustained Program Funding	<ul style="list-style-type: none"><li>• Achieve early project successes</li><li>• Continuous improvements to program metrics</li><li>• Collaborative approach among stakeholders</li></ul>