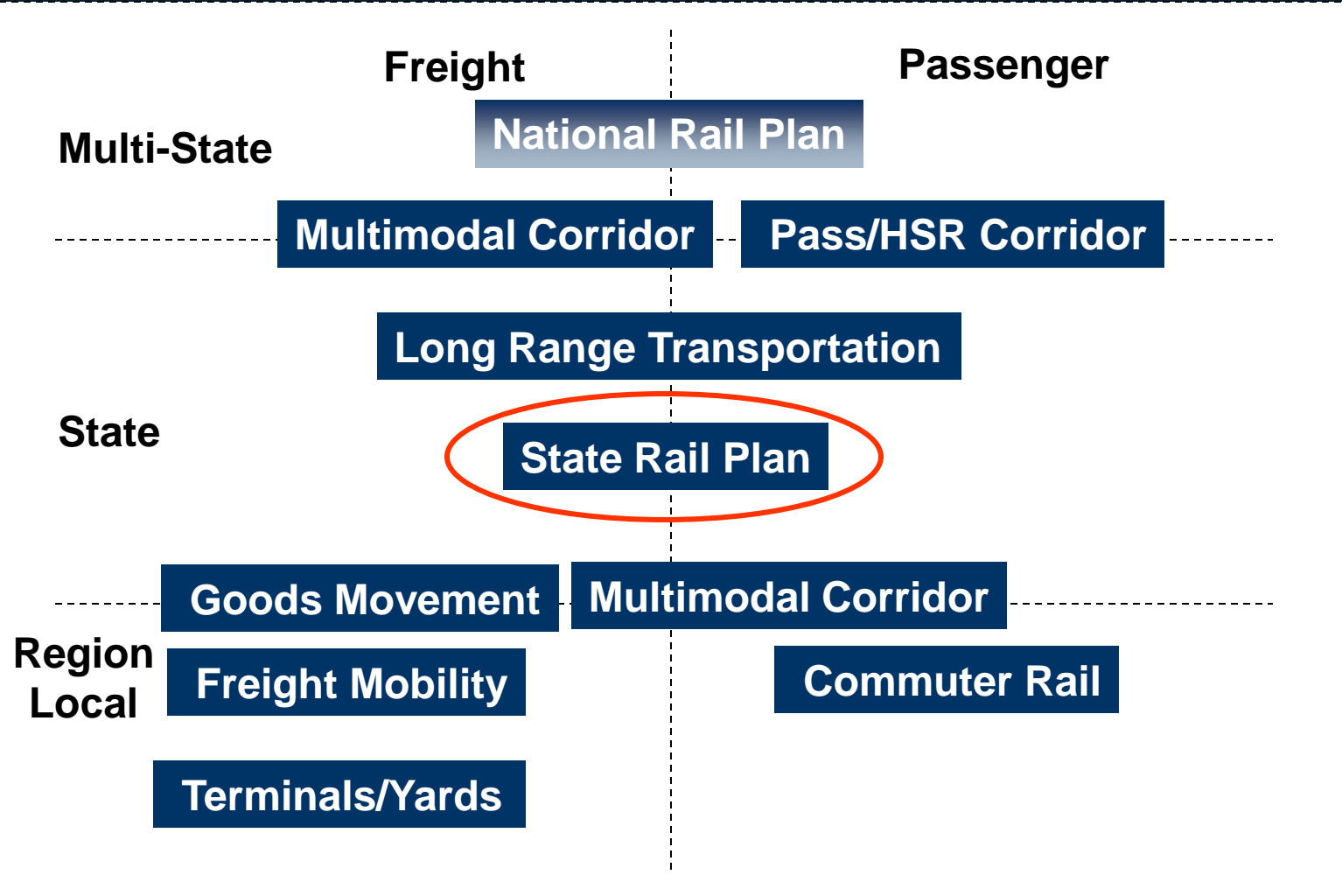


# State Rail Planning Critical Success Factors



APTA Rail Conference  
June 8, 2010

# Rail Planning



# State Rail Planning - Not New

## ■ State Rail Planning – 1970s

- Local Rail Service Assistance Program: Federal funds to support freight service on previously abandoned lines
- State-funded Amtrak routes

## ■ State Rail Planning – late 1980s-early 1990s

- Local Freight Rail Assistance Act: Federal funds to support freight service on previously abandoned lines

## ■ State Rail Planning – 1990s-2008

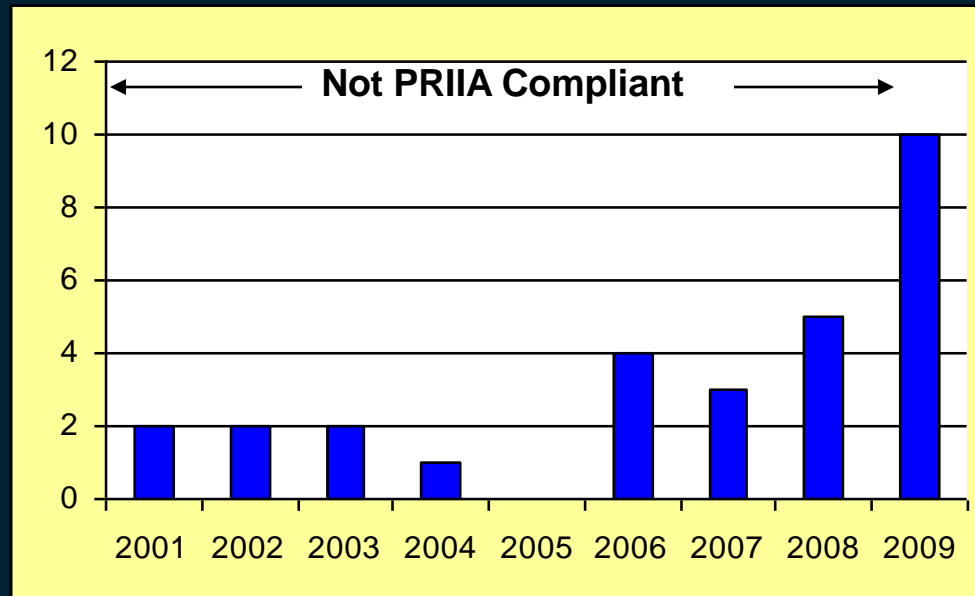
- State investments
- Part of multimodal planning efforts (ISTEA, TEA-21, SAFETEA-LU)

# Recent Events

- **Passenger Rail Investment and Improvement Act (PRIIA) - 2008**
  - \$3.7 billion authorized for HSR, intercity passenger, and congestion mitigation
  - Mandated updating of State Rail Plans and development of National Plan
- **American Recovery and Reinvestment Act of 2009**
  - Transportation Investments Generating Economic Recovery (TIGER), \$1.5 billion
  - Intercity & high-speed passenger rail corridors: \$8.0 billion
  - Highway funds that can be “flexed”: \$27.5 billion
- **FY 2010 Appropriations**
  - \$50 million for planning studies (requiring 50% state match)
  - Additional \$2.5 billion for HSR Corridors

# State Rail Plan Activity

## State Rail Plans



**In-progress:** DE , KS, MA, ME, MI, MN, NH, NM, NV, OH, OR , PA, WA, WI

**Expected :** AR, CO, ID, LA, OK, TX

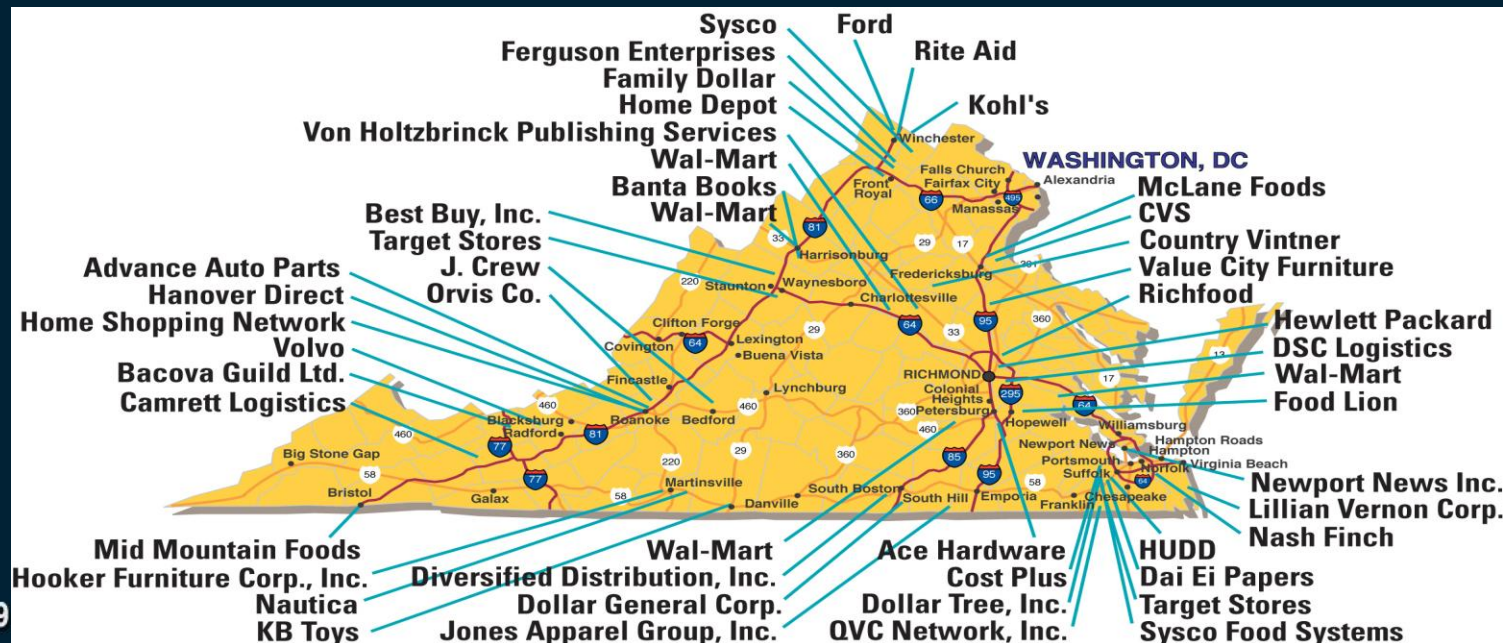
# State Rail Plan Elements

- Outreach
- Vision
- Rail System Inventory
- Issues & Opportunities
- Needs Assessment
- Service & Investment Program
- Funding

# Success Factors

The plan should have as its objective economic development and sustainability

- Both passenger and freight rail engines of growth
- Rail transportation environmentally friendly
- Rail transportation energy efficient



# Success Factors

The plan must be informed by stakeholders

- Reflects supply chain requirements
- Meets passenger rail user requirements
- Grounded in reality – achievable initiatives





# Success Factors

The plan must broaden the understanding of railroad transportation and rail issues for all stakeholders

- Educates the public
- Educates lawmakers
- Create support for funding



# Success Factors

The plan should consider international as well as domestic trends

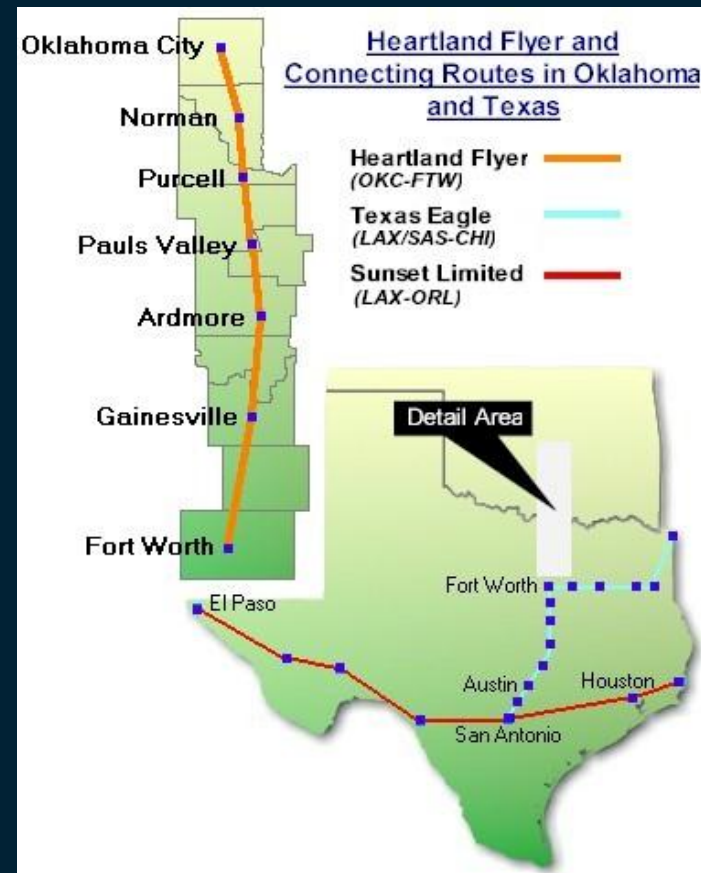
- Changes in trade patterns
- Changes in international supply chains



# Success Factors

The plan should consider regional as well as state issues and solutions

- Passenger and freight rail system integrated network
- “Upstream” problems will affect the state
- State’s actions will affect downstream



# Success Factors

The plan should define the roles of freight and passenger railroads in a multimodal context

- Access to passenger stations key to ridership
- Container and other transfer facilities expand freight rail market



# Success Factors

The plan needs to objectively identify infrastructure and other improvements required to improve rail service

- Infrastructure programs developed on established criteria
- Project selection should be as quantitative as information permits



# Success Factors

The plan must distinguish between public and private benefits of rail improvements, and support funding

- Increased interest in public support for private rail infrastructure projects
- Funding should align with benefits



# Success Factors

Provide a framework to implement rail improvements

- Conventional and innovative funding sources
- DOT organizational improvements
- Institutional and legal changes

# Success Factors

A bad plan leads to....

