

Integrating High Speed Rail in Existing Corridors – a National Perspective

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2012 RAIL CONFERENCE



High Performance Rail Corridor Development

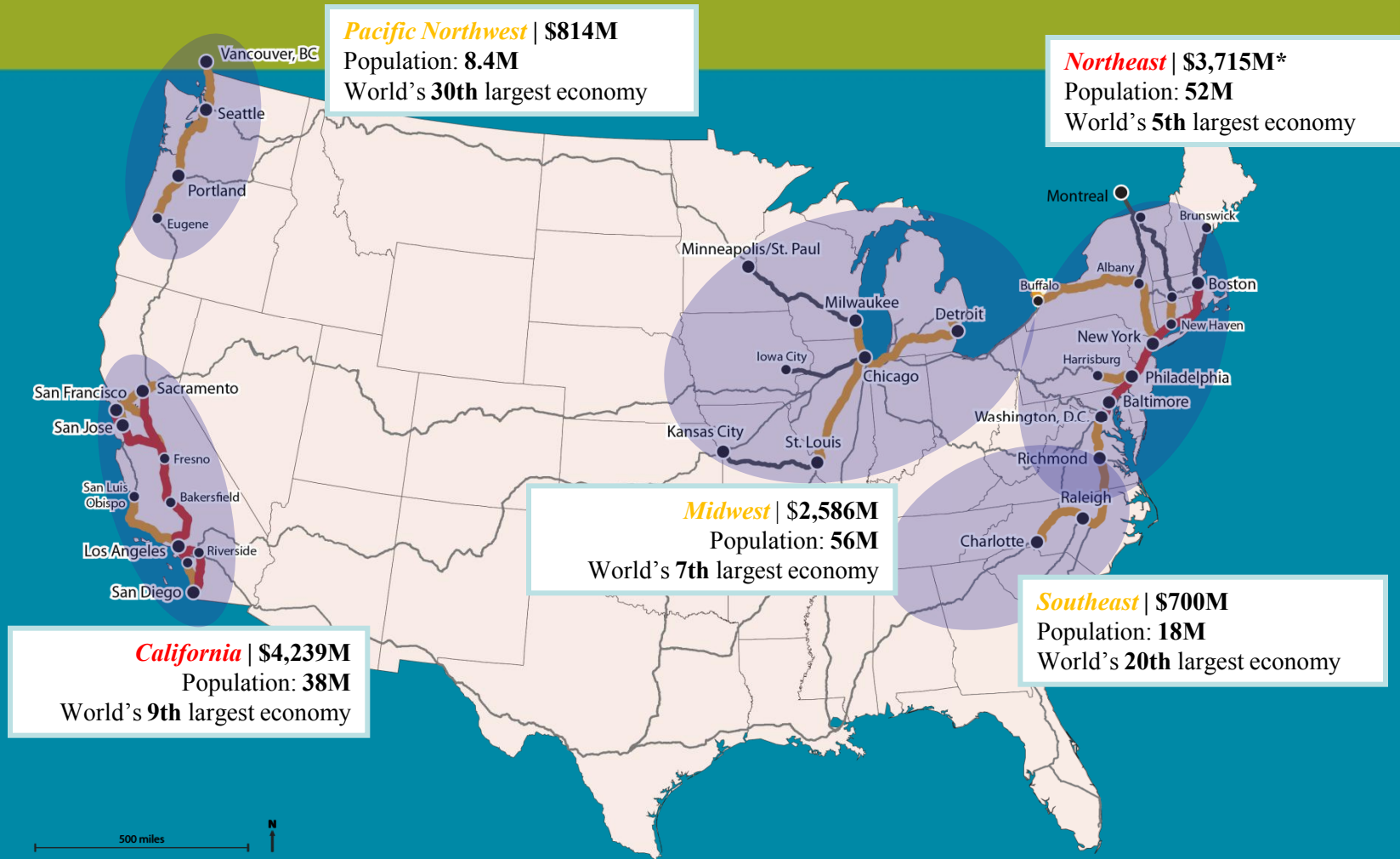
Core Express – Connect large metro areas up to 500 miles apart within 2-3 hours on electrified, dedicated track (125-250+ mph)

Regional – Connect mid-sized metro areas up to 500 miles apart with service on dedicated and shared track. (90-125 mph)

Emerging – Connect smaller communities with service on shared track (up to 90 mph)



Key Passenger Rail Investments



Pacific Northwest | \$814M
Population: 8.4M
World's 30th largest economy

Northeast | \$3,715M*
Population: 52M
World's 5th largest economy

California | \$4,239M
Population: 38M
World's 9th largest economy

Midwest | \$2,586M
Population: 56M
World's 7th largest economy

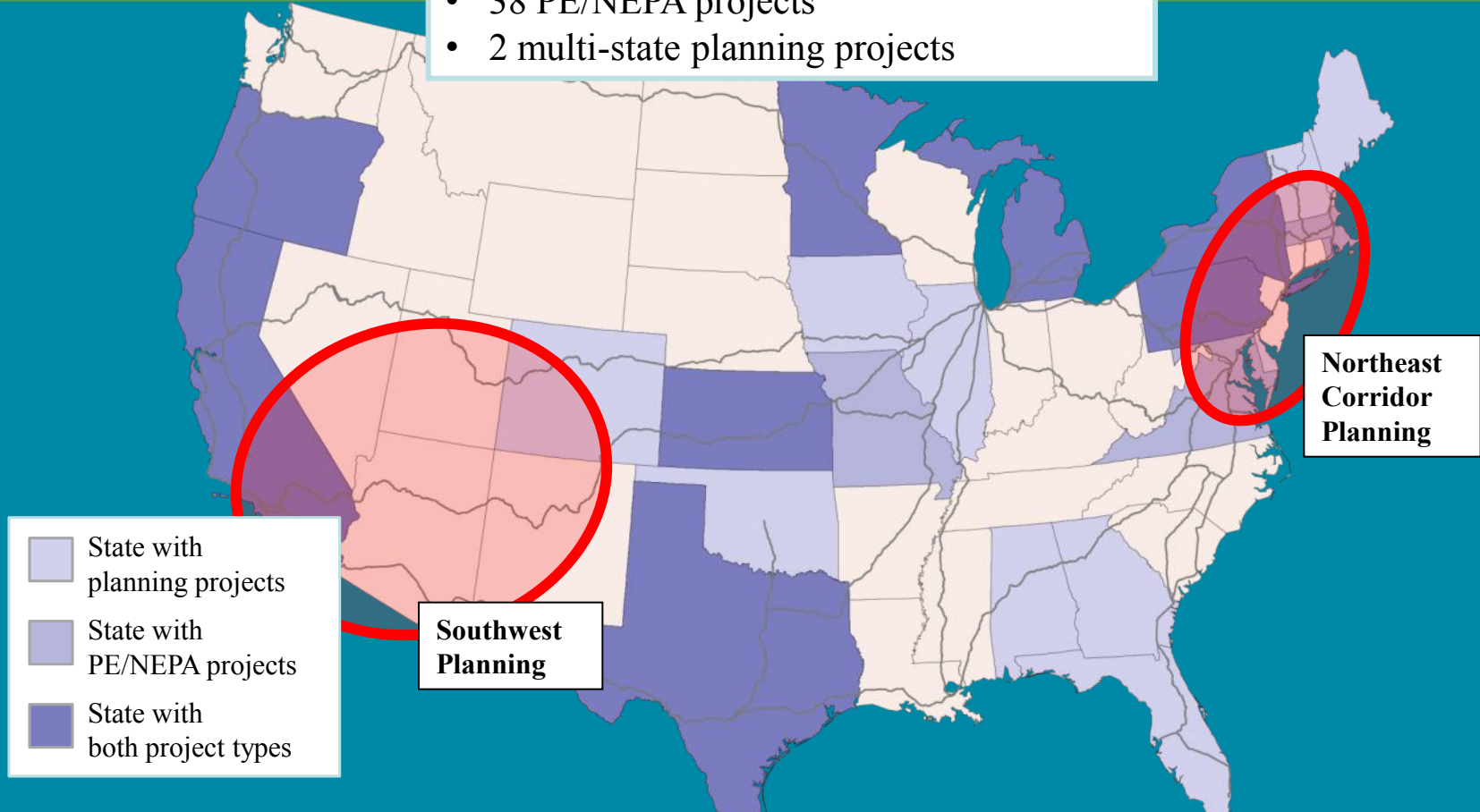
Southeast | \$700M
Population: 18M
World's 20th largest economy

GOAL: Within 25 years, to give 80 percent of Americans access to a high-speed rail network.

* Includes all Federal funding for the Northeast Corridor and HSIPR program funding for the Northeast Region.

Key passenger rail investments

- 11 State rail plans & 25 corridor plans
- 38 PE/NEPA projects
- 2 multi-state planning projects



Pipeline: \$542M in planning, PE, and environmental analysis across the country

Key Strategic Issues

- USDOT/FRA national vision
- Roles of states, regions, cities
- Integration with transit, CRail
 - Planning, operational, technical
 - Institutional, political, financial



Key Strategic Issues

- Institutional – FRA, state, HSR
- Goods movement -- freight railroads
- Funding – more to transit/CR
- Future financing – C&T, VC
- Benefits -- agglomeration



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