

**Improving Passenger Rail While Preserving our
World Class Freight Railroad System:
The HIGH SPEED RAIL Challenge**

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2012 RAIL CONFERENCE



FRA Guiding Principles

- America's world class freight railroad system must be preserved and improved.
- HSIPR Grants are for the benefit of existing or future intercity passenger rail service and will fund the infrastructure improvements necessary to ensure a high level of performance.
- Agreements must achieve the necessary balance to protect both the private and public interests.
- Agreements must achieve and maintain quantifiable performance outcomes based on objective, mutually agreed-upon analysis/modeling, including operating slots/frequencies, trip times, and reliability.



High Speed Passenger Rail Network

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



Chicago to St. Louis Corridor



- 208 Miles from Dwight to East St. Louis area
- Improvements to mainline, construction of double track, addition of freight sidings, grade-separated crossings, enhanced warning devices
- Passenger benefits include addition of trains operating at 110 mph; UPRR agreement to ceiling of track and signal delays and on-time performance

Pacific Northwest Corridor



- Series of improvements between Columbia River and the US/Canadian border
- Improvements included construction of new passenger track, inland bypass route, several sidings, track and signal upgrades
- Passenger benefits included addition of two round trips, reduction in scheduled run time, and improvement in service reliability

Dearborn to Kalamazoo

U.S. DOT approves 110 mph Amtrak service⁴



⁴ Faster service to begin soon on 97 miles of track between Kalamazoo, Mich. and Porter, Ind.

- Located on a 135-mile segment of federally designated Chicago-Detroit HSR corridor
- First grant: track rehabilitation and signal improvements to allow for 110 mph service
- Second grant: Michigan to purchase line
- Passenger improvements include increased speeds and reduced travel time.
- Corridor transferred into public ownership.

Create Passenger Project 1: Englewood Flyover Project



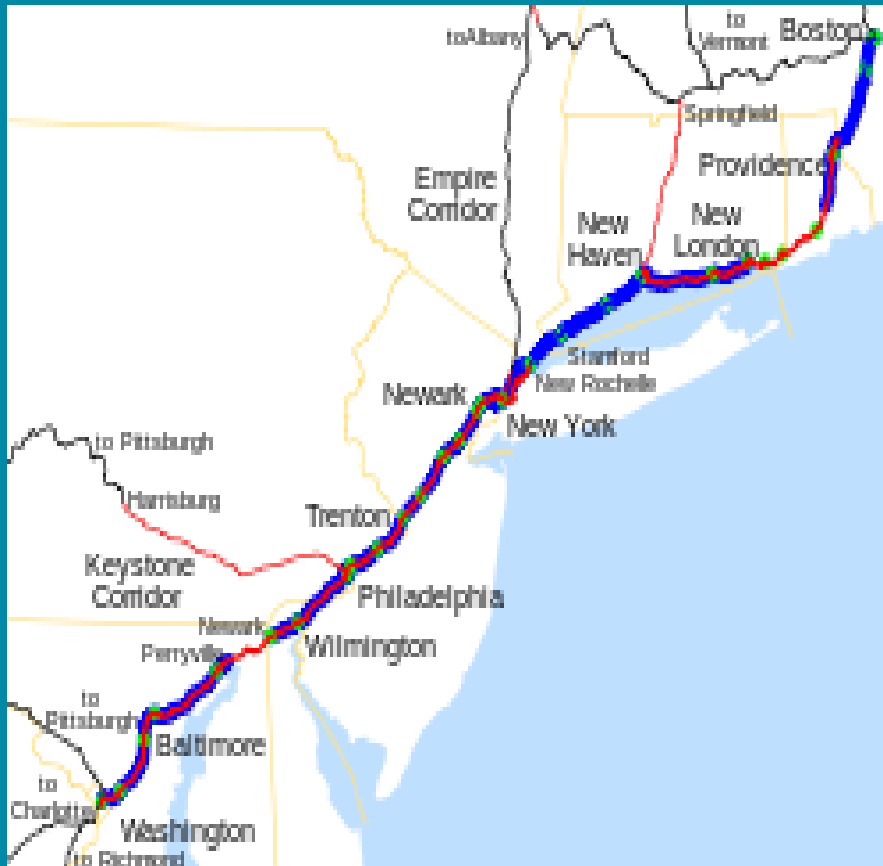
- CREATE Program improves operations in five rail corridors
- P1 removes conflict point between commuter, passenger, and freight trains
- P1 eliminates Amtrak's most severe delay point in Midwest
- Predicate for other passenger projects :
 - P2 frees up IPR space at Chicago's Union Station
 - P4 creates additional mainline capacity

Northeast Corridor: Harold Interlocking Improvements



- Critical congestion relief project on Amtrak NEC
- 783 trains daily including Amtrak, MTA, LIRR, Metro North, and NJ Transit
- Constructs bypass route for Amtrak resulting in a conflict-free, grade-separated route
- Installs switches that will allow for increased train speeds
- Direct path through Harold Interlocking necessary for HSR

Northeast Corridor: Catenary, Power, Track and Signal Improvements



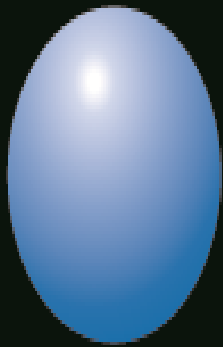
- New York City to Trenton, NJ
- Densest concentration of high-speed rail operations in North America
 - Four track segment
 - 338 trains daily
- Passenger improvements include increased operating speeds to 186 mph, improved reliability and increased service capacity



Getting to Win-Win

- Provide mechanisms that give railroads the confidence they will be able to manage future freight growth – foreseeable and unforeseeable.
- Allow for the apportionment of responsibility for passenger service delays among all parties and after consideration of all circumstances.
- Grant flexibility to allow for the nuance of the project environment and for changing conditions over time.





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