

High-Speed Intercity Passenger Rail

SPEEDLINES



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DEDICATION to Norman Y. Mineta

JULY 2022
ISSUE #34



America's leaders must address an aging infrastructure and a transportation network inadequate for our growing population in a sustainable way, empowering the economy centered on major metropolitan areas and their surrounding regions.

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HS&IPR *Letter from our Past Chair:* Committee & Friends

Two years ago, I authored my first letter to you as the incoming chair of the APTA High-Speed and Intercity Passenger Rail Committee. At that time, we were beginning to grapple with COVID-19, not knowing what its impact would have, but fearing the worse. Nonetheless, we attempted to do our best to protect our riders while maintaining our infrastructure in the hope that post-pandemic, there would be demand for more capacity, improved service, and better equity in the delivery of passenger rail service in the United States. Little did I realize that simultaneous unprecedented challenges and opportunities would fill the job I was about to take on. While passenger rail has faced ridership and workforce challenges, it has found the resources and support it needs to prepare for what should be a very successful and prosperous future.

Congress and the Biden administration have approved a massive infrastructure initiative that will help build and support numerous passenger rail improvements and high-speed rail planning initiatives across the nation. And, states and coalitions of states are organizing themselves to plan and develop corridors that will eventually create a network of integrated high-performing and high-speed passenger rail services that will enable a traveler to receive frequent, well-connected, and competitively priced rail service from their point of origin to their destination and back. And while all of these outstanding achievements were occurring on the state and national levels, thanks to the incredible advocacy and involvement of our committee members and APTA staff, our committee achieved tremendous success in ways that are too numerous to list in the space I have available.

Most notably, thanks to the perseverance of Al Engel and Jeff Wharton, our committee evolved from a time when we gathered a few dozen committee members to discuss high-speed rail issues and policies in a half-day issues forum; to producing the first full two-day virtual conference on the challenges facing our industry; to a three-day in-person conference this year in Philadelphia, PA, titled, "Connecting America's Cities."

The in-person conference brought together more than 400 APTA members, industry leaders, academics, policymakers, students, state and local officials, and committed members of Congress to review the current state of passenger rail's evolution and to organize the agenda for the future development of improved intercity passenger rail and high-speed rail in the U.S. This annual event can be used as a mechanism to report back to Congress on the progress being made from this historic passenger rail investment. We also obtained valuable feedback on lessons learned from our international partners regarding "interoperability" and "build one successful high-speed rail line and the rest will follow."

The past two years have truly been a productive and exciting time for our committee, and it has set a high bar for the future of our committee's leadership and agenda.

I am grateful for the support our committee members and industry colleagues have given me, and I wish our committee's incoming chair, Chris Brady, every success. I pledge my continued support to help APTA, our committee, and our Nation to successfully achieve the planning, construction, and operation of a fully integrated, multimodal intercity and high-speed passenger rail system as quickly as possible.

With appreciation and gratitude, Joseph Giulietti

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SPEEDLINES MAGAZINE

On the front cover:

THE RECENTLY SIGNED BIPARTISAN INFRASTRUCTURE LAW AUTHORIZES A HISTORIC \$66 BILLION FOR RAIL, INCLUDING UP TO \$12 BILLION THAT COULD BE DEDICATED FOR HIGH-SPEED RAIL. ATTENDEES OF THE "CONNECTING AMERICA'S CITIES" HIGH-SPEED RAIL CONFERENCE IN PHILADELPHIA DISCUSSED THE CURRENT STATE OF AFFAIRS, GLOBAL DEVELOPMENTS AND OPPORTUNITIES THIS HISTORIC FUNDING PRESENTS.

LEFT TO RIGHT: KEVIN HOLZENDORF-APTA VICE CHAIR, BOARD MEMBER, JACKSONVILLE TRANSPORTATION AUTHORITY | RONNIE HAKIM-HNTB | PHILIPPE LORAND-UIC | PAUL SKOUTELAS-APTA PRESIDENT & CEO | MARC GUIGON-UIC | JEFF NELSON - APTA CHAIR, CEO OF METROLINK, MOLINE, IL.



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HS&IPR *Letter from our Chair:* Committee & Friends

As our immediate past chairman Joe Giulietti shares in his letter nearby, the past two years have been some of the most challenging – but also rewarding – in our Nation’s history for high-speed and intercity passenger rail. While still responding to the pandemic-induced crisis in rail and transit, our leaders in Washington, DC, nevertheless managed to produce the Infrastructure Investment and Jobs Act (the IIJA) which appropriated and authorized historic sums for passenger rail in America. As APTA’s High-Speed and Intercity Passenger Rail Committee moves ahead in the coming years under new leadership, we must first applaud the work just accomplished, culminating in a terrific conference in Philadelphia in late March. Many thanks to past Chairman Al Engel for the relentless drive toward hosting the conference, and Jeff Wharton, whose steady organization and leadership pulled the conference components together.

As we plan for the next HSR conference to again celebrate the passage of the IIJA and gauge progress towards its goals of invigorating passenger rail in the US, we have the success of the Philadelphia conference to serve as a model to build upon. While rail was indeed the big winner in the IIJA – receiving a boost in funds of some 600 percent – our challenge as leaders in the industry is to prove to the federal government and to the American people that their trust was wisely placed. It is always a challenge to demonstrate to the taxpayers and their representatives that sufficient progress is being made to retain their support, as planning, developing and constructing any public works project of magnitude is a years-long endeavor.

The Committee and its new leadership team of Chad Edison, Anna Lynn Smith, Norman Forde and I will work to shape a partnership with US Federal Railroad Administration as they face the task of managing the many rail programs in the IIJA, building upon the terrific participation from senior FRA officials in each of our recent conferences in Orlando, Philadelphia and San Diego. And we hope to position APTA and the Committee itself as the ‘go-to’ voice of passenger rail in America, bring under one umbrella not only the Nation’s rail provider Amtrak, but many state-sponsored rail programs and private-sector initiatives. We will give the Committee’s SPEEDLINES newsletter a new look, a renewed purpose, and an enhanced format. We will endeavor to ramp-up Committee activities, and invite your input on ways we can have the greatest impact. This will not be any easy task, as other past efforts have made clear.

But working together with a large, highly-experienced and highly-motivated membership of the Committee from industry and academia, and with the dedicated support of APTA leaders Paul Skoutelas and excellent staff of Art Guzzetti, I am convinced that our challenge is one that can be met.

As incoming Chairman, I humbly ask you to join our Committee’s efforts to preserve the historic accomplishment of the IIJA, and to work to bring state-of-the-industry intercity passenger rail to the U.S.

Chris Brady

CONNECTING AMERICA'S CITIES

MARCH 30 - APRIL 01, 2022

Contributed by: Jeffrey Wharton

"CONNECTING AMERICA'S CITIES" / CONFERENCE CHAIR, AND DIRECTOR OF CONTRACTS AND TECHNICAL SERVICES, SYSTRA USA



– Key Takeaways from the APTA High-Speed Rail Conference

To sum up the March 2022 High-Speed Rail (HSR) Conference: "Connecting America's Cities" held in Philadelphia, it would be - WOW!

We turned a half day HSR Policy Forum into a standing room only, jam-packed, headliner event over three (3) days with an attendance of 400+.

The event kicked off with an APTA/UIC Practicum "Planning and Delivering on High Performance Rail: Lessons from Around the World, and continued with featured keynote speakers, high-energy program sessions, a special preview of the new Amtrak Acela Trainset, Middle School Students perspective of HSR, Products & Services Showcase, and a variety of tours. We received very positive comments on the conference overall and the quality of the tours. We had an outstanding number of non-APTA Members, which was a goal to expand beyond our core member base to highlight the benefits of APTA as the leading voice for High-Speed and Intercity Passenger Rail (HS&IPR).

Local host, SEPTA, along with Amtrak, provided a great backdrop for the venue and offered a wide range of tours.

A Products & Services Showcase throughout the conference provided examples of the exciting innovations, products and services that support this industry. And, the huge support from our sponsors contributed to the success of the conference.





There is not enough room in this article to go over every session and the list of thought-provoking speakers ranging from members of Congress, US DOT, Surface Transportation Board, FTA, FRA, State DOTs, Mayors, International Groups, Passenger Rail Agencies & Operators, Class I Freight, Academia, Labor, Financial Institutions, Rail Advocates, Middle School Students, Contractors, Consultants, etc. However, please note that the conference was video recorded and available for viewing at: <https://learning.aptagateway.com/apta-recent-conferences>

A FEW KEY TAKEAWAYS:

- Today's federal investment will be the foundation for a forward-looking strategy to establish safe, reliable, efficient, integrated and climate-friendly alternatives for moving people via passenger rail.
- It's time to stop envying what other countries have done and to stop asking why we cannot do it.
- The time is right to implement a world-class high-speed and higher performance rail network across America.
- Lessons learned from our international partners:
 - Build one (1) successful HSR line and the rest will follow (Rule No. 1)
 - Recognize the importance of "interoperability"
 - * Europe learned the hard way.
 - * A national grid should connect Cities, States and Regions (see Europe, China)
- Engage and listen to the younger generation that are looking for cost effective, climate-friendly alternatives to driving.

A special "Thank You" to the 18-member Planning Committee and this conference initiative started by Al Engel during his term as HS&IPR Committee Chair. Everyone's hard work paid off through the nine month process of virtual bi-weekly meetings.

WHAT'S NEXT?

With the enthusiasm and high-profile investment for HS&IPR, we can continue to use APTA HSR conferences to report back to Congress on the progress being made during this historic five- year investment.

APTA and this committee needs to stay in the forefront of this passenger rail opportunity before us!

APTA HIGH-SPEED AND INTERCITY PASSENGER RAIL COMMITTEE DEDICATES ITS 34TH EDITION OF SPEEDLINES TO FORMER SECRETARY OF TRANSPORTATION

NORMAN Y. MINETA

WHO PASSED AWAY MAY 3, 2022 AT THE AGE OF 90.



TRAILBLAZER | PIONEER | INNOVATOR | ENTREPRENEUR

All are words associated with the arc of Norman Y. Mineta's life and career. Norm Mineta was the first American of Asian/Pacific Islander ancestry to become a prominent and powerful player on the national political stage. As with all political leaders, Norm encountered opponents and critics along the way, but no one can recall any enemies. He led through intelligence, courtesy, humor, decency, trust, and always quiet determination.

Throughout, he never forgot where he came from, no matter where life took him. San Jose was, in every respect, Norm Mineta's hometown. He loved the city—its people, its history, its spirit, even though, as a ten-year-old, he was commanded at gunpoint to leave the city solely due to his ancestry. That childhood experience shaped Norm's entire approach to politics, a belief that in a democracy, government must be accessible and accountable to the people. After internment at Heart Mountain, Wyoming, the Mineta family returned to San Jose to rebuild their lives. Norm graduated from San Jose High School, after having been chosen by his peers to be student body president.

He served in the U.S. Army during the Korean War, and then joined his father's insurance business. The injustice experienced during wartime led Norm, and others, to civic participation, tak-

ing lessons about the importance of community involvement from Issei elders. He served on city commissions and the City Council and his passion to expand access to government became his trademark. Elected Mayor, with 62% of the vote in 1971, "Norm Mineta" became a household name. That popularity and respect propelled his election to Congress in 1974. He was reelected ten times. Known for his ability to work seamlessly across the aisle and to achieve consensus, he served as Secretary of Commerce for President Bill Clinton and then served as Secretary of Transportation for President George W. Bush—the only Democrat to serve in that cabinet. Creating better transportation systems was always central to his core beliefs. In addition to a keen focus on equity, he created the Transportation Security Administration after the 9/11 attacks, and steadfastly displayed passion in finding ways to move people through better transportation.

The APTA High-Speed and Intercity Passenger Rail Committee is grateful for everything Secretary Mineta did to advance America's transportation system through his engagement with Congress and beyond. He remained active in the fight for HSR until his recent passing, notably authoring multiple OpEds with former Secretaries LaHood and Foxx urging the US to complete HSR systems between major cit-

ies. In addition to his many achievements in government and civic endeavors, Secretary Mineta founded the Mineta Transportation Institute at San Jose State University. Today, the Mineta Transportation Institute is among the nation's leading facilitators and advocates for research that is advancing improvements in transportation infrastructure and workforce development.

For his lifetime of exemplary service, Norm received the highest honors possible, receiving the Presidential Medal of Freedom from President Bush and highest honors from the Emperor of Japan. In 2001, the San Jose City Council named the airport the "Norman Y. Mineta International Airport" in his honor and on May 6, 2022, President Biden signed a bill to

name the US Department of Transportation Headquarters in his honor, along with the late William T. Coleman. Norm was a hero, a guiding light who inspired countless fresh faces and voices into the public square. Yet, he never thought of himself that way. To political activists, prominent leaders, and everyday Americans, he was simply and always "Norm". That is how he thought of himself.

The APTA High-Speed and Intercity Passenger Rail Committee membership joins with our colleagues in all modes of transportation to express heartfelt gratitude for Secretary Mineta's service to our nation and the legacy he established for future generations.



IN LOVING MEMORY
Norman Y. Mineta

1931-2022

LET'S FIND THE COURAGE

TO COMPLETE A HIGH-SPEED RAIL PROJECT

Contributed by: Rod Diridon, Sr., Ray LaHood, Anthony Foxx

THE WORLD'S TWO COMPARABLE HIGH-SPEED RAIL LINES UNDER CONSTRUCTION ARE MULTIPLE TIMES MORE EXPENSIVE PER MILE THAN CALIFORNIA'S.

After the recent release of the California High-Speed Rail Project's new business plan, an objective UC Berkeley poll revealed that 56 percent of the state's voters support the completion of the project and 35 percent opposed, with the rest undecided. In the Bay Area, that jumps to 65 percent of the voters supporting the project, with only 20 percent opposed.

Why is the support so high despite the persistent voices of vehement critics, including The Mercury News Editorial Board? It's because many of our state's well-educated voters read the objective climate and transportation literature and are concerned about the mobility and climate crisis.

We know that 18 other countries, all of the advanced and many emerging economies, have high-speed rail in operation now, and most are expanding those systems. China, the major economic and environmental competition for the United States, built 23,000 miles of 235 mph rail in the last 30 years with more under construction. The world's two comparable high-speed rail lines under construction currently are multiple times more expensive per mile than California's.

The Council on Foreign Relation's Independent

Task Force Report Number 79 of 2021 declared their "Belt and Road" system has catapulted China into a preeminent competitive position. Their expanding high-speed rail network supported by an even more massive 100 plus mph freight and passenger system (most electrically powered) reduces the need for less efficient and more polluting petroleum power. That integrated, electrically powered rail network economically and reliably delivers vast quantities of people and products.

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(most electrically powered) reduces the need for less efficient and more polluting petroleum power. That integrated, electrically powered rail network economically and reliably delivers vast quantities of people and products.

Their advanced “just-in-time” inventory control is therefore more effective and reduces supply-chain interruptions. Employees are also able to live farther from work and closer to more affordable housing, as will be the case with California’s project. And once an electrically powered high-speed rail terminal is located in a community, travel volumes require that an integrated feeder system be developed. Most often that’s also electrically powered light or commuter rail and new electric buses. That’s a huge step toward meeting our international climate change goals.

Yes, there is significant expense, but we get what we pay for. Our rail system is less than half the cost of creating the added freeway and airport capacity required to serve the state’s future. The two comparable high-speed rail systems being expanded currently are London to Birmingham and Leeds and our own northeast Acela corridor from Boston to Washington DC. The cost per mile for England’s line

is over three times and the Acela corridor is projected at nearly twice California’s per mile. Both of those systems are proceeding.

Are we going to let a minority of naysayers control our future, or will the strong majority in favor of the economic and climate advantages of high-speed rail demand that the project be completed? Let’s find the courage to join the other advanced countries of the world with an all-electric transportation system. Our children and theirs deserve our very best effort, now.

Rod Diridon Sr. is chair emeritus of the California High-Speed Rail Authority and the U.S. High-Speed Rail Association. Former U.S. Transportation secretaries Ray LaHood and Anthony Foxx are Co-chairs of the U.S. High-Speed Rail Coalition.

THEY WROTE THIS IN MEMORY OF FORMER SAN JOSE MAYOR, CONGRESSMAN AND SECRETARY OF TRANSPORTATION NORMAN Y. MINETA, WHO DIED MAY 3.



APTA RAIL CONFERENCE

Highlights

HIGH-SPEED AND INTERCITY PASSENGER RAIL

Contributed by: Eric Peterson

In addition to the selection of new committee leadership (detailed in a side-bar in this edition of SPEEDLINES), the APTA Committee on High-Speed and Intercity Passenger Rail presented and collaborated in a number of sessions at the APTA 2022 Rail Conference, that helped focus, inform, and motivate high-speed and intercity passenger rail advocates to address the greatest opportunity the industry has ever had – implementation of the Infrastructure Investment and Jobs Act of 2022 (IIJA).

During its own meeting the committee received presentations from top U.S. DOT leaders Allison Fultz, chief counsel for the Federal Railroad Administration, and Leo Wetula of the departments Build America Bureau. Additionally, the committee received updates from Laura Mason, executive vice president, Major Capital Delivery at Amtrak; an update on the California High-Speed Rail project from Chad Edison of CALTRANS, and legislative updates from Amy Scarton of the Washington State Department of Transportation and Stacie Tiongson, a top legislative expert at APTA.

Later in the session representatives from HNTB, Washington State Department of Transportation, Amtrak and Texas Central Railroad provided additional insights on project development.

Of particular note, Peter Gertler and Norman Forde laid out the most recent draft of the committee's draft strategic plan. Page 14.

A number of sessions of interest to passenger rail advocates were held during the conference, as follows:

TRANSIT ORIENTED COMMUNITIES: THE INTERSECTION OF RAIL, AFFORDABLE HOUSING & VIBRANT PLACES

Transit-Oriented Communities are places that, by their design, allow people to drive less and walk, cycle, and take transit more. Such mixed-use, livable communities lend themselves to vibrant places and appealing lifestyles. Critical connections between public transportation and affordable housing are a heightened priority as transit agencies bolster service to core ridership and provide access to jobs, education, health care, and opportunity. Panelists will discuss how these themes can all tie together to create a stronger, healthier, and more equitable community.

[RAIL RIDERSHIP IMPROVEMENTS – TAKING PEOPLE WHERE THEY WANT TO GO!](#)

Ridership for rail has been greatly affected in the U.S. during the pandemic. Transit agencies continue to innovate and look at increasing ridership in non-traditional ways as we come out of this pandemic. This session will highlight a few strategies that some transit agencies are taking to improve ridership.

Recent Decline in Public Transportation Ridership: Analysis, Causes, and Responses - [TCRP Report: 231](#)

Elements Needed to Create High-Ridership Transit Systems - [TCRP Report: 111](#)

BUILDING THE FUTURE WORKFORCE PIPELINE – SUCCESSFUL PROGRAMS TARGETING THOSE LESS SERVED

Now is the time to step it up, explore and enable new programs and approaches to reach, inspire, educate and develop a new workforce that will ensure the stability



and success of our industry. This session features successful and equitable programs targeting diverse populations to provide career pathways and opportunities for those less served. Featured topics include:

- Inspiring and developing our future workforce – Providing summer opportunities for hundreds of Chicago's young people to grow, develop, and contribute to our industry.
- Lifting up the underserved - Reaching high school students from underrepresented communities, educating them on STEM-based careers and beyond.
- Attracting and retaining a young and diverse workforce – With equity at the forefront, engaging youth from marginalized populations to help our industry achieve a diverse, equitable, and sustainable future.
- Apprenticeship programs moving to the forefront – Building skills, opening up opportunities, creating pathways to growing careers and communities.

Building a Sustainable Workforce in the Public Transportation Industry—[A Systems Approach - TCRP Report: 162](#)

Resource Guide for Improving Diversity and Inclusion Programs for the Public Transportation Industry - [TCRP Report: 228](#)

HIGH-PERFORMANCE INTERCITY CORRIDORS: RAMPING UP FOR TIMELY PROJECT DELIVERY

At long last, the United States has a multi-year, well-resourced program for the betterment and expansion of high-performance intercity passenger rail. Focus now shifts to the delivery of projects, and addressing current management issues including cost, workforce, and supply chains. Panelists will review ways project sponsors and their private sector partners are stepping-up to the challenge to deliver projects that will be timely and impactful.

ZERO EMISSION RAIL: VAPOR NO SMOKE

Rail is an extremely fuel-efficient mode especially rail transit. Many commuter rail operations traditionally have operated with diesel propulsion or using electricity. As cities and states look to reduce their carbon footprint further, commuter and passenger rail transportation authorities are looking to innovate further by using hydrogen or battery-electric hybrid propulsion. This session will highlight some pilot projects that are taking place across the country in the area of zero emission rail.

POWERING INTERCITY, REGIONAL AND LONG DISTANCE TRAVEL

With a top speed of 125 mph each, Siemens Mobility Charger locomotives are at the forefront of high-speed passenger train travel in North America. The Tier 4 Diesel-electric Charger locomotive is based on more than 130 years of comprehensive global expertise in the development, production, and

maintenance of rolling stock. From start to finish, Charger locomotives are manufactured at the full-service Siemens Mobility manufacturing facility in Sacramento, California, in accordance with Buy-America regulations. Charger Locomotives deliver high reliability and high performance that keep North American passenger services on track. Join Siemens, MTS and NCTD officials to get an up-close look of the Siemens Mobility Charger locomotive. Get on board, learn from first-hand experts, and see for yourself what it means to be at the forefront of rail vehicle technology.

On the day of the tour, MTS Representatives will meet each tour group in the Hilton San Diego Bayfront lobby.

HIGH-SPEED RAIL LESSONS FROM AROUND THE GLOBE

North America can benefit enormously from international experiences in the development of high-speed intercity systems. Practitioners from around the world will share insights on planning, construction, operations, and maintenance. As America enters this new era, we have a unique opportunity to build on this strong foundation of experience and knowledge.

CALIFORNIA: A HOTBED FOR HIGH-SPEED AND HIGH-PERFORMANCE INTERCITY RAIL

California is setting a national standard for investment in passenger rail. Panelists will describe activities currently underway in various regions of the state. The California High-Speed Rail project is designed to be transformational in the way people move within the state as the backbone of an integrated, statewide rail system. Other projects such as Link21, and investments in the LOSSAN and High Desert Corridors, will add robust service in connecting and shared corridors, and be fully integrated with local transit systems. The passengers and the statewide economy will be winners!

(SIDE BAR, NOTATED BELOW)

On a recent trip to England and France, it was amazing to experience reliable, frequent and competitively/equitably priced rail, and public transit services. How hard can that be for the U.S. passenger rail and public transit organizations and infrastructure?



STRATEGIC TASK FORCE

HIGH-SPEED AND INTERCITY PASSENGER RAIL

Norman Forde (WSP), and Peter Gertler (HNTB), presented a final draft of the committee's strategic directions work plan during the committee's annual meeting on June 5th in San Diego, California.

Below is the content and timeline for the plan's implementation, pending its acceptance by the APTA board of directors and its incorporation into the APTA strategic plan.

INTRODUCTION

In January 2022, under the direction of Joseph Giuliotti, Chair of APTA's High Speed and Intercity Passenger Rail Committee (HS&IPR or Committee), a Strategic Direction Task Force (SDTF) was convened. The purpose of the SDTF was to review the role of the HS&IPR and make strategic recommendations that elevate the relevance and contribution of the HS&IPR within APTA, the transportation industry, and the Administration. The outcomes of the recommendations are for the HS&IPR to be recognized as the nation's subject matter experts, thought leaders, and influencers for the advocacy, education, and information for high-speed and intercity passenger rail in the United States.

SDTF Members

Chairs

- Peter Gertler, HNTB (Chair)
- Norman Forde, WSP (Co-Chair)
- Art Guzzetti, APTA (Co-Chair)

Members

- Patricia Quinn, Northern New England Passenger Rail Authority (NNEPRA)
- Ron Pate, Washington State DOT
- Amy Scarton, Washington State DOT
- Christine Kefauver, Brightline
- Melissa Figueroa, California HSR Authority
- Jennifer Hu, Texas Central
- Donna DiMartino, LOSSAN Corridor
- Laura Mason, Amtrak
- Julie White, North Carolina DOT
- Charlie Quandel, Quandel Consultants
- David Cameron, Teamsters
- David Carol, APTA

ACTION PLAN

The SDTF was divided into four working groups, each charged with developing a 2022 Strategic Work Plan for the HS&IPR Committee. Each group was assigned a leader and members and a specific topic as summarized below.

Technical Excellence and Delivery

- o Leader: Norman Forde, WSP
- o Members: Patricia Quinn, NNEPRA; Ron Pate, WSDOT; Jennifer Hu, Texas Central

Governance and Alignment

- o Leader: Peter Gertler, HNTB
- o Members: Amy Scarton, WSDOT; David Cameron, Teamsters

Membership, Alliances, and Participation

- o Leader: Julie White, NCDOT
- o Members: Donna DiMartino, LOSSAN; Christine Kefauver, Brightline

Education and Advocacy

- o Leader: Charlie Quandel, Quandel Consultants
- o Members: Melissa Figueroa, CAHSR; Gerald Francis, Keolis; Laura Mason, Amtrak

Each work plan will include Key Performance Indicators (KPIs) to measure the success of achieving the HS&IPR strategic initiative. Annually, at the HS&IPR Rail Conference Committee Meeting, a scoring of the Work Plan will be reviewed by the HS&IPR. KPIs will be reviewed and scored, and include a brief

description of the scored items:

KPI Review: The Work Plan Strategic Initiative

- Has been achieved and is closed
- Is underway and progressing with a clear plan for completion
- Needs additional attention and a plan for execution
- Is no longer relevant

KPI Scoring: The Work Plan Strategic Initiative

- Exceeded expectations
- Met expectations
- Did not meet expectations

DELIVERABLE DEVELOPMENT SCHEDULE

The Work Plan was reviewed and commented on by the full Committee and adopted. The Work Plan was a multi-year plan with a description of the work; deliverables; and key milestones. The schedule for developing the work plans was as follows:

- March 9, 2022: SDTF general meeting to discuss work plan assignments and development
- March 9 to April 15, 2022: Working groups meet independently to develop draft Work Plans
- April 27, 2022: SDTF General meeting to review draft work plan
- May 18, 2022: SDTF General meeting to review final draft work plan
- June 5, 2022: Present SDTF Work Plan at HS&IPR Committee Meeting at the APTA Rail Conference

1.0: Technical Excellence and Delivery Work Plan

Purpose

The APTA Technical Excellence and Delivery Working Group should be viewed by APTA's members as the go to resource for all technical information and advice regarding delivery methods and technical excellence for high-speed and Intercity passenger rail projects.

The goal of this initiative was viewed as a resource center, bringing together other APTA services, to provide members with information on:

- Technical expertise for programs, processes, federal and state requirements, funding options, delivery, etc.
- Sharing of technical standards information relevant to current and future HS&IPR programs under development
- To offer guidance and help ensure that pertinent technical information on programs is clearly understood by member companies and individuals
- To be a center for lessons learned on HS&IPR programs to help advance the state of the practice for member companies and individuals
- To work closely with our federal partners to be viewed as a partner in policy development
- Coordinate with federal agencies on policy development to support effective and efficient planning and program delivery
- A conduit for APTA members to access the resources of other organizations such as UIC and UITP

WORK ACTIVITY

Task 1: Develop an outreach plan with our federal partners

The Working Group identified APTA and its members as the go-to resource for comment on technical excellence and delivery issues with our federal partners, including the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA). To do this, the working group developed an outreach plan to engage our federal partners. The goal was to identify the HS&IPR Committee members as the go to organization for input into federal programs; and to view this committee as the group that would respond to future Requests for Information (RFIs) regarding corridor development plans and technical, regulatory, or delivery issues.

Deliverable: Set up a recurring meeting on an agreed upon schedule with FRA and FTA to act as a sounding board for any upcoming policy recommendations.

Due Date: August 2022

MESSAGES

AUDIENCES	Education Audience(s)	Client Benefits	Excitement of "New" Mode Opportunities	Advisory on Projects	IIIA Funding Opportunities	ROI
	1. College/University/ High School <i>Recruitment Workforce & Future Riders</i>	★	✓			✓
	2. Constituent/General Public <i>Recruit Workforce, Create Demand, Future Riders</i>	★★★	★★★			
	3. DOT's, State/Local Government <i>Facilitate the Investment</i>	✓	✓	★	<i>is staff proportionate to IIA opportunity?</i>	★ (low)
	Comments	<i>Leverage Amtrak & CHSR work to date</i>	<i>System Connections/ First and Last Mile</i>			



Highest Priority Message /Target Audience



Relevant Message

Key Performance Indicators

Ground swell of public support for funding of high-speed and intercity passenger rail resulting in legislative action for the Railroad Trust Fund.

Task 2: Development of a "Technical Content Track" for the next High Speed Rail Conference

Work with the larger APTA committee responsible for the organization of the next High-Speed Rail Conference to develop a technical track which will focus on advances, regulatory matters, delivery methods and lessons learned from around the world that have relevance to and for our membership and the issues they are tackling. Solicit input from the membership about what subjects they would like to hear about from our global partners.

Deliverable: Develop a questionnaire to get input from the membership about the topics they would like to hear about at the next High-Speed Rail Conference.

Due Date: August 2022

Task 3: Develop a speaker bureau

The committee will work to identify individuals who can offer insights to our membership into the challenges they are facing in our industry. These sessions will be highly interactive.

Deliverable: The development of a speaker bureau identifying areas of expertise relevant to our membership.

Due Date: December 2022

Key Performance Indicators (KPIs)

1. Tasks were completed on-time and met expectations
2. The role and responsibilities of the Committee within APTA have been enhanced
3. The Committee members feel an increased value in participating in the committee and its activities

2.0: Governance and Alliance Work Plan

Purpose:

To identify opportunities to enhance the roles and responsibilities of the Committee to elevate its recognition, impact, and visibility within the APTA organization.

Work Activity

Task 1: Review and Refresh Committee Bylaws

Create a working group to review and refresh the bylaws to enhance the role and effectiveness of the Committee in its duties and mission. Areas such as election of officers, committee structure, and membership will be considered. The Working Group will recommend proposed revisions and updates for approval by the full Committee, and other recommendations and actions as proposed and approved by the full Committee.

Deliverable: Proposed revisions to the Bylaws for approval by full Committee by email communication.

Due Date: December 2022

Task 2: Committee Liaison to APTA Committees

Create a working group to review all APTA committees and identify liaison roles to participate and be active in other relevant committees. For instance, building off the role of the Joint Commuter and Intercity Legislative Committee Liaison, identify other committees where the Committee can provide influence and value to support and enhance high speed and intercity passenger rail. Membership and participation in these committees will be incorporated into the proposed revision of the Committee Bylaws.

Deliverable: Proposed roles and responsibilities for the Committee on other APTA committees to be included in the revised Committee Bylaws.

Due Date: October 2022

Task 3: Committee Communications and

Information Dissemination

Create a working group to review and enhance the Committee's communication and information dissemination products to inform and educate APTA and its membership on the business and achievements of the Committee. Areas to review include the Committee's SPEEDLINES publication, Committee page on the APTA website; the APTA Legislation Dashboard; APTA's Passenger Transport; and others. The Working Group will review and recommend how the Committee can resource and support better communication and information dissemination with APTA.

Deliverable: Proposed enhancements to the Committee's communication and information dissemination products to be included in the revised Committee Bylaws.

Due Date: October 2022

Key Performance Indicators (KPIs)

1. Tasks were completed on-time and met expectations
2. The role and responsibilities of the Committee within APTA have been enhanced
3. The Committee members are in alignment with APTA

3.0 Membership, Alliances and Participation Work Plan

Purpose:

This work plan identifies several opportunities for reviewing and growing HS&IPR Committee membership, forming strategic partnerships with similarly aligned professional organization(s), and exploring a mentorship program for new Committee members. These work plan tasks serve to support current members, grow new membership enrollment, and strengthen industry partnerships.

Work Activity

Task 1: Membership – Explore possibilities to increase HS&IPR membership among public agencies, operators, and international members

Review current HS&IPR Committee membership, identify groups for further outreach, and plan the next steps for ensuring the Committee includes other industry voices who need to be part of the conversation. Summarize membership analytics (i.e., agency/type of organization, geographies, etc.), Committee mission statement, and outreach plan for new members/agencies to be represented.

Deliverable: Memorandum/brief report

Due Date: August 2022

Task 2: Alliances – Form strategic partnerships and alliances with other professional organizations and associations with similar goals and objectives

Review list of similarly focused organizations and associations. Potential partnerships may include TRB, AREMA, AASHTO, SAIPRC, US HSR Association, US Conference of Mayors, national associations representing other/intersecting modes of travel, developer associations, and others. Identify which organizations may be a good match for partnerships with the HS&IPR Committee, current Committee members who may serve in both organizations to be liaisons, annual conferences and/or other major meeting dates, and create a plan for making meaningful connections.

Deliverable: Memorandum/brief report

Due Date: October 2022

Task 3: Participation and Mentorship

Identify new leadership in the industry for potential outreach and invitations to meetings. Outline a mentorship / buddy system program for first-time conference attendees and new Committee members.

Deliverable: List of potential new members; one-pager for mentorship program

Due Date: December 2022

Key Performance Indicators

1. Tasks were completed on-time and to expectations
2. The Committee membership is set for growth in 2023

4.0 Education and Advocacy

Purpose

Build on the resources and support of APTA and the Committee's subject matter expertise to recommend opportunities that expand and enhance the Committee's role and impact to educate and advocate for investment and development of high-speed, high-performance, and intercity passenger rail. This work plan is based on the premise that this advocacy is the responsibility of APTA, with input and coordination between the High-Speed & Intercity Passenger Rail Committee and the Legislative Committee, whereas Education is the inherent responsibility of the HS&IPR Committee with guidance from APTA staff.

WHY IS STRATEGIC DIRECTION NEEDED FOR EDUCATION AND ADVOCACY?

On May 5, 2021, The APTA Board of Directors adopted "A Vision for Connecting America's Urban and Rural Communities with Passenger Rail." APTA urged Congress and the Biden Administration to establish a Passenger Rail Trust Fund supported through new revenues, other than revenues dedicated to the Highway Trust Fund, to provide long term certainly necessary for planning and funding multi-year projects and state-of-good-repair investments.

APTA needs to take a long-term view of high speed and intercity passenger rail beyond the current funding proposed by Infrastructure Investment and Jobs Act (IIJA) to ensure continuity of high-speed and intercity passenger rail. Hopefully, the funding allocated by IIJA will result in a greatly expanded rail national network that supports and integrates with regional and state transit and rail under guidance of the FRA and infrastructure development program. However, the costs to operate and maintain state supported systems will significantly increase. Most, if not all, of these costs will be borne by the states served by Amtrak under PRIIA Section 209.

For example, from a traditional rail perspective, states will need to pay for scheduled overhauls of the new locomotives on a 5-to-7-year cycle. The Siemens Chargers are significantly more costly to overhaul than the current P-42 equipment. Therefore, the states will need to absorb these additional costs and convince their state legislatures to fund these costs. Given the current “red and blue” cycles in the states, these additional costs may not be funded – bringing some state supported systems to a halt.

Also, increased Amtrak service means that more trains will operate on rights-of-way owned and or used by the commuter rail industry. Currently, Amtrak operates under their inherent statutory rights on these rights of way at costs significantly lower than the actual costs to maintain the right-of-way to FRA approved standards. Commuter rail agencies have started to raise the red flag as to the additional costs to maintain the track that will be associated with an expanded Amtrak system. Since these costs are significant, it is anticipated that the commuter agencies will seek reimbursement from the states that support the intercity passenger system.

It is very likely that the states, through AASHTO, will seek relief of these additional significant costs by proposing a dedicated formula-based funding federal program to pay for these costs in a similar manner as to how transit agencies and the aviation sectors are funded through the trust fund. APTA should lead this effort.

Development of high-speed rail is in various phases across the nation. Currently the only electrified (220mph or greater) high-speed system under construction is in California, with 65 percent of that project’s funding to date is from state resources, only 35 percent is from federal contributions. Other programs working to provide clean, electrified rail to passengers in the United States such as Brightline, Texas Central, Cascadia, and Amtrak’s Acela are at various stages of operation, construction, or pre-construction. All aim to provide greater mobility benefits to passengers while helping achieve national targets for GHG reduction.

To achieve APTA’s Vision for Connecting America’s Urban and Rural Communities with Passenger Rail, the general public needs to be educated on the overall benefits of using passenger rail. Educational

programs provided at the high school and college level could influence the next generation of the railroad workforce.

Work Activity

Task 1: Create an APTA-led Advisory Team for interaction among various modes of passenger transportation

1.1 Develop reasons for a Railroad Trust Funds

1.2 Provide solutions/direction for settling of cost disputes among transit agencies

1.3 Provide solutions/direction to funding disputers among transit agencies

Due: January 1, 2023

Task 2: Create an APTA-led team of HS&IPR Committee members to quantify levels of future trust funding that is needed:

2.1 Develop the needs and requirements to maintain a state of good repair for the passenger rail network

2.2 Develop support for a systematic expansion of the passenger rail network and funding level requirements

Due: January 1, 2023

Task 3: Create an APTA led HS&IPR Advocacy Committee, with proper staffing and funding, to message the need for a Railroad Trust Fund

Due: April 1, 2023

Task 4: Create a series of educational committees led by HSIPR members, with support from APTA, to develop an educational program that meets the educational needs as outlined in the graphic below:

Duration: Form necessary committees by end of 2022 and complete tasks 1, 2, and 3 by Q4 2024. Task 4 is on-going.

TRB INTERCITY PASSENGER RAIL COMMITTEE LAUNCHES STUDY

WHY SHOULD I TAKE THE TRAIN?

Contributed by: DJ Mitchell

TRB INTERCITY PASSENGER RAIL COMMITTEE LAUNCHES STUDY TO UNDERSTAND PASSENGER CONSIDERATIONS WHEN CHOOSING PASSENGER RAIL AS A TRANSPORTATION ALTERNATIVE.

The Transportation Research Board's Intercity Passenger Rail Committee (AR010), in collaboration with the Mineta Transportation Institute (MTI) at San Jose State University, is seeking broad industry and public response to an expansive inventory of questions that prospective travelers may consider when deciding what mode of transportation to take to address their individual travel needs. As readers of SPEEDLINES, you are invited to participate in this study to answer the question "why I've decided to take a train instead of a bus, plane, rental car or my own automobile".

The study, outlined below, provides the guidance you will need to help answer this question. Three points are worth noting from the outset:

- Our collective approach should be that of a "Madison Avenue" marketing team. We are attempting to assess the relative strength of passenger rail service in the competitive market place.
- Observations and conclusions must be such that anyone else could reasonably, through experience and observation, draw the same or similar observations and conclusions. Facts are important and must be used to support each element of the study. Experience is also important and ought to be drawn upon to further support any observation, conclusion or recommendation.
- Leadership from the Mineta Transportation Institute

has agreed to conduct a peer review and professionally edit the draft final report, publish its final version, and assist in the report's distribution.

Guidance regarding the study's next steps can be found at the end of this article. Thank you in advance for your participation.

HOW THIS STUDY IS ORGANIZED

This study is undertaken from a passenger's perspective. As a contributor, you are the passenger asking the question "why should I take the train". Your response will become part of a collective approach similar to that of a "Madison Avenue"; marketing team. Two examples may help. In taking the train, the passenger usually has to wait on an open platform in all types of weather. When taking an airplane, you leave the "station building" (otherwise called the terminal) and walk down a heated or cooled, enclosed jet way to board your plane. If driving, you can walk through your mudroom into your enclosed garage and get in your car. If taking a bus, you can be on a street corner or, if you're downtown Denver, you are in an enclosed, mostly heated underground terminal, taking just a few steps from the waiting area to the bus. The question: Where would I rank the train in this example, especially if it is February in St. Paul or Minot, the rainy season in Washington State, a summer afternoon in Virginia, but maybe not if it's a cool fall afternoon in Ann Arbor, Michigan?

Think about your seat as you travel as the second example. The automobile industry spends millions of dollars designing the place where the two people in the front of a car sit. Unless you are traveling first class, the airplane seat can be rather unforgiving. On the other hand, a seat on the train is comparatively spacious, although the amenities attached to it may not match today's best in class entertainment options. Which is best in today's market place?

For each group of questions found below, the study's objectives are to compare the passenger rail option to four other alternatives: the intercity bus, the privately owned or rented auto, and a commercial airplane) and then identify which option appears to be best in the marketplace.

STUDY CATEGORIES/QUESTIONS

The Objective the Study's Group 1 Questions: Concerning the competitive advantages of the transit times, service levels, and service patterns of the four competing modes –

As you, our traveler, plans a trip, the initial focus will be on three elements of the upcoming trip: transit time, on-time performance, service frequency.

1. How long will the trip take, are there transfers, and how many stops will there be once I board the airplane, bus, train or personal auto that will take me to my destination?
2. What can I expect the reliability to be of the three legs of my trip (i.e., home to departing "terminal", "terminal to terminal", and arriving "terminal" to destination), given the five options from which I can choose?
3. How much time will it take to get to the airport, bus depot, car rental facility, or train station compared to the time it will take to access my privately owned automobile and what are the offsetting time savings?
4. What travel options do I have in going from "home" to the intercity bus, the train, a rented private auto, or commercial airplane or from a bus, train or airport terminal to my final destination and do I anticipate any difficulties connecting the second leg of the trip with the first or third legs of the trip?



TRANSPORTATION RESEARCH BOARD
& MINETA TRANSPORTATION INSTITUTE



5. At what level of service frequency, inconvenient boarding times, and "attractive" service in one direction but not for the return that may cause me to reject one or more travel options (i.e., airplane, bus, or train) and do transit time differences keep one or more options in play despite their obvious drawbacks?

Group 1's questions will require agreement on study parameters. Those people who want to participate in this part of the study will be asked to join a video conference call to discuss and agree upon process.

To give credibility to observations and findings, answers to some questions will rely on numbers and the calculation of comparative transit times. These answers may also require some understanding of the transport network options available to a traveler and the reliability of each mode by time of day and season of the year. Nonetheless, less quantitative observations about convenience, certainty, reliability and total transit times are important.

Corridors to be examined can include Vancouver, B.C./Seattle/Portland/Eugene, Milwaukee/Chicago/Pontiac, Oakland/Sacramento/Bakersfield, Washington, D.C./Richmond/Newport News) and Florida's east coast from Miami north. In addition, to broaden our understanding of market place superiority or deficiencies, participants are encouraged and should feel free to add to the story by drawing from other studies and other corridors both within and beyond North America.

If so inclined, participants should also feel free to glean from the ridership modeling world any empirically documented and accepted lessons its practitioners have learned from the many studies that have been completed over the years. As important, the management teams who market and operate passenger rail service can also be seen as a source for learning about what levels of service and transit time changes seem to trigger higher levels of ridership.

However, participants should remember first that they will also be playing the role of an informed traveler, using one of the various travel apps to assist in trip planning.

The Objective of the Study's Group 2 Questions: Concerning station facility, boarding, and alighting characteristics – As a traveler, you know by word of mouth or experience the conditions that may await you while waiting for a train, bus, rental car or airplane. You certainly know what it will be like accessing your personal automobile. What observations can be made when considering the following questions?

1. If I bring my own vehicle to the train, bus, rental car or plane, can I leave it and expect it to be there when I return?
2. What terminal or station services and amenities will I find as I make their way to the plane, bus, train or rental car?
3. What protections from the elements does the terminal provide as I make my way to the plane, train, bus or rental car?

4. What are the security protocols and processing times prior to boarding?

5. What are the ways the passenger increases the level of certainty he or she has when planning a trip (e.g., open seating vs. reservations on the train vs. reservations for the entire trip)?

This section of the study lends itself to individual contributions based on both personal experience and study. To support one's observations or conclusion, pictures and commentary may be the best way to make a point. However, study participants should not fail to:

- Consider the safety aspects available in each option;
- Recognize the impact of the extremes of the four seasons;
- Address all accessibility requirements; and,
- Understand and summarize the benefits and drawbacks of the commercial uses of terminal and station facilities.

Again, to broaden our understanding of market place superiority or deficiencies participants are encouraged and should feel free to add to the story by drawing from sources both within and outside North America.

The Objective of the Study's Group 3 Questions: Concerning vehicles, including the various seating arrangements within the family of passenger rail cars

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Some quantitative comparison will be required of sitting, movement, and storage spaces available on vehicles being studied. In Group 3, numbers matter and will be necessary to demonstrate the points being made. Photographs can help. Before work starts, a video conference will be conducted to assure that a large enough sample of vehicles will be studied. Question to be addressed include:

1. What is access and freedom of movement like inside

the vehicle?

2. What is the seat like inside the vehicle?
3. What are the sound levels, levels of vibration, proximity to others, and amenities inside the vehicle?
4. How does the interior design compare to the other modes being studied and is trip status and planning information available to the passenger?

Within the general categories of bus, plane, train and automobile, there are multiple vehicles to analyze. Participants should feel free to align types of vehicles by type or size, even within modal choices. The same is true with respect to seating types and arrangements and types of amenities available to a traveler. Again, one should not fail to take into consideration things like accessibility requirements, the attractiveness of being able to move around while in transit, noise levels, ride quality, the ease by which amenities can be offered and accessed, and the ability to accommodate differing group sizes both physically and from an operating cost perspective.

The section of the study also lends itself to individual contributions based on both personal experience and study and there is no limit as to the number of vehicles one can examine. Again, participants are encouraged and should feel free to add to the story by drawing from sources both within and outside North America.

The Objective of the Study's Group 4 Questions: Concerning cost and related payment processes, including a comparison of the various methods of payment within the public transportation sector --

Of the four sections of this proposed study, this part is the one best completed by a survey of practices and related studies, remembering all along that the study's objective is to determine what payment processes and methods, if any, can impact a decision to take a train, a bus, an airplane or one's automobile. In particular:

1. What are the perceived costs of each type of service and how accurate are they?

2. How does group size (e.g., a single rider or a family) impact a decision take a train bus or airplane vs. an automobile and what are the offsets when looking at the automobile option?

3. Can the method and ease of payment for the service (e.g., cash, card, MAAS, etc.) impact a decision to take a train, bus, airplane, rent a car or use of a personal automobile?

Not unlike other places in the study, numbers matter. A comparison of actual and perceived costs to the traveler will be useful. More to the point of the study, what payment methods are sufficiently complicated or disjointed or burdensome that they become a factor in choosing a plane, bus, train, rental car, or your privately owned automobile. Participants are again encouraged and should feel free to add to the story by drawing from sources both within and outside North America.

The remaining sections of the study turn to two sets of questions. First, for each individual Study Group 1-4, what does rail have to do to be "best in class"? We invite each study participant to offer a recommendation.

Second, all participants should feel free to address the following set of related questions, regardless of what Study Group or Groups they chose to address.

1. What do you think are the top three reasons travelers should take the train in a post Covid-19 Pandemic world?
2. How do you think travelers' willingness to take the train has been impacted by current events (e.g., impact of telework, high gasoline prices, etc.)?
3. Do you think how travelers connect with rail at the origin or destination is important? If so, why?
4. Do you know of other studies that examine why a traveler chooses one mode over another? If so, please provide references?
5. Can you identify any recent studies that consider:

a. How the passenger experience and/or amenities impact their willingness to use rail transport (e.g., station or on-board amenities such as WIFI, lighting, security)?

b. The potential impacts of real-time traveler information, trip planning apps, integrated booking/ticketing/payment processes?

c. Mobility as a Service on a travelers' decision to rely on something other than the private automobile?

d. How emerging technologies will impact passenger rail travel?

ADDITIONAL COMMENTARY

Study participants are not expected to undertake extensive basic research into their chosen set or sets of questions. However, it is expected that they bring to the study a good understanding of the Study Category they have chosen. That said, a participant's professional title is insufficient to give credibility to either an observation or a conclusion.

Observations and conclusions must be such that anyone else could reasonably, through experience and observation, draw the same or similar observations and conclusions.

Facts are important and must be used to support the each element of the study.

Experience is important and ought to be drawn upon to further support any observation, conclusion or recommendation.

This study can provide insights on the relative strength of a passenger train option when compared to the other options available, creating something like a scorecard at the end of the process that demonstrates passenger rail's advantages and disadvantages in the competitive market place. In addition, within the passenger rail service/vehicle option, certain practices are recognized as best in class and these ought to be called out and compared to other ways passenger rail service is offered

to a rider (e.g., reservations vs. open seating on a passenger train or booking a train trip vs. booking the entire trip, including the legs of the trip before and after the train ride).

THE STUDY'S NEXT STEPS

- Please select one or more study categories to which you would like to participate (i.e., from Study Groups parts 1-4) and so advise us at Mitchell.dj1948@gmail.com.
- Share this paper with others who you believe can contribute. If they want to participate, they too should email Mitchell.dj1948@gmail.com with the study category they want to address.
- Kick-off conference calls will be scheduled with all participants.

A small group of participants will be responsible for combining and editing each person's input. A draft report will be prepared and sent to each participant for review and comment. Leadership from the Mineta Transportation Institute has agreed to conduct a peer review of the draft final report, publish its final version, and assist in its destitution.

All participants will be recognized for their contributions. Consider this a team effort in which everyone has a role. Participant's selection of one or more study categories should be submitted by June 15th . Video conference calls will be scheduled shortly thereafter.

The work product will be due by August 15th . The intention of the study's organizers is produce a paper and presentation that can be made at future APTA, TRB, AASHTO and other transportation organization presentations.

TURKEY'S HSR SUCCESS

5 TAKEAWAYS FOR THE U.S.

Contributed by: Theo Anderson, High-Speed Rail Alliance



Since its first high-speed trains began running in 2009, Turkey has emerged as a global leader in high-speed rail. Roughly 700 miles of dedicated high-speed lines are in use, and that number will rise sharply over the next few years. Turkey aims to have more than 3,400 miles of high-speed line in its railroad network by 2025.

As a largely mountainous country, Turkey is an unlikely leader in HSR. A fourth of its land surface is at least 4,000 feet above sea level. And trains need long, straight, smooth paths to operate at high speeds. The only solution is to build tunnels and aqueducts, which are relatively expensive. Even so, Turkey is moving forward and doing what needs to be done. A line of more than 300 miles that is currently under construction, for example, requires 21 viaducts and 25 tunnels. The line will connect Turkey's capital, Ankara, with its third-largest city, Polati, on the Aegean coast. The project is ambitious—and the returns on the investment will be big. Travel time between the two cities will be slashed from 6.5 hours (driving) to about 3.5 hours on high-speed trains.

The U.S. is now in a situation similar to Turkey's

two decades ago. The first true high-speed line in the U.S.—through California's Central Valley—is under construction. It is scheduled to open in the late 2020s. Several other lines are also in the planning stages.

Here are five takeaways from Turkey's experience that should help guide and inspire the U.S. as we build our high-speed train networks.

1. Start with doable projects that deliver near-term results. Turkey didn't begin with a 300-mile line through an especially mountainous region. It started with a segment connecting Ankara to Eskisehir—a distance of about 150 miles. Then, in the second phase, it added about 180 miles of line that runs through more rugged, mountainous terrain. One 133-mile segment, for example, required building more than 70 bridges and tunnels. California is using a similar strategy to build its San Francisco to L.A. line. The first phase is a 171-mile line in the flat Central Valley. The second phase will connect the endpoints of that line to L.A. and San Francisco, which will require tunneling through mountains southeast of S.F. and northeast of L.A. Starting with the most doable segment as a foundation—then steadily adding segments—makes trains usable in the near term. And that helps build support and political will. Starting with the most doable projects also allows the relevant agencies and industries to build their know-how and expertise before tackling bigger challenges. They get better at what they do.

2. We could do so much better. Turkey's railroad system includes the Marmaray Tunnel, an underground structure of more than eight miles that connects Europe and Asia with the first rail link between the continents. Nearly a mile of it runs beneath the Bosphorus straits, in Istanbul. At roughly 180 feet beneath sea level, it is the world's deepest immersed structure. Japan invested \$1 billion in the \$4 billion

project. The tunnel was part of a bigger project to improve 39 miles of rail line between the European and Asian sides of Istanbul—i.e., the Halkali-Gebeze railway. As part of that project, the existing double tracks were reconstructed to add a third track, and 38 stations were rebuilt.

The takeaway from all of this? What keeps the U.S. from building a twenty-first century transportation system isn't a lack of ingenuity or money. It's our priorities. Having a world-class class transportation network is so important to Turkey that it has constructed nearly a mile of rail tunnel under the sea. Think of what we could build—and the transportation system we could have—if we put our minds and political muscle behind high-speed rail.

3. HSR improves all other forms of transportation. When people think about high-speed rail, they often focus on how it reduces travel times between major cities like Ankara and Istanbul. But that metric barely scratches the surface of its transformative power. For starters, high-speed trains stop and start quickly, which allows them to make multiple stops and serve multiple communities in one run—yet still be competitive with flying, time-wise. And they improve every other element of a transportation system. For example, in addition to handling high-speed trains, the Marmaray Tunnel (noted above) is also the spine of Istanbul's commuter-rail network. In the best transportation systems around the globe, this is the norm: High-speed trains work in synergy with bus, commuter rail, and conventional passenger-rail systems. Working together, they all work better. Even freight shipping can benefit. In the case of the Marmaray Tunnel, the third track added during the recent reconstruction handles both high-speed trains and freight trains. That setup, and the relationship between freight traffic and HSR generally, should be top of mind for states and regions as they seek to reduce their carbon footprints. A recent analysis of China's HSR system found that high-speed trains cut greenhouse-gas emissions by shifting more freight onto conventional rail lines—thus taking freight traffic off roads. Shipping by rail is about four times more energy efficient than by truck.

4. A vision and a plan are critical. The high-speed rail network in Turkey has developed rapidly. Its first line began operating in 2009, and Turkey plans to have 3,400 of high-speed lines in operation by 2025. This rapid expansion is driven by a vision and a plan. The centenary of the Turkish Republic

in 2023 has been a rallying point: Officials tout the expansion of the network as a symbol of the country's progress. And they've tied that celebration to specific goals. But having a vision isn't just about adding new lines. It's about adding them strategically, so that they deliver the biggest returns. In Turkey, that means making plans to connect industries with railways over the next 100 years, as the country's minister of transport and infrastructure recently said. In the U.S., the best model we have for strategic thinking is California. It has a 2040 vision for not only how its public transit systems will expand but how transit, passenger rail, and HSR will improve each other through coordination and integration. The U.S. needs a similar vision and plan for a national HSR network.

5. HSR powers economies in more ways than one. HSR is bringing Turkey's cities together by slashing travel times between them. On conventional trains, it took 12 hours to travel from Ankara to Konya; the journey by high-speed rail takes less than two hours. Better mobility has a real impact on productivity. But that isn't the only economic benefit. A commitment to trains also boosts a wide variety of domestic industries. Turkey recently began building its own electric trains, for example, and it plans to begin exporting them to other European Union countries soon. With HSR expanding rapidly worldwide, the field is wide open for U.S. companies to benefit in the same way. They already are, to some extent. Workers on a rail line under construction in Turkey recently used a boring machine built by the Ohio-based company Robbins to establish several tunneling world records. Think of the possibilities for boosting our manufacturing base if U.S. companies not only build machines for use worldwide but supplied them a vibrant domestic HSR sector.

The director of the agency that operates Turkey's trains recently wrote that high-speed trains are "the transportation system of the 21st century" and the "backbone of our transport system." Surveys show that 40 percent of riders on the trains are tourists, 33 percent are commuters, and 22 percent are students.

High-speed trains open up all kinds of new opportunities—for all kinds of people. The case of Turkey confirms it.

It's time for the U.S. to get to work!

I I J A REALITY

MOVING THE INFRASTRUCTURE INVESTMENT AND JOBS ACT TO REALITY

Contributed by: Jeff Boothe, Boothe Transit Consulting / Virginia

The city of Washington, DC is now in the dog days of Summer with hot and muggy times (it is why they call Washington, DC “The Swamp”) and Congress will find many opportunities to spend extended stretches away from Washington for Congressional district work sessions. There are glimpses of optimism within the surface transportation industry with the publication of many Notices of Funding Opportunity (NOFOs) and the release of grant funding. However, casting a shadow over the balance of the calendar year are the Fall Congressional elections. If the past is any indication, the looming elections will likely cause the annual appropriations process to stall the passage of a final appropriations resolution until the end of the year or early 2023.

APPROPRIATIONS PROCESS

Congress will be in session for most of June and for three weeks in July before adjourning for the traditional August recess and returning in September. There is much to accomplish in Congress starting with the annual appropriations process and including legislation to combat rising gun violence. Working against the goal of completing appropriations on time was the slow start of the FY 23 appropriations process due to Congress not completing the FY 22 appropriations process until early March and the Biden Administration not submitting the FY 23 Budget to Congress on March 28th.

Budget allocations to each of the 12 appropriations committees in the House and Senate have not yet occurred. Allocations are a prerequisite to initiating the mark-up process in subcommittee and then the full committee of the House and Senate Appropriations Committees. The budget allocations set the amount of spending for the House and Senate Appropriations Committee and then the total is distributed to each subcommittee. The budget assumes funding from the Highway Trust Fund (HTF) in the baseline spending and sets the total amount of General Fund spending allocated to each subcommittee. There are several surface transportation programs that are funded out of the General Fund with their annual funding dependent on the decisions of the subcommittees.

The expectation is that allocations to the 12 House appropriations subcommittees will be made by mid-June. Once the allocation decisions are made, each subcommittee will have to decide the funding levels for each program. Due to budgetary constraints and competing priorities within the jurisdiction of each subcommittee, many surface transportation programs will not be funded at the level authorized in the Infrastructure Investment and Jobs Act (IIJA).

The House is expected to move first since the Democratic majority allows the bills to move forward without needing Republican support. With a 50-50 Senate, even though the Democrats control the Senate floor with the tie-breaking vote of Vice President Kamala Harris, no bill can advance out of Senate Appropriations Committee without the support of at least one Senator from the other party to break ties within the Senate appropriations Committee since, as a result of the 2020 elections, memberships of each subcommittee and the full committee is split 50-50. As a result, there are extensive ongoing negotiations between Appropriations Committee Chairman Patrick Leahy (D-VT) and Vice Chairman Richard Shelby (R-AL) on the budget allocations to each subcommittee and the policy riders that each side can support.

Looming over the entire process are the 2022 Congressional elections as well as changes in leadership of the

subcommittee and committee members. In the Senate, both Chairman Leahy and Vice Chairman Shelby are retiring at the end of the 117th Congress. These vacancies will result in a complete leadership change on the Senate Appropriations Committee in the 118th Congress that starts in early January 2023. In the House, current Transportation Housing and Urban Development Subcommittee Chairman David Price (D-NC) announced he is retiring at the end of this session of Congress. Thus, regardless of the outcome of the 2022 Congressional elections, there will be new leadership of the Senate Appropriations Committees and of the House Transportation, Housing and Urban Development Subcommittee.

Looking back, Congress has consistently struggled to complete the appropriations process prior to the October 1st start of the fiscal year. In the past 45 years Congress has done so only in fiscal 1977, 1989, 1995 and 1997. In the past 20 fiscal years Congress failed to complete its work until after the start of the fiscal year every year and after the start of the calendar year 10 is pushing resolution into a new session of Congress.

Delay until after the start of the calendar year coincides with an expected change in control of the Presidency or one or both bodies of Congress. This typically happens in “off year” elections, when one of the parties believe there is a possibility that change in control of Congress will change in one or both houses, e.g., Fiscal Years 2003, 2005, 2007, 2011, 2015, and 2019. The appropriations process can also be delayed if one of the parties believes there will be change in the party of the President, e.g., Fiscal Years 2009, 2017 and 2021. In each instance, the change in leadership resulted in a change of appropriations priorities based on those of the new President.

Fiscal Year	Date THUD Completed	President	House		Senate	
			Democrat	Republican	Democrat	Republican
2001	12/12/00	Bush	215*	220	51*	49
2002	12/18/01	Bush	215*	220	51*	49
2003	02/20/03	Bush	206*	229	49*	51
2004	01/23/04	Bush	206*	229	49	51
2005	12/08//04	Bush	233*	202	45	55
2006	11/30/05	Bush	233*	202	45	55
2007	02/15/07	Bush	234	201	51*	49

Given the expectation that the Republicans will gain control of the House and perhaps the Senate in 2022 during the “off-year” elections, completion of the appropriations process will be delayed until at least after November 8, 2022. Since the Republicans envision the prospect of regaining control of one or both bodies of Congress, there is little incentive to reach agreement until the outcome of the elections is known. This will necessitate the adoption of a Continuing Resolution prior to September 30, 2022 to fund the federal government for a future period of time.

If Congress fails to act by the end of the calendar year, the 117th Congress will adjourn the first week of January 2023 and finalization of the appropriations process won't occur until a new Congress is sworn in for the 118th Congress. Further, if one of both Houses switch party control, action will be further delayed waiting until the Congress organizes, new leaders are elected and the committees are reorganized to reflect the ratio of Democrats and Republicans in each body.

2008	12/26/07	Bush	234		51*	49
2009	03/11/09	Obama	259	178	59	41
2010	12/16/09	Obama	259	178	59	41
2011	04/15/11	Obama	193	242	53	47
2012	11/18/11	Obama	193	242	53*	47
2013	03/24/13	Obama	201	234	55*	45
2014	01/17/14	Obama	201	234	55*	45
2015	12/16/14	Obama	188	247	44*	54
2016	12/18/15	Obama	188	247	44*	54
2017	05/05/17	Trump	194	241	49*	51
2018	03/23/18	Trump	194	241	49*	51
2019	02/15/19	Trump	235	199	47*	53
2020	12/20/19	Trump	235	199	45*	53
2021	12/27/20	Biden	222	212	50*	50
2022	03/15/22	Biden	222	212	50*	50
2023		Biden				

*Independent(s) caucused with Democrats

Bold indicates years in which appropriations was delayed due to change in party control

Red highlight reflects change to Republican control

Blue highlight reflects change to Democratic control

It is impossible to know when the FY 23 budget and appropriations process will be completed. At a minimum, the process won't be complete until after November 8, 2022. Wrapping up the process before the start of a new Congress will depend on the motivation of each party and each House to beginning the FY 23 appropriations process to closure. History suggests it won't happen before the end of the calendar year and after the start of the 118th Congress, reflecting the changes in the Committee and Subcommittee control and party ratios for each.

NOTICES OF FUNDING OPPORTUNITY

The Infrastructure Investment and Jobs Act (IIJA) was passed in November 2021 and signed into law by President Joe Biden on November 15, 2021. The IIJA authorized a massive increase in funding starting in Fiscal Year 2022 through Fiscal Year 2026 for many existing surface transportation and passenger railroad programs while creating several new programs. By mode the IIJA increased funding as follows:

PASSENGER RAIL – \$102.15 billion (561% increase)

- o \$36.15 billion authorized from the General Fund subject to annual appropriations
- o \$66 billion is in the form of Advance Appropriations from the General Fund

PUBLIC TRANSIT – \$108.15 billion (64% increase)

- o \$69.9 billion in contract authority from the Mass Transit Account of the Highway Trust Fund (HTF)
- o \$17 billion authorized from the General Fund subject to annual appropriations
- o \$21.5 billion is in the form of Advance Appropriations from the General Fund

HIGHWAYS – \$350.78 billion (nearly 50% increase)

- o \$303.5 billion contract authority from the HTF
- o \$47.1 billion is Advance Appropriations from the General Fund

The annual budget process already assumes the contract authority from the Highway Trust Fund (HTF) and Mass Transit Account (MTA) for each fiscal year. Further, by passing the IIJA, Congress already enacted appropriations for FY 22-26 in the form of Advance Appropriations. The monies authorized for public transit and passenger rail programs from the General Funds require Congress to allocate monies in each fiscal to realize the authorized funding levels.

The federal modal agencies started issuing announcements of the Notice of Funding Opportunity (NOFO) for several programs starting in early 2022. This will continue in FY 22 through FY 26. At a minimum, the NOFO for each program will announce funding for the contract authority and Advance Appropriations for each IIJA program. However, the release of the additional General Fund monies will depend on the funding provide for the program through the annual Congressional appropriations process.

The table on the next page identifies those IIJA programs for which passenger rail and commuter rail projects are eligible, the entity that can submit an application, the grant size and application deadline.

The cycle for each NOFO will occur each year through FY 26 with the available funding dependent Congress providing the General Funds monies. After issuance of the initial NOFO under the IIJA, the subsequent NOFOs are expected to repeat the project eligibility and review process each year. Thus, if unsuccessful one year, an application can be resubmitted the next year learning from those projects there were successful in securing funding.



“Greatness will come by looking forward - untethered from the politics of the past and anchored by our shared values - and by changing our nation’s future”.

– *Pete Buttigieg*

United States Secretary of Transportation

Program	Applicant(s)	Eligible Projects	Amounts	Application Deadline/ Award Date (2022)
Rebuilding American Infrastructure through Sustainability and Equity (RAISE)	<ul style="list-style-type: none"> States Transit Agencies Consortium of States 	<ul style="list-style-type: none"> Local and Regional transportation projects Passenger or freight railroad projects 	<p>\$2.3 billion for FY 22</p> <p>Maximum Award of \$25 Million in urbanized areas</p>	<p>April 14</p> <p>August 12</p>
Mega and INFRA	<ul style="list-style-type: none"> State(s) Metropolitan Planning Organization Political subdivision of a State Amtrak in partnership with one of the above 	<ul style="list-style-type: none"> Freight intermodal or freight rail project with a public benefit Railway-highway grade separation or elimination project Intercity passenger rail project Public transit project that is part of one of the eligible projects above 	<p>\$2.8 billion for FY 22</p>	<p>May 23</p> <p>To be determined</p>
Railroad Crossing Elimination Grants	<ul style="list-style-type: none"> States Political subdivision of a State, local government MPO Group of the eligible entities above 	<ul style="list-style-type: none"> Grade separation or closures Track relocation Installation or improvement of protective devices, signals, signs or other measures Other means to improve safety and mobility of people at highway-rail grade crossings 	<p>\$600 million for FY 22</p>	<p>July</p>
Rail Vehicle Replacement Program	<ul style="list-style-type: none"> Transit agencies eligible for State of Good Repair funding 	<ul style="list-style-type: none"> Replacement of rail rolling stock Transit agency adopted a vehicle replacement program in CIP 	<p>\$300 million</p>	<p>July</p>
Consolidated Rail Infrastructure & Safety Improvements (CRISI)	<ul style="list-style-type: none"> State Group of States Interstate Compacts Public agency Political subdivision of a State Amtrak or another rail carrier that provides intercity rail passenger transportation Class II railroad or Class III railroad or a holding company of a Class II or Class III railroad Any rail carrier or rail equipment manufacturer in partnership with at least with one of the entities above 	<ul style="list-style-type: none"> Deployment of railroad safety technology; Capital projects for intercity passenger rail service Capital projects that address congestion challenges affecting rail service, reduce congestion and facilitate ridership growth along heavily traveled rail corridors, and/or improve short-line or regional railroad infrastructure Highway-rail grade crossing improvement projects Rail line relocation and improvement projects Regional rail and corridor service development plans and environmental analyses; Any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes 	<p>\$1.6 billion</p>	<p>August</p>
Federal-State Company for Intercity Passenger Rail	<ul style="list-style-type: none"> Amtrak States identifying corridors under Corridor Identification Program 	<ul style="list-style-type: none"> Amtrak Projects identified in the Corridor Program below 	<p>\$7.3 billion</p>	<p>October (National Network) December (Northeast Corridor)</p>
Corridor Identification Program	<ul style="list-style-type: none"> Amtrak States Groups of States; Entities implementing interstate compacts regional passenger rail authorities Regional planning organizations Political subdivisions of a State 	<ul style="list-style-type: none"> A new intercity passenger rail route of less than 750 miles Enhancement of an existing intercity passenger rail route of less than 750 miles Restoration of service over all or portions of an intercity passenger rail route formerly operated by Amtrak Increase of service frequency of a long-distance intercity passenger rail route. 	<p>\$1.8 billion</p>	<p>TBD</p>

WASHINGTON, D.C.

UNION STATION REDEVELOPMENT PROGRESSING

Contributed by: William C. Vantuono, Editor-in-Chief, Railway Age



The multi-billion-dollar Washington Union Station Expansion Project, intended to modernize and revitalize one of the most iconic and beautiful train stations in North America, took a step further on June 16 when Grimshaw Architects, the project's architectural firm, gave a presentation to the U.S. Commission of Fine Arts (CFA), which reviews and approves design proposals for certain public and private properties in the nation's capital.

The presentation included renderings of station tracks and platforms, a new train hall and mezzanine, and new entrances. Grimshaw Architects, according to National Public Radio affiliate WAMU 88.5 reporter Amanda Michelle Gomez, "stressed the importance of creating a bright and expansive space that is more accessible for visitors, by adding a new train hall that would connect people to all the different modes of transportation offered at the station, and new entrances so people can enter from different parts of the city, including the H Street Corridor."

"The hope is to take what is currently a below-ideal space for passengers, and open that up, and get on

and off buses and trains in a straightforward fashion," said Nikolas Dando-Haenisch of Grimshaw Architects.

The Federal Railroad Administration owns Union Station and is heading the project, along with Amtrak. They are seeking federal funding through the IJIA infrastructure program President Joe Biden signed into law in 2021. FRA Director of Communications Dan Griffin told WAMU that "it's premature to estimate costs and the project timeline at this time." An earlier estimate priced the renovation at roughly \$10 billion, with completion by 2040.

Based on the plans presented to the CFA, passengers and visitors will be able to enter WUS through the original century-old structure designated a National Historic Landmark in 1964, or through newly-constructed entrances on each side, to alleviate vehicular traffic at Columbus Circle, in front of the station. Dando-Haenisch said the redevelopment does not include changes to the original building.

A new train hall, "designed for daylight and for passengers to more easily spot where to catch their bus or train" also connects to the WMATA Metro Red Line and

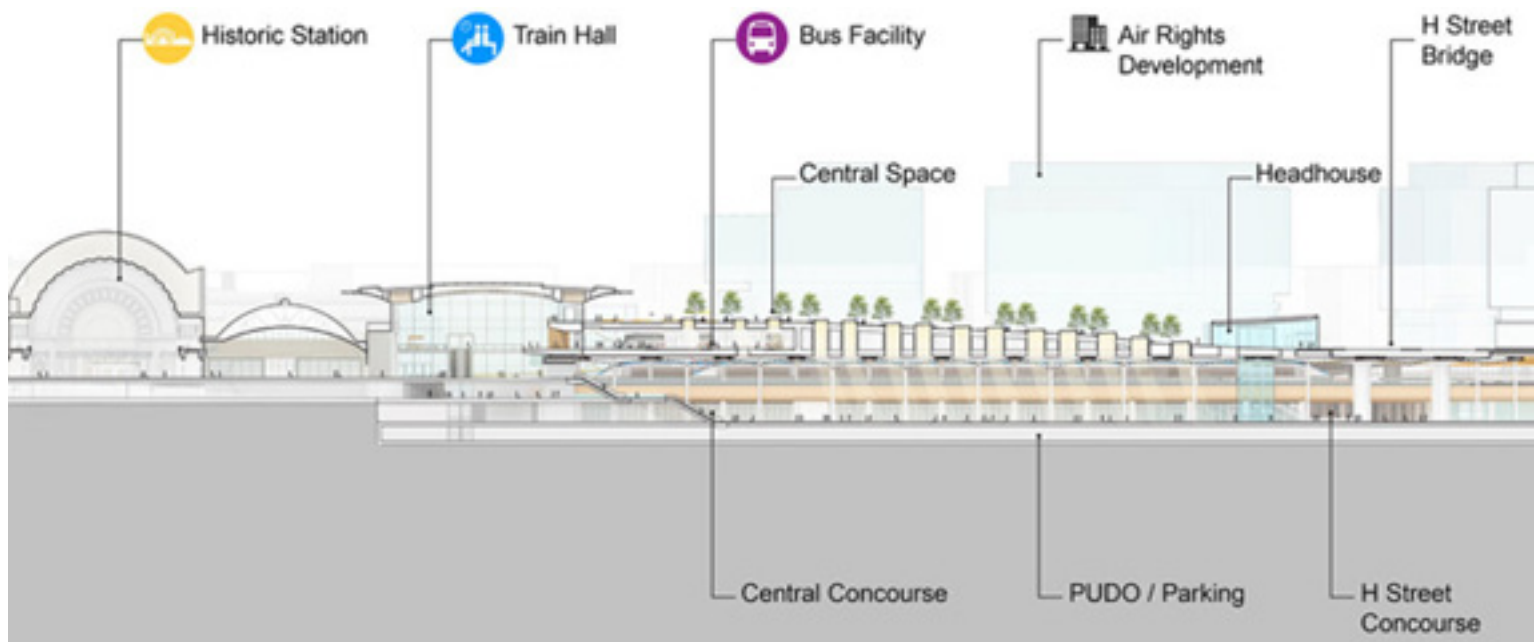


and DC Circulator buses. Parking and a pickup/drop-off area will be on the lowest level, along with four concourses housing shops and restaurants. Escalators and elevators connect with the train station, above which is a bus station.

“The project assumes increased use, so bus and train capacity has been added,” WAMU noted. “The highest level offers an outdoor deck where people can be dropped off or picked up, or simply [enjoy] some green space. Developer Akridge plans to create a mix of residential and commercial buildings next to the center space with greenery, along the 15 acres of air rights north of Union Station. However, that \$3 billion project, called Burnham Place, is contingent on the redevelopment of the station.”

This newest proposal was developed with public feedback, among whom are local government officials critical of an earlier proposal with a large parking garage. CFA officials “seemed to largely support the plan,” WAMU reported. “However, a few voiced reservations that the historic building would become just a passthrough to the new train hall.”

The next step is for the FRA to complete an EIS (environmental impact statement). Final design and construction can then commence.



Upcoming 2022 Conferences

TRANSIT BOARD MEMBERS & BOARD ADMINISTRATORS SEMINARS

July 30-August 2
Salt Lake City, UT

SUSTAINABILITY/OPERATIONS PLANNING AND SCHEDULING WORKSHOP

August 7-10
Pittsburgh, PA

APTATECH

August 14-17
Denver, CO

REDEFINING OUR COMMUNITIES EXPERIENCE

August 28-30
Spokane, WA

AASHTO ANNUAL RAIL TRANSPORTATION

September 19-22
Kansas City, MO

APTA TRANSFORM

October 9-12
Austin, TX