

Meeting the Current & Future Challenges in High Speed Rail

Railway Supply Institute Forum

High Speed Rail – Northeast Developments

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Presentation:

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The New Duality – Opportunities and Challenges for High Speed Rail

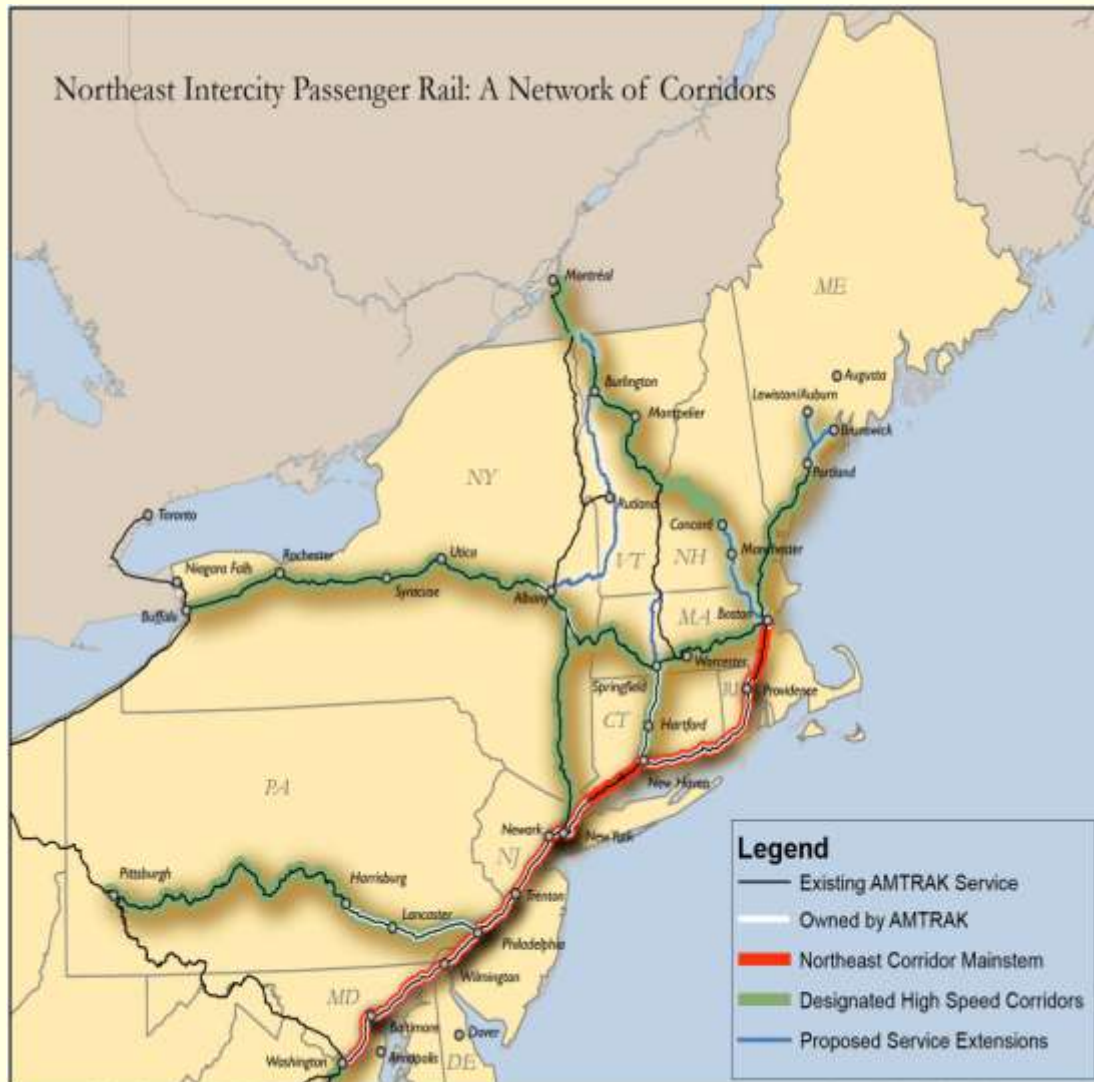
National HSIPR Vision and Funding

National Vision Incorporates Range of Service Levels

Striking the Balance – Policy and Funding Priorities

- Maximum Speed and Optimizing Corridor Service and Ridership
 - Intercity, Commuter and Freight Demands
 - Current Plans and Building for the Future
-
- Provides Significant Funding:
 - ARRA, FY2009 and FY2010 >\$10B
 - FY2011 ???
 - ARRA in the Northeast: \$1.25B
 - \$764.8M direct to Amtrak
 - \$489M for States (subject to negotiation)
 - Northeast projects build on existing system and service
 - FY2010 Planning and Capital \$2.5B
 - Still Need Significant, Sustained Funding for Intercity Passenger Rail

Northeast Intercity Passenger Rail: A Network of Corridors



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Northeast Regional Rail Network Serves an Increasingly Integrated Economy

The Northeast Is Well Suited For High Speed Intercity Rail

- **60 Million People – 20 Percent of U.S. Population**
 - **Density is 3.5 Times the Nation’s Density**
 - **80 Percent Live Within 25 Mile Radius of the Regional Network**
 - **Settled Around Established Rail Corridors**
- **Trips >100 Miles More Likely To Be Interstate Travel**
 - **Highly Interdependent and Interconnected**
 - **“Urban vs Rural States” - Distinction May Be Outmoded**
- **Multimodal Transportation Systems in Major Metro Areas Connect Existing Intercity Rail to the Larger Region**
- **Millions of Medium Intra-regional Air Trips Could be Diverted By an Adequately Designed and Funded Higher Speed Rail System**

NEC Regional Network Offers Strong Market for Current and Future Growth

- **Build on Existing Network and Services for Growth in Services and Capacity**
- **Shared Vision – Greatly Expanded Rail Ridership in an Integrated Transportation System**
 - Reliability, Competitive Travel Times, Frequency, Quality Service
 - Efficiency, Connectivity and Integration with Other Modes
 - Plan & Invest -- SOGR and Capacity for Intercity, Commuter & Freight
 - Opportunities for Expanded Vision for Service and Network – Backed by Data & Analysis
- **Experience in Working Together**
 - Regional Collaboration on States' ARRA Plans and Projects
 - NEC Infrastructure Master Plan – Regional Collaboration and Building Block
 - NEC Infrastructure and Operations Advisory Commission
 - Vision and Goals, Infrastructure and Operational Capacity, Funding Options
 - Governors Representatives Appointed
 - Joint Planning Initiative – NEC Service Development Plan and Environmental Analysis

Recalibrating the Federal-State-Private Partnership

- **Strong National Vision and Policy**
 - **HSIPR Competitive Awards**
 - **Emphasis on Performance & Cost-Benefits Analysis**

- **Implementation Tilted toward States**
 - **Greater State Responsibility to Plan, Manage and Fund Intercity Passenger Rail**
 - **Initiate Corridor Plans (Joint with Amtrak in NEC)**
 - **Cost-Share for Operations and Capital (non-NEC)**
 - **New Resources Demands for State Resources: Staffing, Expertise, Budgets**

- **Enhanced Program and Funding Capacity Required of Federal and State Governments**
 - **Simultaneously Creating and Implementing New Programs and Plans**
 - **New Staff Skill Sets**
 - **New Demands on State Program Budgets**
 - **No Dedicated Source**
 - **Tough State Budget Environment**

Thank You

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