FRA Update

2016 SCORT Annual Meeting
Chicago, IL
Agenda

• FRA Railroad Policy and Development Overview

• Program Delivery Updates

• FAST Act Implementation Update

• FAST Act Account Structure

• Looking to the Future – Pipeline

• Looking to the Future – Funding and Priorities
FRA Railroad Policy and Development Overview

Paul Nissenbaum
Associate Administrator of Railroad Policy and Development
Our Past – Achievements and Successes

Our Present – Current Programs

Our Future – Pipeline Projects
Downeaster-Portland North Project (ME)  
Brunswick Maine Street Station

Before: Vacant lot, no train service  
(Photo via Google Street View)

After: New development, active station  
(Photo via Google Street View)
NCDOT Piedmont Third and Fourth Frequency Program (NC)

Before:

After:
Normal Multimodal Transportation Center (IL)

Before: 1990 station
(Photo by Mark Ciskey via www.hebners.net)

After: Renovated and active station
(Photo by Brad Basham via www.normal.org)
Dearborn Intermodal Rail Facility (MI)

Before: 1970s one-platform station
(Photo by Dwight Burdette via Wikimedia commons)

After: Modern two-platform station
(Photo via www.railfanguides.us)
Dearborn Intermodal Rail Facility (MI)

Before: 1970s one-platform station
(Photo via Google)

After: Modern two-platform station
(Photo via Google)
Troy Multimodal Transit Facility (MI)

Before: Small shelter, short platform  
( Photo via Google Street View)

After: Station building, overhead walkway  
( Photo via www.greatamericanstations.com)
Union Depot Multi-Modal Transit Hub (MN)

Before: Empty; no rail service since 1978
(Photo by busdude via Flickr)

After: Renovated and active station
(Photo by Joel Koyama, Minneapolis Star-Tribune)
Sacramento Intermodal Facility Phase 1 - Track Relocation Project (CA)

Before: Outdated, narrow platforms  
(Photo by Jeremiah Cox via SubwayNut.com)

After: Wider platforms, more capacity  
(Photo via www.acm.jhu.edu/~sthurmovik/Railpics)
Pacific Northwest Rail Corridor (WA)

Before: Delta Yard tracks in Everett in Washington
(Photo by Washington State Department of Transportation)

After: Two new tracks added allowing trains to move with less interference.
(Photo by Washington State Department of Transportation)
• September 2016: Consultant selected

• September 2016-February 2017: Identify stakeholders and initiate stakeholder meetings

• March 2018: Develop a comprehensive vision for an integrated passenger rail network for states to advance planning, procurement, and operations
Program Delivery Updates

Jamie Rennert
Director, Office of Program Delivery
Passenger Rail Investments

FRA makes stepped, strategic investments in high-performance rail. From early planning to targeted construction for new service, these investments form a pipeline to achieve greater access to passenger rail.

Plan
Feasibility studies outline the best routes with the highest success probabilities. Public Involvement Plans make sure no voice goes unheard. State Rail Plans present priorities and strategies of proposed rail development focused on benefits and impacts to the region.

Analyze
Investments in the grantee planning process include: Environmental reviews, Service Development Plans, and Preliminary Engineering.

Build
With approved and comprehensive planning in place, government and private companies partner to build rail. Final Design work completes the blueprints needed before construction, and Construction comes only after feasibility is proven, expected outcomes are weighed, and the project is ready for more expensive capital investments.
**Funding Availability: FAST Act + FY16**

- **FY16: $25M**
  - Railroad Safety Technology Grants
  - TIGER Grants
  - NEC Shared-Use Infrastructure Grants

- **FY16: $500M**
  - Railroad Safety Infrastructure Improvement Grants

- **FY16: $800M**
  - FASTLANE Grants
  - Positive Train Control Implementation Grants

- **FY17: $199M**
Major FAST ACT Grant Programs

- The FAST Act authorizes $2.2 billion over five years for three new competitive rail development grant programs.
Federal Funding for FRA Programs (1991-present)

<table>
<thead>
<tr>
<th>Rail Program</th>
<th>Number of Grants</th>
<th>Federal Funding ($M)</th>
<th>% Outlaid</th>
<th>% Closed</th>
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</thead>
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<tr>
<td>Amtrak Annual</td>
<td>18</td>
<td>$12,718</td>
<td>97%</td>
<td>46%</td>
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<tr>
<td>HSIPR</td>
<td>155</td>
<td>$9,937</td>
<td>56%</td>
<td>72%</td>
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<tr>
<td>TIGER</td>
<td>51</td>
<td>$628</td>
<td>57%</td>
<td>24%</td>
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<tr>
<td>Amtrak Other</td>
<td>5</td>
<td>$447</td>
<td>97%</td>
<td>20%</td>
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<tr>
<td>Amtrak Sandy Relief</td>
<td>4</td>
<td>$297</td>
<td>94%</td>
<td>25%</td>
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<tr>
<td>FAST Act PTC <em>(FTA Overseeing; Amounts are estimates)</em></td>
<td>~30</td>
<td>$199</td>
<td>0%</td>
<td>0%</td>
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<tr>
<td>RR Development</td>
<td>30</td>
<td>$198</td>
<td>73%</td>
<td>73%</td>
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<tr>
<td>Legacy Moynihan</td>
<td>5</td>
<td>$130</td>
<td>80%</td>
<td>60%</td>
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<tr>
<td>Amtrak FEMA</td>
<td>8</td>
<td>$128</td>
<td>98%</td>
<td>75%</td>
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<tr>
<td>FASTLANE</td>
<td>3</td>
<td>$108</td>
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<td>0%</td>
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<td>Rail Line Relocation</td>
<td>68</td>
<td>$82</td>
<td>83%</td>
<td>74%</td>
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<tr>
<td>Railroad Safety Technology (Incl. PTC)</td>
<td>25</td>
<td>$82</td>
<td>54%</td>
<td>28%</td>
</tr>
<tr>
<td>CMAQ</td>
<td>4</td>
<td>$78</td>
<td>71%</td>
<td>0%</td>
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<tr>
<td>Maglev</td>
<td>2</td>
<td>$28</td>
<td>0%</td>
<td>50%</td>
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<tr>
<td>Railroad Safety Infrastructure</td>
<td>23</td>
<td>$25</td>
<td>0%</td>
<td>0%</td>
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<tr>
<td>Capital Assistance to States</td>
<td>13</td>
<td>$22</td>
<td>99%</td>
<td>92%</td>
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<tr>
<td>Railroad Rehabilitation and Repair</td>
<td>24</td>
<td>$20</td>
<td>100%</td>
<td>100%</td>
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<tr>
<td>Next Gen HSR</td>
<td>12</td>
<td>$11</td>
<td>40%</td>
<td>50%</td>
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<tr>
<td>Safe Transportation of Energy Products</td>
<td>9</td>
<td>$10</td>
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<td>0%</td>
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<tr>
<td>R&amp;D Rail Corridor</td>
<td>4</td>
<td>$5</td>
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<td>0%</td>
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<td><strong>TOTAL</strong></td>
<td><strong>493</strong></td>
<td><strong>$25,153</strong></td>
<td><strong>78%</strong></td>
<td><strong>46%</strong></td>
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Anticipated HSIPR Deliverable Completion Dates

- The majority of deliverables are scheduled to be completed this year
- Timely deliverable submissions are crucial to ensure projects stay on schedule and complete on time

<table>
<thead>
<tr>
<th>Date</th>
<th>Not Received</th>
<th>Received</th>
<th>% Received</th>
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<td>Sept 2013</td>
<td>1574</td>
<td>577</td>
<td>27%</td>
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<tr>
<td>Oct 2016</td>
<td>703</td>
<td>1981</td>
<td>74%</td>
</tr>
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</table>

Deliverable Status
- Red: Overdue
- Blue: Awaiting Document
- Green: Received
Efforts to help you get the job done

- Webinars and learning tools now available:
  - Railroad 101: Track Configuration, Train Types and Performance, Basic Operations, Signaling Systems
  [https://www.fra.dot.gov/Page/P0797](https://www.fra.dot.gov/Page/P0797)

- FRA Rail Program Delivery Video Series: The Davis-Bacon Act, ADA Compliance for Rail Stations, Service Planning, Preliminary Engineering
  [https://www.fra.dot.gov/Page/P0951](https://www.fra.dot.gov/Page/P0951)

- RPD Project Management Tools
  - Environmental Clearance update tool
  - Streamlined grant award/amendment process
  - Discipline-specific Standard Operating Procedures (SOPs)
November 28-30 in Washington, DC
REGISTER TODAY!

Register at:

www.regonline.com/2016FRARailProgramDelivery
FAST Act Implementation Update

Michael Lestingi
Director, Office of Policy and Planning
FAST Act: Accomplishments To-Date

Passenger and Freight Rail

• 2/16: Convened Gulf Coast Working Group (11304)

• 3/9: Established procedures for Amtrak grant requests (11202)

• 3/11: Issued RFP for performance-based HSR proposals (11308)

• 5/27: Defined Amtrak account structure (11201)

• 5/27: Established the State-Supported Route Committee (11204)

• 5/31: Issued benefit-cost analysis guidance for rail projects (11313)
FAST Act: Accomplishments To-Date

**Safety**

- 1/11: Adjusted rail passenger liability cap (11415)
- 2/26: Implemented process for distributing public version of railroad bridge inspection reports to states/municipalities (11405)
- 5/31: Reported on actions passenger railroads have taken in response to safety advisories related to max. authorized train speeds (11406)
- 6/10: Issued rulemaking for redundant signal protection for MOW work crews (11408)
FAST Act: Accomplishments To-Date

Program Delivery
- 4/1: Issued Q&As to exempt historic rail / transit lines from Section 4(f) review (11502)
- 6/2: Surveyed and published review of FRA’s use of CE’s since 2005 (11503)

Other
- 4/1: Submitted annual R&D plan to OST (6019)
- 6/6: Established interim multimodal freight network (70103)
- 9/2: Transmitted Vertical Track Deflection report to Congress (11414)
- 9/7: Announce FASTLANE grants (1105)
PHMSA/FRA

• 7/26: Initiate study on insurance for railroads transporting hazardous materials (7310)

• 8/15: Remove/revise date-specific deadlines from high-hazard flammable train rule (7304)

• 8/15: Require thermal blankets to be used to meet thermal protection standards established for DOT-117 tank cars (7305)

• 8/15: Set minimum requirements for protection of top-fitting tank car valves (7306)

Final rule combines revised retrofit schedule, thermal blanket, and top-fittings requirements in one rule
Shared-Use Study (11311) & Data Needs Assessment (11313)

- FAST requires DOT to conduct two studies that contain several commonalities and areas of intersection, as well as completion deadline

- Far-reaching implications concerning the past, present, and future performance of rail passenger and freight transportation

**Shared-Use**

Focus: the operational, institutional, and legal structures that best support improvements to the U.S. rail network, including:

- access and use of host RR ROW;
- train performance standards;
- measuring public benefits;
- modeling;
- liability; and
- other issues

**Data Needs**

Focus: data needed to conduct cost-effective modeling and analysis for intercity passenger rail programs, including:

- identifying data;
- determining limitations;
- assessing barriers; and
- generating and collecting data
Shared-Use Study (11311) & Data Needs Assessment (11313)

• Common Parties
  • Amtrak
  • Commuter railroads
  • Freight railroads
  • States and local governments
  • Surface Transportation Board

• Status
  • Currently scoping approach and developing stakeholder outreach strategy

• Timeline
  • Due to Congress by 12/4/2018
FAST Act
Amtrak Account Structure

Beth Nachreiner
Chief, Passenger Rail Policy
Several parts of FAST’s Title XI and Sections 11202 and 11203 relate to the Account Structure requirements, how it should be implemented and reported.

**Section 11201: Account Structure Development and Implementation**

Develop Account Structure to:
- Improve effective use and stewardship of funds
- Create transparency to stakeholders
- Recommend improvements to accounting methods
- Show Financial Sources and Uses

FRA Responsibility
Submitted to Congress in May 2016

**Section 11202: Internal Controls**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish Internal Controls</td>
<td>Amtrak Responsibility</td>
</tr>
<tr>
<td>Establish Grant Process</td>
<td>FRA Responsibility</td>
</tr>
<tr>
<td></td>
<td>Submitted to Congress in March, 2016</td>
</tr>
<tr>
<td>Define Grant Requests and Payment</td>
<td>Establishes payment schedule and grant request documentation</td>
</tr>
</tbody>
</table>

**Section 11203: Asset Line and Business Line Plans**

<table>
<thead>
<tr>
<th>Plan</th>
<th>Responsibility</th>
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<tbody>
<tr>
<td>5-year Business Line Plans</td>
<td>Amtrak responsibility to submit annually starting 02/2017</td>
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<tr>
<td>(fiscally constrained plan)</td>
<td></td>
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<tr>
<td>5-year Asset Line Plans</td>
<td>Amtrak responsibility to submit annually starting 02/2019</td>
</tr>
<tr>
<td>(fiscally constrained plan)</td>
<td></td>
</tr>
</tbody>
</table>
Goals and Principles

FRA and Amtrak developed Goals and Principles for the Secretary to consider in establishing the Account Structure

Goals

• Promote the effective use and stewardship by Amtrak of Amtrak revenues, Federal, State, and third party investments, appropriations, grants and other forms of financial assistance, and other sources of funds

• Enhance the transparency of the assignment of revenues and costs among Amtrak business lines while ensuring the health of the Northeast Corridor and National Network

Principles

• Provide understandable information to investors, customers, and Amtrak to make fully informed business decisions

• Account for all of Amtrak’s activities and assets with clarity and consistency

• Fully integrate the objectives of Title XI of the FAST Act and support the planning and internal control requirements for Sections 11201, 11202, and 11203 of the FAST Act

• Request the right amount of information, but no more

• Maximize efficiency of implementation by leveraging existing resources
Service Lines use the resources from the Asset Lines to deliver transportation service to customers.
### Account Structure

- Directs Federal investment on NEC and National Network accounts,
- Shows Financial Sources and Uses,
- Provides comprehensive view of financial performance for entire company, and
- Supports effective management of costs and revenues and improves accounting transparency for all stakeholders.

*Account structure was submitted by FRA Administrator to Congress in May 2016*

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<table>
<thead>
<tr>
<th>Financial Sources</th>
<th>NEC Intercity</th>
<th>Infrastructure Access</th>
<th>Ancillary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Sources</td>
<td>...</td>
<td>...</td>
<td></td>
</tr>
<tr>
<td>Capital Sources</td>
<td>...</td>
<td>...</td>
<td></td>
</tr>
<tr>
<td>Federal Grants</td>
<td>...</td>
<td>...</td>
<td></td>
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<tr>
<td>Total Financial Sources</td>
<td></td>
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</table>

<table>
<thead>
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<th>Financial Uses</th>
<th>NEC Intercity</th>
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<th>Ancillary</th>
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<td>Operating Uses</td>
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<tr>
<td>Capital Uses</td>
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<tr>
<td>Legacy Debt Payments</td>
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<table>
<thead>
<tr>
<th>Surplus/Deficit</th>
<th>NEC Intercity</th>
<th>Infrastructure Access</th>
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<table>
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<th>Account Transfers</th>
<th>NEC Intercity</th>
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<th>Ancillary</th>
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<table>
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<tr>
<th>National Network Account</th>
<th>State Supported</th>
<th>Long Distance</th>
<th>Infrastructure Access</th>
<th>Ancillary</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Next Steps on Account Structure

- FRA and Amtrak working on implementation of Account Structure
- Amtrak implements new structure – December 4, 2016
- Amtrak plans to produce FY18 budget in the Account Structure format
- Amtrak produces monthly Profit and Loss statements for Service and Asset Lines – January 4, 2017
- Amtrak assesses accounting and reporting structure and provides recommendations for further action to Secretary – December 4, 2017
- Secretary provides assessment that supplements Amtrak’s report; submits to Congress – June 4, 2018
Looking to the Future – Pipeline

Trevor Gibson
Chief, Program Implementation
Since 2009, $371M in combined Federal and additional State/private funds have been building a “pipeline” of future projects.

- Prepare for future funding availability – *what are the best market-based investments?*

- Determine priorities for next round of planning – *what potential markets are still “missing”?*

- Identify national vision – *where is rail heading in the U.S.?*
Project Development Framework

Activities

- Perform comprehensive state- or region-wide analyses of passenger and freight networks, or detailed analyses of specific corridors
- Conduct initial site surveying and needs assessment; develop initial site plans and track alignment alternatives; prepare comprehensive analysis of environmental impacts
- Complete engineering specifications and detailed plans; obtain necessary permits and documentation for construction
- Construct improvements to track, stations, grade crossings, signaling systems and other railroad infrastructure
- Operate intercity passenger trains

Project Examples

- Nevada State Rail Plan
- MD – Baltimore-Washington International Airport Station Improvements
- NJ – Portal Bridge
- CA - Capital Corridor: South Terminal Station Improvement
- Amtrak direct operating grants
Looking to the Future – Funding and Priorities

Paul Nissenbaum
Associate Administrator of Railroad Policy and Development
Competitive Rail Development Grants

Restoration & Enhancement – $100 million

States, public agencies established by states, political subdivisions of states, Amtrak and other IPR railroads, and rail carriers in partnership with public applicants eligible

• Operating assistance to initiate, restore, or enhance intercity passenger rail service

• Grants limited to 3 years per route and may not be renewed

• Priority to be given for restoring Gulf Coast service
Federal-State Partnership for State of Good Repair – $997 million

- Capital projects to bring **rail assets into a state of good repair**

- Publicly-owned or Amtrak-owned infrastructure, equipment, and facilities

- Projects must be **compliant with relevant cost allocation policies and capital planning requirements**
Competitive Rail Development Grants

Consolidated Rail Infrastructure & Safety Improvements (CRISI) – $1.1 billion

States, public agencies established by states, political subdivisions of states, Amtrak and other IPR railroads, Class II/III railroads, TRB, UTCs, rail labor, and others eligible

• Rail Development
  o Passenger corridors
  o Passenger & freight congestion mitigation
  o Multi-modal connections
  o ADA

• Railroad Safety Technology (PTC)

• Local Rail Facilities & Safety
  o Grade crossings & rail line relocation
  o Short line capital upgrades

• Planning, Research, & Workforce
### FY17 Appropriations Comparison (in millions)

<table>
<thead>
<tr>
<th>Program</th>
<th>FY16 Enacted</th>
<th>FY17 Budget</th>
<th>FY17 House</th>
<th>FY17 Senate</th>
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<tr>
<td>S&amp;O</td>
<td>$199</td>
<td>$213.3</td>
<td>$207</td>
<td>$208.5</td>
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<tr>
<td>R&amp;D</td>
<td>$39.1</td>
<td>$53.5</td>
<td>$43.1</td>
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<tr>
<td>Amtrak</td>
<td>$1,390</td>
<td>$1,900</td>
<td>$1,420</td>
<td>$1,420</td>
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<tr>
<td>NEC</td>
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<td>$420</td>
<td>$345</td>
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<tr>
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<td>$1,000</td>
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<td>Competitive Grants</td>
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<td>Restoration &amp; Enhancement</td>
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<td>$20</td>
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<td>$15</td>
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<td><strong>Total</strong></td>
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<td>$1,720.1</td>
<td>$1,753.6</td>
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