States for Passenger Rail Coalition, Inc.

ANNUAL REPORT 2017

Critical Projects Delivered – Continued Ridership Growth
On the cover: A view of Amtrak’s Lafayette, IN Station – part of the multimodal Riehle Plaza transportation complex in downtown Lafayette, Indiana. Purdue University in West Lafayette is across the Wabash River from the station, within a short walking distance via a wide pedestrian bridge that is connected to the Station.
Executive Summary

Throughout 2017, states, groups of states, and agencies, completed a broad range of capital projects that are increasing ridership and revenue by strengthening efficiency and reliability. This year’s efforts significantly strengthen the national intercity passenger rail network.

This year’s States for Passenger Rail Coalition, Inc. (SPRC) Annual Report focuses on our States and agencies’ accomplishments in improving our Nation’s passenger rail services when entrusted with taxpayer dollars. SPRC celebrates the successes in advancing rail infrastructure as a result of the federal American Recovery and Reinvestment Act (ARRA) of 2009.

In 2009, Congress appropriated $7.98 billion in American Recovery and Reinvestment Act of 2009 (ARRA) funding for the High-Speed and Intercity Passenger Rail (HSIPR) program. In September 2017 FRA returned to the U.S. Treasury approximately $247.6 million (or 3% of the original funding). Of the approximately $247.6 million dollars returned:

- $95.5 million was from projects finishing under budget;
- $12.1 million was from unspent FRA oversight takedown; and
- $140 million went unspent by the September 30, 2017 deadline.

Seventy-five projects were funded. Of the seventy-five projects:

- 46 are completed and closed out;
- 10 are significantly complete and in the closeout process; and
- 19 have a period of performance past FY17 using state, local, and/or other federal funds.

Positive underlying trends continued: ridership grew 2.1 percent. State and agency sponsored trains continued to be the fastest growing portion of the national passenger rail network.

The completed projects are reducing trip times, adding frequencies, improving safety and reliability, modernizing stations, upgrading equipment, and building connections along key corridors. As you read through the Annual Report, you will note that while the objective of these projects were to benefit “passenger rail services,” they have accomplished a lot more. In the middle of a nationwide economic downturn, they created and retained tens of thousands of jobs. The resulting economic, as well as enhanced safety and mobility benefits, to our communities and its citizens are irrefutable.

There is no doubt – the time is now to invest in state and agency sponsored intercity passenger rail.
Education & Outreach

The SPRC is an advocacy group made up of 21 State departments of transportation and four passenger rail authority leaders from across the United States who work together to support the development and growth of all intercity passenger rail service across America. The Coalition was established in 2000 and today, in addition to Amtrak National System Routes, states sponsor 29 intercity passenger rail routes serving 296 communities across America. Last year these trains carried almost 15 million passengers, representing 47% of Amtrak’s total ridership. This contributed $786 million in revenues to Amtrak, through $565 million in passenger revenues plus $223 million in contract payments. This is significant in the revenue and ridership bottom line for Amtrak.

As intercity passenger rail service sponsors and advocates, SPRC members are steadfastly committed to safety, service quality, and reliability. Safety is critical to our service, passengers, employees, host railroads, and the communities we serve. There is no doubt that passengers and rail employees are safer on intercity trains than any other mode of transportation and that a strong, national system approach to intercity passenger rail is critical to ensuring safety and mobility for all.

Representing 47% of Amtrak’s total ridership, SPRC continues to reach out to Amtrak leaders and advocate for a seat at the table. SPRC has sent a letter to Chairman Coscia to “reiterate our desire to strengthen and improve communications between the Amtrak Board of Directors and SPRC,” and we added that “SPRC respectfully requests that the Amtrak Board and SPRC continue to have direct meetings to build on our partnership and improve the nation’s intercity passenger rail network.”

In April, the Coalition submitted testimony to the Senate Subcommittee on Transportation Housing Urban Development and other related agencies (THUD) in which we thanked the members for their efforts in 2016 to improve connectivity within the intercity passenger rail network with the enactment of the Promoting Travel, Commerce, and National Security Act of 2016 (P.L. 114–316), signed into law on December 16, 2016, which promotes two key national goals: enhancing U.S. national security, and increasing efficiency for travelers and commercial exchanges. The new law paves the way for expansion of preclearance facilities, operated by U.S. Customs and Border Protection, easing travel and commerce between Canada and the United States. We urged the Committee to examine the need for border infrastructure investment.

This effort called for full funding of key provisions in FY 2018 transportation appropriations to allow successful implementation of the passenger rail related programs authorized in the FAST Act and we urged the subcommittee to fully fund critical provisions such as: The Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, authorized at $230m; the Federal–State Partnership for State of Good Repair program, authorized at $175m; and the Restoration and Enhancement Grants program, authorized at $215m.

We also advocated for Amtrak’s network of National System Trains, authorized at $1.085b and supporting the continued operation of the national intercity passenger rail network and state supported routes. Additionally, we requested continuation of the very successful competitive and merit based TIGER Grant program and asked for it to be funded at the level of $500 million.

We also asked that adequate funding be provided to continue the activities of the Section 305 Next Generation Corridor Equipment Pool Committee, as reauthorized in the FAST Act, to continuing the advancement of standardized next generation passenger rail equipment specifications and maintenance in support of reducing costs and rebuilding the US rail manufacturing and supply industry.

Throughout the year, and, in fact the past several years, SPRC has made a concerted effort to build relationships with key congressional members and critical staff. We have cultivated those relationships and believe that we have become a “go to” resource as they develop legislation aimed at improving passenger rail (Senate bill 1541 known as the RAILS Act, as an example).

On December 21, 2017 Senator John Thune (R-SD) Chairman of the Senate Committee on Commerce, Science and Transportation quoted a July 2017 SPRC letter supporting the confirmation of Ronald Batory as Federal Railroad Administrator while on the Senate floor.

In 2017, we have continued our outreach efforts to recruit and retain members. SPRC has a lot to offer and it is important that we grow our membership to more accurately reflect the nation’s passenger rail system.

One of the greatest benefits of being a part of the SPRC family is that we have developed strong collegial relationships. We know that if we are looking for someone to bounce an idea off of or facing new hurdles that there’s likely one, if not more, of our Coalition contacts that are willing to share their thoughts and experiences. We’re
never more than a phone call away from getting valuable information or honest feedback from another Coalition member.

Also, we get timely passenger rail issue updates and peer-to-peer dialogue during our bi-weekly all-member phone calls. And, when the time comes for the Coalition to weigh in on rail matters of importance to our States, the passenger and freight railroads, and the citizens, we band together and let our united voice be heard. That’s what sets the States for Passenger Rail Coalition apart from other entities.

SPRC serves a critical role in advancing intercity passenger rail in the US. In fact, SPRC is the one passenger rail advocacy group that represents only states. The relatively newer State Amtrak Intercity Passenger Rail Committee (SAIPRC) includes members from the States, Amtrak and the Federal Railroad Administration (FRA). And, our colleagues on AASHTO’s Standing Committee on Rail (SCORT) do a great job on both Freight and Passenger Rail matters.

SPRC truly is the voice for intercity passenger rail, and it is not focused on one priority interest, such as Section 209, it is a coalition which advocates for the need for preserving and improving the national system, state supported services – all things related to improving and developing intercity passenger rail across the country and making it safer, more efficient, and more reliable.

We continue to make our case on issues of concern to all the States, both in the Coalition, and outside our membership. For instance, the Coalition itself, and several of our Member States have both worked administratively and judicially to address the FRA’s System Safety Planning rule and guidance. In July 2017, SPRC submitted comments on policy guidance and the Retroactive Application by Guidance of a Rule-making conducted by the Federal Railroad Administration. Components of this safety-focused effort would be welcomed by the States and its members; however, there are proposed radical changes that would adversely affect all the States that support intercity passenger rail. SPRC has consistently advocated for the opportunity to be a part of the process in developing polices that will improve safety, yet do so in an effective and efficient manner – recognizing the negative impacts of a one size fits all solution.

Additionally, we are closely monitoring the fate of Amtrak’s Long-Distance Train routes as FRA begins implementation of the Competitive Passenger Rail Service Pilot Program.

Mission

• Promote the research, development, implementation, operation, sustainability, and expansion of publicly supported intercity passenger rail services.

• Provide members with prompt, timely and accurate information regarding intercity passenger rail developments and federal funding.

• Raise our collective voice in support of a strong federal partnership to create a dedicated source of funding for capital investment in intercity passenger rail equipment, infrastructure, and facilities.

The Legislative Principles of SPRC and the Coalition’s Bylaws were adopted in September, 2014, and are available on the SPRC website at www.s4prc.org.

In June 2016, the SPRC members approved several minor By-Laws changes – most of which corrected typo/punctuation errors. There was one change of substance – the expansion of the Executive Committee to include the current structure of four officers and voting members – the Chair, Vice Chair, Treasurer, and Secretary, and to add two non-voting members – one at-large – and one – past officer position, with both being elected at the time of the officer elections by simple majority of member states every two years.

In May 2015, SPRC was notified by the Internal Revenue Service (IRS) that it is exempt from federal income tax under Section 501 (c).

Membership

Membership Collaboration

With the goal of providing all members prompt, timely, and accurate information regarding intercity passenger rail developments and federal funding, and to assist in implementing the new organizational structure of the States for Passenger Rail, Inc. (SPRC) established as a 501 3(c) incorporation in 2013, the coalition issued a request for consultant services in January 2014. A team of independent consultants, the Alliance, was retained in March 2014. The team includes David Ewing, Steve Hewitt, Christina Caffo, and Patrick Simmons. In March 2017, the SPRC extended its support services contract with the Alliance through February 2018. In August of 2017 Don Hannon joined the Alliance team. Since coming on board, the Alliance has established a structure for keeping and maintaining records including the development of meeting agendas and summaries, and has provided many other services to SPRC members such as:

- Maintenance of a current SPRC member list and database.
- Policy reviews, analysis and drafting services.
- Advised on and prepared updates to the organization’s By-Laws to ensure they remain current.
- Distribution of relevant materials electronically, and by other means, to the collective membership.
- Responded to individual member requests for information.
- Transmission of over 50 informational updates to members throughout the year.
- Coordinated and participated in bi-weekly coalition-wide conference calls throughout the year to bring the membership up-to-date on developments and to assign roles to individual states in the effort to achieve mutually agreed upon goals.

Several standing agenda items were included on all calls including:
- Issue Updates, on key issues of interest such as OTP, and States as Railroads;
- Federal Administrative and Legislative Update to keep members informed of the status of federal legislative or administrative initiatives;
- SAIPRC updates;
- Section 212, goals and future cost allocation for the Northeast Corridor; and
- Section 305, development and maintenance of standardized specifications and the procurement of the next generation of intercity passenger rail equipment.

- Prepared meeting summaries of all member calls and tracked decisions and action items to ensure an accurate record is maintained and follow ups are completed.
- Participated in monthly calls with the Executive Committee to carefully manage and direct contractor activities.
- Coordinated and participated in well-attended SPRC membership meetings in 2017, the first in Washington, DC on February 21st and the second in Oakland, CA on September 18th.
- Coordinated meetings in Washington, DC with various federal agencies, elected officials and their staffs, the Association of American of Railroads and other organizations.
- August 29th Jennifer MacDonald, AAR and Devon D. Barnhart, Transportation Counsel, Senate Committee on Commerce, Science, and Transportation participated in the SPRC Executive Committee/Alliance Planning Meeting. On August 30th Paul Nissenbaum, FRA participated.
- Efforts were made to carefully coordinate with other rail related organizations, including AASHTO’s Standing Committee on Rail Transportation, Amtrak, the Federal Railroad Administration, OneRail, and the Next Generation Corridor Equipment Pool Committee (NGEC). The Alliance represented SPRC at OneRail Coalition meetings.
- News items on recent intercity passenger rail developments were posted to the SPRC website.
SPRC EXECUTIVE COMMITTEE

In 2017, several leadership changes took place. In September, during the Fall Meeting, Chairman Paul Worley, having retired from NCDOT, stepped down as Chair, and, per SPRC By-Laws, Vice Chairman, David Kutrosky assumed the Chairmanship of the Coalition. Also, during this meeting, per the SPRC By-Laws, Eric Curtit, Missouri DOT, was nominated and elected to fill the Vice Chair vacancy for the remainder of the current term (through February 2019). At the same time, SPRC members nominated and elected Patricia Quinn, NNEPRA, to fill the new non-voting Executive Committee position of Past Officer; and Amanda Martin, Iowa DOT, to fill the new non-voting Executive Committee At-Large position.

Chair
David Kutrosky
Managing Director
Capitol Corridor Joint Powers Authority (CCJPA)

Vice Chair
Eric Curtit
Administrator of Railroads
Missouri Department of Transportation (MoDOT)

Treasurer
Venetta Keefe
Rail Programs Manager
Indiana Department of Transportation (INDOT)

Secretary
Karen Songhurst
Policy Analyst
Vermont Agency of Transportation (VTrans)

Past Officer
Patricia Quinn
Executive Director
Northern New England Passenger Rail Authority (NNEPRA)

At-Large Member
Amanda Martin
Freight and Passenger Policy Coordinator
Iowa Department of Transportation (Iowa DOT)

SPRC WISHES WELL ON THEIR RETIREMENT AND/OR NEW ENDEAVORS

Paul Worley – NCDOT – retired, joined Mott MacDonald
Emily Burstein – California DOT – retired
Sarah Feinberg – Administrator, Federal Railroad Administration
Eric Glick – Nevada DOT – retired
Mary Phillips – Staff Director (majority), House Transportation Committee, Railroads, Pipelines, and Hazardous Materials Subcommittee – retired
Michael Ward – Chairman & CEO, CSX Corp. – retired
Wick Moorman – CEO, Amtrak – will become an advisor to Amtrak

SPRC WOULD LIKE TO EXPRESS OUR SADNESS FOR THE LOSS OF

E. Hunter Harrison, President and Chief Executive Officer, CSX Corp.
Kevin Kesler, Chief of RPD’s Rolling Stock Research Division, Federal Railroad Administration
Stephen Tobias, former Vice Chairman & Chief Operating Officer, Norfolk Southern Corp.
TRAGEDY OF THE AMTRAK CASCADES 501 DERAILMENT

Like people everywhere, the members of the States for Passenger Rail Coalition (SPRC) were deeply saddened by the tragic accident that took place on December 18, 2017 in Washington State, with the derailment of Amtrak Train #501. Our heartfelt thoughts and prayers go out to the victims and their families, and to all those who were impacted by this event. As the National Transportation Safety Board (NTSB) completes its investigation, we expect to learn more about the likely causes of this incident, and what measures can be taken to ensure that such an event never happens again. We hope to also gain a better understanding of what improvements can, and must, be made to enhance safety across the nation’s intercity passenger rail system.
The Interrelationship of Regional Economies and Intercity Passenger Rail Service

The availability of easily accessible, safe, frequent, and reliable transit options and commuter rail have long been known to be integral to the development of major American metropolitan areas. In our nation’s history, our largest cities have grown and prospered due to the ability to efficiently move people between their homes and their workplaces.

What we see, both globally, and in the United States, is that intercity passenger rail, which extends beyond the traditional limits of commuter rail, plays a major role in both continued metropolitan and wider regional economic growth. Companies see their employees having much greater opportunities to work from more remote locations and travel greater distances to the traditional office setting. Also, with the widespread availability of reliable cellular connectivity and Wi-Fi services, anyone traveling on an Amtrak train, or one of our Coalition member intercity passenger rail systems, needs only to walk through the rail car to witness countless travelers working on their laptop computers – staying connected.

It is evident that the SPRC Coalition–provided and sponsored passenger rail services are a vital contributor to the regional economy. Not only are well–developed rail corridors connecting companies to their employees; but, businesses are recognizing the importance of intercity passenger rail as many traditional, urban–based parent companies are connecting their satellite offices and subsidiaries via intercity passenger rail corridors. As an example, in the southern San Francisco Bay Area of California known as the “Silicon Valley,” business executives were at the forefront in support of passenger rail service improvements and increased connectivity as being vital to their business interests and this booming regional economy.

With continued investment in intercity passenger rail, it will continue to thrive as one of the critical forces in regional economic growth. The SPRC stands ready to continue to be an active partner with the business community in expanding those regional economies.

Alternative Fuels

One of the key returns on capital investment in intercity passenger rail is the enhancement of air quality. This societal benefit is strengthened by the use of alternative fuels. SPRC has a long history of supporting development and utilization of alternative fuels as a part of corridor development environment and economic development strategies. For example, in 2007 then member Texas and Oklahoma very successfully tested biodiesel on the Heartland Flyer.

This effort continued in 2017 amid ongoing concerns regarding the use of diesel and the ongoing desire for cleaner air for all. In June All Aboard Florida announced that Brightline will use a blend of biodiesel fuel produced by Florida Power & Light at a Riviera Beach plant to power its fleet. FPL will produce 2 million gallons of biodiesel a year thus providing an economic benefit, contributing to energy security as well as enhanced air quality.

Further, Capitol Corridor Joint Powers Authority (CCJPA), working with the California Air Resources Board (CARB) and the Sacramento Metropolitan Air Quality Management District (SMAQMD), laid the foundation for testing renewable diesel (RD) on the Capitol Corridor (Auburn–Sacramento–Oakland/San Francisco–San Jose) intercity passenger trains. This RD meets the same D975 ASTM standard as petrol diesel.
As intercity passenger rail service sponsors, SPRC members are steadfastly committed to safety, service quality, and reliability. Safety is critical to our service, passengers, employees, host railroads, and the communities we serve. There is no doubt that passengers and rail employees are safer on intercity passenger trains than any other mode of transportation and that a strong, national system approach to intercity passenger rail is critical to ensuring safety and mobility for all.

On behalf of all government entities providing funding for intercity passenger rail services, the SPRC members have sought to have the Federal Railroad Administration (FRA) acknowledge and revise the proposed “Systems Safety Program (SSP) Final Rule, 81 Fed. Reg. 53,849 (August 12, 2016) to be codified at 49 C.F.R. pt. 270 and the accompanying undated Guidance on Safety Oversight and Enforcement Principles for State-sponsored Intercity Passenger Rail Operations issued on or about August 11, 2016. The Rule and Guidance conclude that service sponsors who contract for intercity passenger rail services are railroads. FRA asserts that because intercity passenger rail service sponsors were given more responsibility for intercity passenger rail oversight under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), those service sponsors who contract for intercity passenger rail service will be determined by FRA to be a railroad, a rail carrier, or the railroad of record.

This unfunded mandate, without basis in Congressional intent, imposes unprecedented and unnecessary obligations that extend beyond railroad carriers to organizations, including SPRC members. Implementation of this new, onerous, regulatory burden increases service sponsor responsibilities, liability exposure, and service costs without improving safety. The action is redundant in that the host railroads over which the services operate, and the contract operators of intercity passenger rail services already are part of FRA’s safety oversight and inspection responsibilities. The initiative to add States and local authorities is redundant, counter to prior

On August 28, 2017, a California F-59 locomotive assigned to the Oakland-Auburn route switched to 100 percent renewable diesel, making it the first train in California to run on this RD fuel. Testing will be performed on the California F-59 locomotive by CARB to determine the benefits and challenges of using RD. If further tests go well, all Capitol Corridor trains could switch over to renewable diesel by summer 2018.

It is estimated that shifting to renewable diesel in all of Capitol Corridor locomotives, which each need about 70 gallons of fuel per hour, results in improved criteria pollutant emissions from the exhaust and reduces the trains’ greenhouse gas emissions by two-thirds when considering the “well to wheels” measurement against regular petrol diesel.

(Renewable diesel, which can be made from vegetable oils, restaurants’ oil waste or animal fats — material known in the industry as biomass—while biodiesel, is mixed in with petroleum diesel.)
federal rulings, and neither safety-based nor based upon facts.

Throughout 2017, the SPRC has worked with its member organizations in filing administrative petitions for reconsideration of this detrimental federal mandate. As a result, the FRA issued multiple stays of the effective date for the Rule and Guidance.

Additionally, SPRC is hopeful that the U.S. Congress will take up this issue. A first step occurred in June 2017 with the introduction by Senator Deb Fisher (Nebraska) of S.1451, the Railroad Advancement of Innovation and Leadership with Safety Act or RAILS Act. This Act seeks to facilitate and promote innovative approaches to railroad safety. Included in the proposed Act, is language which would “exclude a State, or a political subdivision of a State, that provides equipment, track, right-of-way, or financial support for intercity passenger rail service...if such State or political subdivision does not directly operate such service.” [Reference: S.1451, Section 225. Applicability to States]

Nonetheless, SPRC continues to monitor this ongoing situation and works towards having the FRA amend the Rule and rescind the Guidance.

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**On-Time Performance (OTP) and Passenger Train Priority**

In last year’s Annual Report we noted the long-standing debate over the definition of On-Time Performance (OTP) standards and the provision of dispatch authority of intercity passenger trains. Since it is written in law that “Amtrak has preference over freight transportation in using a rail line, junction, or crossing” [49 U.S. Code § 24308(c)], this should not be, but, nonetheless, OTP for intercity passenger rail continues to suffer from freight rail interference delays.

SPRC was hopeful, in July 2016, when the Surface Transportation Board (STB) sought to resolve the matter, and issued a rulemaking that defined Amtrak OTP. The rulemaking was the result of the STB’s investigation into delays to Amtrak passenger trains that operated over privately-owned freight railroad rights-of-way.

Shortly thereafter, the Union Pacific Railroad (UP) filed a federal suit asserting that the STB had exceeded its authority to set such OTP standards. Although we would like to report on a positive outcome for passenger rail, in a July 12, 2017 ruling by the Federal 8th Circuit Court in St Louis, Missouri, it was determined that the STB exceeded its authority and therefore its actions were nullified.

While disappointed, SPRC continues to advocate for OTP standards that will lead to a positive resolution that will improve passenger rail on-time reliability, a clear factor in many travelers’ decisions when choosing to use intercity passenger rail. The SPRC believes Congress needs to step up and establish OTP performance standards in law, and to ensure that the current law on the books for passenger rail train priority is enforced.

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9
**Appendix I – Member ARRA Rail Project Updates**

### Rolling Stock

- **Locomotive Procurement - $52.6M**
  - 6 base-order locomotives
  - 16 additional option locomotives with CA funds
  - Tier IV emissions, 125mph-capable, NGEC-compliant

- **Locomotive Overhauls - $13.3M**
  - Replaced engines to meet current Tier II EPA Standards, underrail frame work, rebuilt traction motors, upgraded cooling system, computer systems software upgrade
  - Completed by Progress Rail

- **Bike Modifications - $9.2M**
  - Reconfigured 14 cab cars to expand capacity from 3 to 13 bikes
  - Completed by Alstom

### LA to Fullerton Triple Track - $28.4M

- New main track, switches and crossovers; signal system upgrades; siding upgrades and extensions; and civil structure modifications to accommodate third track construction.

- Completion of full project will increase capacity and on-time performance to allow an increase from 24 to 34 passenger trains per day. Metrolink will also be able to increase service.

### Orange County/San Diego Projects

- **Orange County MOW Spurs - $1.72M**
  - Two, 1,000’ MOW spurs
  - Improves passenger rail operations and benefits the entire corridor by allowing MOW equipment to be staged closer to areas where work needs to be completed.

- **Oceanside Pass-Through Track - $3.4M**
  - Through track, signal and platform improvements at the Oceanside Transit Center.
  - Capacity, operational flexibility and reliability for intercity trains will be increased.
  - Created a layover track for commuter trains, allowing two intercity trains to pass at the station.

- **San Diego Area Crossovers - $8.4M**
  - Universal crossover, a left-hand crossover, associated communications and signal equipment, and modifications to the existing tracks.
ARRA Investments in California HSR Projects

Transbay Transit Center
- $400 Million ARRA Investment
- Regional transportation hub containing more than one million square feet
- Serves 11 transportation systems
  - Northern Terminus of HSR
- Expected to Open by end of 2017
- Over 20,000 Jobs Created Nationwide

California High-Speed Rail System
- $2.55 Billion ARRA Investment
- 520 mile HSR system
- Connecting the Bay Area to Southern California, via the Central Valley
- 119 Miles Under Construction
  - Creating Jobs
  - Putting Small Businesses to Work
  - Contributing to $3.55 Billion in Economic Output

Caltrain (led) – South Terminal Project $18M

- Problem solved: Capacity limitations due to dense level of station usage:
  - Capitol Corridor, Amtrak’s Coast Starlight line, Caltrain, Altamont Commuter Express and Union Pacific Railroad Company (UPRR)
  - Deadhead moves to/from nearby Caltrain maintenance facility that added to capacity degradation
- Two new platforms and installation of new track work and signal systems at the San Jose Diridon Station funded to ensure reliable operations for all services but especially benefited Capitol Corridor operations
- During construction of the improvements, the project generated 52,512 payroll hours for construction jobs. Wages paid for these payroll hours amounted to $2,121,356
- Design was completed in April 2009. Construction was awarded in February 2010 and completed in August 2012.
**CCJPA— Yolo Causeway West Crossover $4.65M**

- Problem solved: Removing 13.4 gap between mainline tracks that affected train reliability and OTP
- Installation of a universal crossover and associated signaling, track, ties, and ballast at roughly the gap halfway point
- Functional Spring 2013

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**CCJPA / NorCal 10-Year Capital Improvement Program**

<table>
<thead>
<tr>
<th>Projects</th>
<th>Benefits</th>
<th>Total Costs</th>
<th>Secured Funding</th>
<th>Funding Gap</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sac-Rtv 3rd Track</td>
<td>9 add'l round trips btw Roseville and Bay Area/Silicon Valley</td>
<td>$278M</td>
<td>$83M</td>
<td>$195M</td>
</tr>
<tr>
<td>Oak-Si Phase 2</td>
<td>Reduced travel times and up to 2 add'l round trips between Oakland and San Jose</td>
<td>$324M</td>
<td>$74M</td>
<td>$250M</td>
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<tr>
<td>Add'l Rolling Stock</td>
<td>Cleaner, quieter vehicles</td>
<td>$150M</td>
<td>$75M</td>
<td>$75M</td>
</tr>
<tr>
<td>Customer Improvements</td>
<td>Clearer signage with more responsive and flexible announcements, Increased onboard bicycle storage capacity.</td>
<td>$9M</td>
<td>$3M</td>
<td>$6M</td>
</tr>
<tr>
<td>Safety (PTC, ROW Protection)</td>
<td>Improved emergency response. Decreased number of incidents on ROW → Increased OTP</td>
<td>$15M</td>
<td>$15M</td>
<td>-</td>
</tr>
</tbody>
</table>

**TOTAL**  
$776M  
$230M  
$526M
Overview

• Purpose:
  • Mitigate passenger and freight traffic congestion

• Overall Goals
  • Increase routing flexibility and reliability
  • Reduce freight & passenger delays

• Design Goals
  • Create a system of universal crossovers every 2 – 3 miles
  • Replace obsolete signal systems with PTC-ready equipment
  • Use former track roadbeds to construct new tracks
  • Minimize environmental impacts
  • Avoid purchasing right-of-way
  • Plan for future additional capacity projects

Conclusion

• The Project was delivered successfully on time and under budget.
• Collaboration between various stakeholders (FRA, NS, INDOT) was essential.
• Cooperation between operating departments within NS allowed a significant amount of construction on a very busy corridor.
• Infrastructure improvements will serve Amtrak, NS, and other railroads, and customers now and into the future
Michigan’s Accelerated Rail Corridor

- Amtrak owns 97 miles between Kalamazoo & Porter, Indiana
- MDOT owns 135 miles between Kalamazoo & Dearborn

Michigan’s ARRA/Federal Projects

- Kalamazoo–Dearborn Acquisition & SDP – $355.9M (F)
- West Detroit Connection Project – $7.9M (F)
- Stations
  - Troy (New) – $6.5M (F)
  - Dearborn (New) – $28.2M (F)
  - Battle Creek (Rehabilitation) – $3.6M (F)
  - Jackson (Rehabilitation) – $1.0M (F)
  - Grand Rapids (New) – $3.8M (F)
  - East Lansing (New) – $6.2M (F)
- Midwest Next Generation Equipment Procurement – $268.2M (F)
- Corridor Investment Plan (Chicago–Detroit/Pontiac NEPA & SDP) – $3.2M (F)

Michigan’s Project Benefits & Future

- Project Benefits:
  - Kalamazoo–Dearborn (30 minute time savings, increased reliability & safety)
  - West Detroit Connection Project (increased service reliability with direct passenger connection between Dearborn and Detroit)
  - Stations (New station amenities help to grow services and increase local involvement)
  - Midwest Next Generation Equipment Procurement (New equipment will increase service reliability and efficiencies)
  - Corridor Investment Plan (Chicago–Detroit/Pontiac NEPA & SDP positions MDOT for eligibility for future federal funding to build out the corridor and improve services)

- Accomplishments with Future Funding:
  - Buildout of the remainder of the Chicago–Detroit/Pontiac SDP for increased speeds and services
Improving Missouri’s Passenger Rail System
Kansas City to St. Louis Corridor

Recent Improvements
- $63 million ($44M federal/$19M private) - for capacity improvements to ensure good on-time performance and efficient movement of freight
- $6 million ($5M federal/$1M private) - for preliminary engineering and environmental clearance on future projects
- Two new diesel-electric locomotives delivered in 2017
- Approximately $50 million in federal funds are to be repaid if passenger rail service is not maintained for 20 years.

Kansas City to St. Louis Rail Corridor Projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Costs</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lee’s Summit to Pleasant Hill - 2nd Track</td>
<td>$1.9/$1.28</td>
<td>2014</td>
</tr>
<tr>
<td>Knob Noster, Kingsville Passing Sidings PE/NEPA Projects</td>
<td>Completed FY15</td>
<td></td>
</tr>
<tr>
<td>Hermann, Bonnotts Mill Crossovers PE/NEPA Projects</td>
<td>Completed FY15</td>
<td></td>
</tr>
<tr>
<td>Webster Crossover</td>
<td>Completed FY13</td>
<td></td>
</tr>
</tbody>
</table>

Ridership (FY)
- Up 4%

Revenue (FY)
- Up 42%

On Time Performance (FY)
- 92% 89% 87% 90% 86% 83% 86%

Customer Satisfaction (FY)
- 90% 89% 89% 92% 90% 87% 90%
Improving Missouri’s Passenger Rail System
Kansas City to St. Louis Corridor

**FY17 Contracted Service Pricing**

<table>
<thead>
<tr>
<th>Fixed Route Costs (fixed fee, subject to adjustment)</th>
<th>$10.2M</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment Capital and Operations: Crews, WiFi, Call Centers, Stations, Insurance, etc.</td>
<td></td>
</tr>
<tr>
<td>Host Railroad/Incentives/Maintenance of Way (Estimated/Reconciled w/actual costs)</td>
<td>$2.2M</td>
</tr>
<tr>
<td>Fuel (Estimated/Reconciled with actual costs)</td>
<td>$1.0M</td>
</tr>
<tr>
<td>Overhead (fixed fee, subject to adjustment) Police, Marketing</td>
<td>$2.1M</td>
</tr>
<tr>
<td><strong>Total Estimated Expenses</strong></td>
<td><strong>$15.5M</strong></td>
</tr>
<tr>
<td><strong>Budgeted Revenue</strong></td>
<td><strong>$5.6M</strong></td>
</tr>
<tr>
<td><strong>Estimated State Operating Payment</strong></td>
<td><strong>$9.9M</strong></td>
</tr>
</tbody>
</table>

**State Funding Requests/Actuals**

FY18 State Budget Request: $9.6 million, plus $1.1 million estimated for arrearage, $1.6 million for FY17 difference and $1.8 million for FY18 difference.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Contract</th>
<th>Appropriation</th>
<th>Billed</th>
<th>Arrears</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>$9 million</td>
<td>$7.875 million</td>
<td>$8.826 million</td>
<td>$951K</td>
</tr>
<tr>
<td>2011</td>
<td>$8.6 million</td>
<td>$8.1 million</td>
<td>$8.761 million</td>
<td>$1.611M</td>
</tr>
<tr>
<td>2012</td>
<td>$8.6 million</td>
<td>$7.9 million</td>
<td>$8.263 million</td>
<td>$1.974M</td>
</tr>
<tr>
<td>2013</td>
<td>$8.6 million</td>
<td>$7.9 million</td>
<td>$8.255 million</td>
<td>$2.329M</td>
</tr>
<tr>
<td>2014</td>
<td>$9.6 million</td>
<td>$8.9 million</td>
<td>$9.158 million</td>
<td>$2.588M</td>
</tr>
<tr>
<td>2015</td>
<td>$10 million</td>
<td>$8.9 million</td>
<td>$8.828 million*</td>
<td>$2.516M*</td>
</tr>
<tr>
<td>2016</td>
<td>$10 million</td>
<td>$9.6 million</td>
<td>$9.557 million*</td>
<td>$2.472M*</td>
</tr>
</tbody>
</table>

* The billed amounts for FY15 and FY16 have been adjusted. Amtrak’s repairs to aging equipment went well over budget in FY15 and slightly over in FY16. Federal law requires states to be responsible for their share of these costs. As a result, Missouri’s portion of the final capital equipment cost is as follows:
  • FY15: $653,122
  • FY16: $16,947
ARRA-Funded Passenger Rail Improvements in Missouri

Kansas City to St. Louis Rail Corridor Projects

- Kansas City
- Independence
- Lee's Summit
- Pleasant Hill
- 2nd Track
- Knob Noster, Kingsville
- Passing sidings
- PERIPPA Projects
- Completed FY15
- No Capital Funding Available

- Lee's Summit
- Warrensburg
- Sedalia
- Hermann
- Washington
- Hannibal
- Bonnato Mill CROSSOVER
- PERIPPA Projects
- Completed FY15
- No Capital Funding Available

- Hermann
- Crocker
- Kirksvid
- St. Louis
- West Approach to Merchants Bridge
- Completion CY15 - CY16

- $13.5M
- $2.8M

$551.28

$22.6M

$3.6M

$13.5M

$2M

$753

10 Crossing Upgrade

By to Sedalia

Completed FY14

Completed FY14

Completed FY15

Completed FY15

Completed FY15

$ Federal Funding

$Railroad Investment

All figures in millions

Scope and Development of Missouri ARRA Projects

Capacity improvements to ensure good on-time performance and efficient movement of freight

- Safety upgrades to 15 crossings – Kansas City to Sedalia (FY 14)
- Second Osage River Bridge (FY 14)
- Webster Crossover (FY 13)
- Third Main Line at St. Louis Terminal Railroad (CY 15)
- West Approach to Merchants Bridge (CY 17)
- New Charger diesel-electric locomotives (CY 17)

Benefits/Closeout/Additional $$

- 85% On Time Percentage
- 47% Revenue
- 90% Customer Satisfaction
- Ridership

Ready Projects

- Knob Noster passing siding
- Kingsville passing siding
- Hermann crossover
- Bonnato Mill crossover
- 2nd track – Lee's Summit to Pleasant Hill
ARRA FUNDED PROJECTS

$38.3M Downeaster Expansion Project
- 29 Miles of Track Restoration
- Rail & Ties
- 36 Grade Crossings
- Signalized Dark Track
- 2 New Stations
- Layover Yard & Building Tracks

$25.6M MBTA Haverhill Line Project
- 3 mile new double track
- 3 Grade Crossings
- New Interlockings & Crossovers

ARRA FUNDED PROJECT RESULTS

- Economic Development
- More Stations
- More Passengers
- Improved Safety & Reliability

NEXT STEPS

Funded: $9MRoyal Siding
4 mile Double Track Fal-Cumb
Add 2 frequencies to Freeport & Brunswick.

Conceptual Projects:
Wells double track & 2nd passenger platform.
Portland second platform.

Continual Need:
Double track key locations
Portland-Plaistow to improve reliability & increase frequency.
Passenger Rail Projects Across New York

SPRC_NYSDOT_ARRA-Funded Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>ARRA Funds</th>
<th>Total Funds</th>
<th>Project Name &amp; Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>HSR-0102</td>
<td>$7.95M</td>
<td>$8.89M</td>
<td>Hudson Line Signal Wire Relocation - Phase 1 - Final Design and Construction - 44-mile segment - Redhook to Castleton.</td>
<td>Completion of phase 1 of new underground signal system.</td>
</tr>
<tr>
<td>HSR-0895-S1</td>
<td>$0.13M</td>
<td>$0.99M</td>
<td>4th Track at Rensselaer Station – Construction</td>
<td>Constructed a 4th passenger loading track for loading at 2 platforms, new canopies and realigned 1-mile station track.</td>
</tr>
<tr>
<td>HSR-0895-S2</td>
<td>$79.13M</td>
<td>$80.99M</td>
<td>Hudson Line Signal Wire Relocation – Phase 2 - Final Design and Construction - 44-mile segment - Redhook to Castleton</td>
<td>Completion of phase 2 of new underground signal system.</td>
</tr>
<tr>
<td>HSR-0896-S3</td>
<td>$2.45M</td>
<td>$2.65M</td>
<td>Track and Platform Improvements at Schenectady Station</td>
<td>Upgraded/Installed warning devices at 13 at-grade crossings.</td>
</tr>
<tr>
<td>HSR-0577-S1</td>
<td>$2.45M</td>
<td>$2.65M</td>
<td>Empire South Grade Crossing Improvements - Final Design and Construction</td>
<td>Upgraded/Installed warning devices at 13 at-grade crossings.</td>
</tr>
<tr>
<td>HSR-0897</td>
<td>$91.50M</td>
<td>$93.96M</td>
<td>Schenectady 2nd Main Track - Final Design and Construction</td>
<td>Constructed a 2’ track between Schenectady and Rensselaer stations along with rehab of CP 160 and grade crossing warning system improvements.</td>
</tr>
<tr>
<td>HSR-0898-S1</td>
<td>$40.05M</td>
<td>$41.50M</td>
<td>Rochester Station - Preliminary Engineering and Environmental Work</td>
<td>Completed PE and NEPA needed to replace the existing station with a new fully ADA-compliant station.</td>
</tr>
<tr>
<td>HSR-0582-AC2</td>
<td>$3.32M</td>
<td>$3.57M</td>
<td>Adirondack Corridor Ballston Spa 2nd Main Track</td>
<td>Constructed a 2’ 225’-mile rail segment between Ballston Spa and Saratoga - reduced passenger and freight delays.</td>
</tr>
<tr>
<td>HSR-0899</td>
<td>$0.77M</td>
<td>$0.77M</td>
<td>Buffalo Depoe Station Improvements</td>
<td>Made 955 repairs to the station and provided ADA compliant access.</td>
</tr>
<tr>
<td>HSR-0104-S1</td>
<td>$1.75M</td>
<td>$1.75M</td>
<td>Niagara Falls Maintenance Facility PE and Environmental Work</td>
<td>Completed PE and environmental review for a new Niagara Falls Maintenance Facility which will be a modern, efficient maintenance and inspection facility including storage tracks.</td>
</tr>
<tr>
<td>HSR-0124-EHC-33</td>
<td>$2.50M</td>
<td>$2.50M</td>
<td>Niagara Falls Maintenance Facility Construction</td>
<td>Final design and construction of grade separated routes for Amtrak trains within Harold Interlocking. Amtrak trains will have a clear path between the Niagara Falls Maintenance Facility and Penn Station. Will significantly enhance the on-time performance and service reliability and reduce trip times for Amtrak NEC service.</td>
</tr>
<tr>
<td>HSR-0405</td>
<td>$294.78M</td>
<td>$304.13M</td>
<td>Harold Interlocking - Northeast Corridor Congestion Relief Project - Final Design and Construction.</td>
<td>Final design and construction of grade separated routes for Amtrak trains within Harold Interlocking. Amtrak trains will have a clear path between the Hell Gate Bridge and Penn Station. Will significantly enhance the on-time performance and service reliability and reduce trip times for Amtrak NEC service.</td>
</tr>
<tr>
<td>HSR-0127-NEC-1</td>
<td>$30.00M</td>
<td>$30.00M</td>
<td>Moynihan Station - Phase 1</td>
<td>An expanded Penn Station West End Concourse, the first phase of the transformational redesign of America’s busiest transit hub, opened in June 2017.</td>
</tr>
</tbody>
</table>

SPRC_NYSDOT_ARRA_S3_3

Additional Needs

- Structures
  - Bridge Replacement
  - Bridge and Culvert Repairs – SOGR

- Signal and Communications
  - Communication, Signaling and Control
    - PTC
    - Grade Crossing Warning Systems
  - Major Interlockings

- Track
  - Timber and surface replacement
  - Crossovers

- Facilities
  - Customs Facility
  - Passenger Stations
    - Platforms & Parking Lots
  - Support/Maintenance Facilities

- Equipment
  - Locomotives & Passenger cars

Resulting Benefits

- Safety
  - Reduce injuries and fatalities

- Operations
  - Reduced delays and travel time
  - Increased service dependability and OTP
  - Increased service frequency
  - Increased ridership & improved passenger experience
  - Reduced interference - freight and passenger rail operations

- Environmental
  - Increased energy savings
  - Decreased emissions

- Economic
  - Direct Employment – Increased rail jobs to operate and maintain rail infrastructure and rolling stock
  - Increased value and development potential of real estate proximate to improved passenger rail service
North Carolina's ARRA Projects

Scope and Development

NCDOT was awarded $520 million in FRA grants to fund a series of rail projects along the Piedmont corridor between Charlotte and Raleigh, and 26.5M for Congestion Mitigation Projects between Rocky Mount and VA on A-Line

- Constructed 27 miles of track – Greensboro and Charlotte, entire corridor now double track
- Constructed 6 new high speed crossovers between Greensboro and Charlotte
- Constructed 2 new passing sidings between Raleigh and Greensboro – 5 miles of second track
- Relaid or replaced 30 railroad curves for increased operating speed
- Closed over 40 at-grade roadway crossings
- Improved 12 at-grade roadway crossings with advanced signal systems for increased safety
- Constructed 13 new bridges over or under highways
- Constructed over 13 miles of new or improved highways
- Expanded the Raleigh Maintenance Facility
- Constructed Charlotte Maintenance Facility
- Constructed extensive track work needed for the Raleigh Union Station
- Constructed station improvements in Burlington, Cary, High Point, and Kannapolis
- Added 5 locomotives, 2 cab control units, and 9 passenger cars to the Piedmont fleet
- Also constructed 3 new crossover locations on the CSX A-line between Weldon and Rocky Mount to improve rail traffic flow

NCDOT was able to draw down all but $3.00 in federal funds!

Benefits and Next Steps

- Safer and more reliable train service
- Increased railroad capacity
- Job growth and commercial development opportunities
- Better connectivity between Raleigh and Charlotte
- Better equipment and stations to support North Carolina's Piedmont and Carolinian service
- Introduction of 3rd and 4th Piedmont Frequency
- Acquisition of the S-Line between Raleigh and Richmond for future higher speed rail development
- Raleigh to Richmond Incremental Service Development Plan
Background

- Project identified by a 1999 FRA report to Congress.
- Part of a larger 3rd track effort to benefit DC2RVA, Atlantic Gateway and Long Bridge
- Stakeholders: CSX, DRPT, FRA, Amtrak, VRE.
- Amtrak and Commuter trains run primarily during AM and PM peak commute times.
- Peak freight traffic is 11am-6pm.

Scope

- 9.3 miles of 3rd Track constructed.
- Improvement of 5 crossings, 1 crossing eliminated.
- New island platform at Quantico Station with a pedestrian bridge.

Benefits

- Improves capacity on RF&P
- Reduce delays to freight/passenger trains

Project Timeline

2007 – Grant Agreement for PE
2010 – ARRA Award $74.8M
2012 – Agreement: FRA-CSX-DRPT
2014 – Construction Underway
2017 – Scope Amendment
2017 – Federal Funds Expired
2020 – Project Completion

Project Cost Estimate

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009 Project Estimate (10% contingency)</td>
<td>$74.84 M</td>
</tr>
<tr>
<td>Soils/Site Conditions</td>
<td>$16.20 M</td>
</tr>
<tr>
<td>Island Platform Scope Change</td>
<td>$5.00 M</td>
</tr>
<tr>
<td>Misc changes</td>
<td>$19.00 M</td>
</tr>
<tr>
<td>Revised Project Cost (Scope Amendment)</td>
<td>$115.00 M</td>
</tr>
</tbody>
</table>
ARRA Rail Projects
Washington State

- Nearly $800 million in funding
- 20 projects from Canadian border to Oregon border
- Contracted with BNSF, Sound Transit and Amtrak to construct many projects
- Improvements on BNSF, Sound Transit, city of Seattle, and Amtrak right of way
- Extensive environmental and Tribal coordination
- Recipient of five national, state and local awards

Scope and development

The 20 projects focused on:
- Adding/upgrading track and signals
- Building new/renovating stations
- Purchasing eight new Charger locomotives
- Addressing near/overpass points
- Decreasing landslides along the tracks

Major milestones for ARRA projects:
- 2006 Long-Range Amtrak Cascades Plan outlined general needs to upgrade service
- 2008 Mid-Range Plan included specific projects needed to grow the service
- 2009 – ARRA grants awarded
- 2011 – FRA agreements signed
- 2012 – Construction begins
- 2017 – all ARRA projects completed

Benefits, closeout, additional funding needs

Projects benefits
- Two additional round trips between Seattle and Portland, for a total of six
- 10-minute schedule reduction between Seattle-Portland
- Improved on-time reliability to 88% for entire corridor

Closeout
- Closeout activities remain through December 2017
- State funding required for closeout and contingency after construction complete and new operations begin
- Spent more than 96% of budget

Looking to the Future
- Service Plan update
- Passenger rail equipment planning for aging fleet
- Continue work toward goal of attaining 90 mph or higher on some sections of the corridor
WI ARRA: Truesdell Universal Crossover and MKE Airport Station Platform Extension

WI ARRA: Scope

- **Truesdell Crossovers**: Construct access roads, one single crossover, one universal crossover, two bad order railroad car set-out tracks, two hot box detectors, and approach and intermediate signal upgrades on Canadian Pacific’s C&M Subdivision
  - Costs: Budgeted: $11 million. Actual: $7 million

- **Milwaukee Airport Rail Station Platform Extension**: Extend existing 8 inches ATOR 400 foot platform by 400 feet for a total of 800 feet. Included electrical lighting system and canopy extensions, and new cross ties on track and emergency platform
  - Costs: Budgeted: $700,000. Actual: $1,050,000. Additional costs covered by WI passenger rail funds.

WI ARRA Project Benefits / Additional Funding

- **Truesdell Crossover**: Allow passenger and freight the ability to cross over between main tracks one and two, on 19 miles of track where there was no crossover. Allows operational flexibility and fluidity, and improves passenger train reliability by allowing trains to avoid maintenance of way track blocks, freight train operations, and local switching operations.

- **MKE Airport Platform Extension**: Allow 1 locomotive, 6 coaches, and 1 cab the ability to stop entirely adjacent to the platform. For future equipment with trainline doors, allows all train doors to be opened on platform.

- **What can be accomplished with additional funding**: Additional capacity improvements on the corridor to enable much needed additional Hiawatha Service frequencies
Appendix II – State Reports

Illinois

On August 28th the Illinois Department of Transportation announced that new locomotives are now serving Amtrak customers in Illinois. Illinois received 12 locomotives that were put into revenue service on Amtrak routes in Wisconsin, Michigan and Missouri, including the Illinois Zephyr/Carl Sandburg service between Chicago and Quincy, the Hiawatha service between Chicago and Milwaukee, the Saluki/Illini service between Chicago and Carbondale, and the Lincoln Service between Chicago and St. Louis. The Illinois DOT led effort was a stellar example of co-operation among states and agencies.

A total of 33 will be delivered by January, with California and Washington receiving additional units as well. (Please see related stories throughout the Annual Report.)

The new locomotives allow for lower maintenance costs, reduced fuel consumption and quieter operation. They reach speeds up to 125 mph. Compared with previous locomotives these higher-speed passenger locomotives will meet the highest federal environmental standards with a 90 percent reduction in emissions and a two-thirds reduction in fuel consumption.

Purchased through $216.5 million in federal funds, the locomotives are just one part of a larger effort to improve passenger rail service in Illinois and the Midwest. Foremost among these are the improvements being made on the Chicago-to-St. Louis corridor, which includes rebuilt tracks, new or upgraded stations in six communities, and crossing and signal improvements that will lead to improved safety, reliability, speed and convenience.

Indiana

“Installing a new signal mast along with new rail and ties along the Indiana Gateway corridor in Northwest Indiana”.

“Amtrak’s Lakeshore Limited approaches, running along the Indiana Gateway corridor in Northwest Indiana”.

24
Michigan’s Accelerated Rail Program

- Top speeds of 110 mph initiated on February 15, 2012 between Kalamazoo, Michigan and Porter, Indiana on Amtrak-owned track (just under 100 miles) as a result of investments in the Incremental Train Control System.

- Michigan was selected to receive just over $400 million for 7 projects as part of the FRA's High-Speed Intercity Passenger Rail Program.

- The largest grants, totaled over $346 million, to acquire and improve rail services along a 135-mile Dearborn and Kalamazoo segment for passenger speeds up to 110 mph. Construction is scheduled to be completed in the fall of 2018.

- There was over $43 million in station projects including new stations in Dearborn and Troy/Birmingham, a major station renovation in Battle Creek, and a grant to complete preliminary engineering and environmental work for a new station in Ann Arbor. New stations from other federal, State and local funding were also built in Grand Rapids and East Lansing. The funding for the Grand Rapids project was a Rail Line Relocation and Improvement federal grant. Along with the new station a spur track was reinstalled to serve the facility.
Another federal grant for $7.9 million removed rail passenger and freight conflicts by establishing a direct connection at West Detroit between the Dearborn and Detroit New Center stations. Work included building a new bridge, connector track, plus 5 new crossovers and signal improvements and was completed in December 2015.

Also Michigan received a grant for $3.2 million which will produce a Corridor Investment Plan for the federally designated Chicago Hub (Chicago–Detroit/Pontiac) High-Speed Rail Corridor, which includes a Tier 1 Environmental Impact Statement, and Service Development Plan. This plan will be completed in early 2018.

**Northern Lights Express – Minneapolis to Duluth High Performance Passenger Rail Service**

**Description**

The Northern Lights Express (NLX) is a proposed high performance intercity passenger rail service that would operate between Minneapolis and Duluth, MN.

The NLX Project includes planning, environmental review, engineering design and construction of the infrastructure required to implement four daily intercity passenger train round trips with a maximum speed of 90 mph on track owned by the BNSF Railway.

Terminal stations would be located in Minneapolis at Target Field Station and in Duluth, MN at the historic downtown station known as the Depot. Intermediate stations are planned in Coon Rapids, Cambridge and Hinckley, MN as well as in Superior, WI. NLX trains would cover the 152 mile distance in about 2½ hours at an average speed of 60 mph.

The NLX Project also includes procurement of intercity passenger rail equipment, construction of layover and maintenance facilities, and completion of all necessary
agreements to operate over BNSF tracks. It is assumed that Amtrak would operate the NLX service.

Ridership is forecast at between 700,000 and 750,000 rides per year in 2020, opening year, rising to between 900,000 and 1,000,000 rides per year in 2040. Implementation cost is estimated at between $500 and $600 million dollars (expressed in 2014 dollars). The Project is expected to have a positive return on investment with a benefit–cost ratio exceeding 1.0, and positive economic impacts in the form of job growth, increased tourism, rising property values and increased tax receipts at all levels of government resulting from the increased economic activity.

The February 2010 Minnesota Comprehensive Statewide Freight and Passenger Rail Plan identified this corridor as a phase I project for high-speed intercity passenger rail (service). The 2015 State Rail Plan Update identified NLX as a Phase I Corridor in Advanced Planning.

**Project Status and Timeline**

The NLX Service Development Plan (SDP) and Tier 1, Service Level Environmental Assessment (Tier 1 EA) were completed for the NLX Project in March 2013. A Finding of No Significant Impact (FONSI) and state Negative Declaration were issued in August 2013. The NLX Project is now in the PE/NEPA phase, which includes preliminary engineering, ridership forecasts, identification of station and facility locations, a financial plan, and completion of the Tier 2 Environmental Assessment (Tier 2 EA). The PE/NEPA phase will be completed in June 2017. The following table summarizes key milestones.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feasibility Studies</td>
<td>2000 through late 2007</td>
</tr>
<tr>
<td>Preferred Route Concurrence</td>
<td>July 2011</td>
</tr>
<tr>
<td>Final Tier 1 EA</td>
<td>March 2013</td>
</tr>
<tr>
<td>Service Development Plan (SDP)</td>
<td>March 2013</td>
</tr>
<tr>
<td>FRA Tier 1 Determination/Minnesota Negative Declaration</td>
<td>August 2013</td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>August 2013 through February 2016</td>
</tr>
<tr>
<td>Ridership Forecast/BCA/Financial Plan</td>
<td>August 2013 through December 2015</td>
</tr>
<tr>
<td>Station and Layover Facility Location</td>
<td>December 2013 through December 2015</td>
</tr>
<tr>
<td>Tier 2 Project Level NEPA</td>
<td>December 2013 through June 2017</td>
</tr>
<tr>
<td>FRA Tier 2 Determination</td>
<td>December 2017</td>
</tr>
</tbody>
</table>

In July 2017, the NLX Project will be eligible to apply for and accept federal and state funding for final design and construction. Operations could begin in 2020.

**Progress Update**

As of 1/17, the Tier 2 EA has been prepared and is undergoing internal reviews before submittal to FRA and publication for public review. Recommendations for improvements at each grade crossing along the line, as well as an overall policy for all high speed lines in the State, are being developed. The PE/NEPA phase of the NLX Project will be complete by June 30, 2017.

**Partnering Agencies**

Minnesota Department of Transportation (MnDOT)
Federal Railroad Administration
Minneapolis to Duluth/Superior Passenger Rail Alliance
Wisconsin Department of Transportation
Twin Cities – Milwaukee – Chicago (TCMC) Intercity Passenger Rail Service Phase 1 Study

Background and Purpose

In July 2016, the Minnesota Department of Transportation (MnDOT), Wisconsin Department of Transportation (WisDOT) and their partners initiated the Twin Cities – Milwaukee – Chicago (TCMC) Intercity Passenger Rail Service Phase 1 Study to improve passenger rail service between the Twin Cities and Chicago, Illinois and station communities in between.

The project seeks to implement a second daily round trip passenger train on the Empire Builder route at conventional speeds (up to 79 mph) to improve mobility and increase reliable travel options, while minimizing capital investment. The proposed service would follow Amtrak’s existing long distance Empire Builder route with termini at Chicago Union Station and Union Depot in Saint Paul.

This project is based on recommendations of Amtrak’s 2015 feasibility report on the proposed service. The recommendations included:

- Completing a next phase of study on an initial start-up service between Chicago Union Station and Union Depot in Saint Paul, serving all existing stations plus the Milwaukee Airport Rail Station
- Perform more detailed modeling and schedule development and refinement
- Determining how the trains will be operationally integrated with the Hiawatha Service between Milwaukee and Chicago and with freight trains along the entire corridor
- Determining cost sharing of the state operating support and capital costs
- Refining capital needs through coordination with the Federal Railroad Administration (FRA) and the host railroads
- Exploring equipment options

The favorable ridership and revenue projections identified in the feasibility report supported a more detailed study of the proposed service. MnDOT and its partners are completing the detailed study of the service in two phases. This first phase will evaluate alternatives for track and other infrastructure improvements required for a second round trip, along with anticipated costs. Phase 2 of the project will complete environmental analysis and generate a service development plan.

Scope of Work

- Pre-environmental tasks as per NEPA (National Environmental Policy Act) requirements to prepare a Purpose and Need Statement and an Alternatives Analysis that fulfills state and federal environmental requirements
- An operations analysis to evaluate and determine how the TCMC frequency can be operated most efficiently with freight trains on the Saint Paul to Chicago corridor and integrate with the Hiawatha schedule between Milwaukee and Chicago
- Evaluation of railroad infrastructure improvements needs and conceptual engineering of those improvements to ensure the states become eligible for federal funding and allowing the project to advance toward implementation
- Development of capital cost estimates for approved infrastructure improvements based on the conceptual designs
- Stakeholder and public agency involvement

Funding

Primary funding for Phase 1 study is being provided by Wisconsin Department of Transportation ($300,000) and Ramsey County Regional Railroad Authority ($300,000) for a total of $600,000 for Phase 1. In addition, Minnesota High Speed Rail Commission and La Crosse Area Planning Committee are providing $50,000 and $10,000 respectively as contingency funding for the study. Funding for Phase 2 has not been identified yet.

Schedule

The Phase 1 study is expected to be completed in fall 2017.

Corridor Map

St. Paul, MN (Union Depot)

Red Wing, MN

Winona, MN

La Crosse, WI

Tomah, WI

Wisconsin Dells, WI

Portage, WI

Columbus, WI

MILwaukee, WI (MIL)

Milwaukee (Airport)

Glenview, IL

Chicago, IL

Lake Michigan

Illinois

Wisconsin

Minnesota

Iowa
Piedmont Improvement Program Projects Continue

To complete the work, the North Carolina Department of Transportation (NCDOT) partnered with the North Carolina Railroad Company (the owner of the Raleigh to Charlotte railroad corridor), along with Norfolk Southern Railway and CSX Transportation, which performed the track construction.

These projects are largely funded with federal stimulus money through the ARRA and benefit both passenger and freight rail users.

The Federal Railroad Administration awarded the state a $546.5 million grant from that program in 2010. A cooperative agreement with the agency specifies that $520 million of the money goes directly to PIP, while $26.5 million was used for Congestion Mitigation improvements on the CSX Transportation A-line to improve reliability of existing freight and passenger service from Raleigh to Virginia.

Completed Morrisville Parkway Grade Separation

All Piedmont Improvement Program (PIP) track and bridge construction projects are now complete; the last PIP project, the Charlotte Locomotive and Railcar Maintenance Facility, will be completed in early 2018.
The Piedmont Improvement Program track and structure projects include:

- Twelve new bridges that now separate vehicle traffic from trains and improve safety for motorists;
- More than 30 miles of new second track along the corridor, making the route between Greensboro and Charlotte fully double track;
- More than five miles of second track between Raleigh and Greensboro for trains to pass each other;
- 12 miles of newly completed highway construction; and
- Selected track construction as part of the Raleigh Union Station.

These projects enabled the closure of 23 public railroad crossings and 22 private crossings, eliminating the potential for train and vehicle collisions.

As part of the station and facilities improvements under PIP, construction is underway on the Charlotte Locomotive and Railcar Maintenance Facility. This will replace the current maintenance and train storage facility next to the Norfolk Southern Charlotte Yard, which is northeast of Uptown Charlotte.

When the project is complete, its benefits will include:

- Direct track connection to the future Charlotte Gateway Station;
- Capacity to support the development of future passenger service on the federally designated Southeast High-Speed Rail corridor; and
- Safety and efficiency improvements for existing and future intercity passenger trains in the Charlotte area.

The final ARRA funded equipment refurbishment projects, two locomotives and two cab control units, were also completed in 2017.

**Raleigh Union Station**

In January 2016, construction began on the Raleigh Union Station project, which will bring a multimodal facility to downtown Raleigh’s Warehouse District. The NCDOT, GoTriangle, and the City of Raleigh aligned plans, visions and funding to develop the station. It will replace the current, overcrowded Amtrak Station and will accommodate current and future demand for intercity passenger rail, commuter rail, buses, taxis, bicycles and other forms of transportation.

Construction of the station is anticipated to be complete by the end of January 2018, and the station should begin use for Piedmont and Carolinian service in late spring 2018.
Charlotte Gateway Station

The existing passenger rail station in Charlotte, currently located at 1914 North Tryon Street, is the busiest Amtrak Station in North Carolina and the second busiest in the Southeast, with ridership to and from Charlotte peaking at 201,481 in 2013. The current size, configuration, and location of the 1962 station lead to inconvenience for passengers, inefficient operations, and maintenance issues which limit ridership growth potential.

In addition, the location and planned increase in passenger train frequencies conflict with the expected increase in Norfolk Southern (NS) freight train volumes through Charlotte. Limited modal connections result in increased travel delays for passengers.

In the late 1990’s, a concept was developed for a passenger station in Center City Charlotte. NCDOT, in partnership with the City of Charlotte (working through the Charlotte Area Transit System, or CATS), completed planning studies, preliminary designs and operations/capacity modeling with NS. In addition, NCDOT acquired property in the area to accommodate the CGS and related tracks, structures, platforms, and other station facilities.

The CGS will be designed to accommodate intercity passenger rail, operated by Amtrak, and various local transit services. Track work for CGS will include station tracks that enable passenger trains to leave the NS main line (also known as their Crescent Corridor) and therefore not block freight traffic while dwelling in the station. The project is being pursued in multiple phases based on the partners needed to complete each project phase.

In 2015, NCDOT applied for a TIGER (Transportation Investment Generating Economic Recovery) grant with the Federal request of $58.6M, matched by the value of current property owned, $43M, and up to $13.5M in state funds through the Strategic Transportation Investments (STI) program.

While the grant application was submitted by NCDOT, USDOT designated the City of Charlotte as the formal grantee for $30M towards CGS Phase I Track, Structures and Signal Construction. Charlotte and NCDOT collaborated on a state Strategic Transportation Investments (STI) project scope that provided an additional $30M towards Phase I to move passenger trains dwelling at the station onto dedicated station tracks. The City also requested the Charlotte Regional Transportation Planning Organization (CRTPO) to direct $15M in Federal Surface Transportation Block Grant funds to the project. NCDOT matched these funds with $3.75M in state funds for the required non-Federal share.

An additional future phase will develop the station property with a station building and complementary uses in a mixed use, high density setting. A rendering of potential programming of the property is shown below, with the station tracks to the right of the NS Main Line and the station property with a conceptual roof structure on the north side of the station main block. The new CGS could open as early as 2024 depending on the terms of an anticipated Public Private Partnership to be initiated by the City.
By funding intercity passenger rail, Congress can provide more opportunities for state-sponsored service to update rail equipment such as the new environmentally-friendly, high-powered WSDOT locomotives in service on Amtrak Cascades in Washington, Oregon and British Columbia. Photo courtesy of WSDOT/Laura Kingman.

By funding intercity passenger rail, Congress can provide more opportunities for business to be conducted during travel; like these two men on Amtrak Cascades just south of Seattle. Photo courtesy of WSDOT.

By funding intercity passenger rail, Congress can provide more opportunities for state-sponsored service like Amtrak Cascades in Washington and Oregon to provide transportation for American families. Photo courtesy of WSDOT.
The Milwaukee-Chicago Amtrak Hiawatha Service is Wisconsin's state-supported intercity passenger rail service. Wisconsin funds the service jointly with Illinois with a 75% Wisconsin and 25% Illinois funding split. The Hiawatha Service provides 7 round-trips daily (6 on Sunday) between Milwaukee Intermodal Station, Milwaukee Airport, Sturtevant, WI, Glenview, IL, and Chicago Union Station. The Hiawatha Service continues its strong on-time performance and ridership and revenue growth. Federal fiscal year 2017 ridership reached 829,109 riders, a 2.6% increase over FY 16. Revenues increased by 5.2% over FY16. On-time performance remains one of the highest in the system at over 95% for the fiscal year. Some peak hour trains experience standing-room only conditions.

WisDOT continues to work with Amtrak to make improvements to the Hiawatha Service, most recently adding a new Friday late-night train from Chicago to Milwaukee, and restoring the early morning Saturday train from Milwaukee to Chicago, popular with students. New, more efficient Siemens Charger locomotives were introduced in 2017 on the Hiawatha Service as part of the Illinois-led locomotive procurement for the Midwest states. WisDOT also continued its robust Hiawatha Service marketing and advertising program, which utilizes a third-party contractor.

WisDOT made significant progress in 2017 toward submitting a final Environmental Assessment and Service Development Plan for increasing the Hiawatha Service from 7 to 10 round-trips daily. Increasing to 10 round-trips daily addresses travel demand on the congested multimodal corridor between Milwaukee and Chicago, improves mobility by adding schedule options (including additional peak hour trains and late night service), improves intermodal connections, and supports economic development in southeast Wisconsin and northern Illinois. Over $155 million in infrastructure improvements are needed to implement the additional trains on the busy shared-use rail corridor, which includes CP Rail freight, Metra commuter rail, and Amtrak.

WisDOT continues its partnership with Illinois, Michigan, and Missouri on Midwest equipment pool efforts. WisDOT is a voting member on the Midwest Equipment Board, which governs the Midwest states’ joint ownership and management of the fleet of new locomotives. The Midwest states also partnered with Amtrak to create the new sub-brand, Amtrak Midwest, which will be used to improve and promote connections between regional state-supported trains in the Midwest (i.e. Milwaukee–Detroit, Milwaukee–St. Louis, etc.).
Milwaukee-Chicago Hiawatha Service Performance

- 829,000 riders SFY17; 3.4% increase over 2016
- 95% on-time performance over the past year
- In state fiscal year 2016, 75% of total costs were covered by ticket revenues.
- Seating capacity issues persist on peak trains

Recent Hiawatha Service Initiatives

- Schedule changes for weekend service
  - Saturday night trains
  - Friday night train
- New Promotions
  - Buy one get one half off on Saturdays
- Advertising program
- Amenities added over the past few years
  - Wi-Fi
  - Roll on trackside checked bike service
  - Pets
- Fare structure changes in 2016: Peak/Off-peak fares

Midwest Equipment Pool

AMTRAK MIDWEST TRAIN ROUTES

AMTRAK MIDWEST TRAIN ROUTES
Chicago-Milwaukee ICPR Corridor EA and SDP: 10 Round-trips

- Environmental Assessment and Service Development Plan for the Chicago-Milwaukee Hiawatha Service corridor to:
  - add 3 additional daily round-trip frequencies, for a total of 10 round-trips daily
  - reduce travel time
- Draft Completed; Released October 6th, 2016 with public involvement last fall. Additional analysis to address comments
- Over $150 million (2014 dollars) in railroad infrastructure improvements; total capital $200 million
- Submit final EA to FRA in late 2017

Eligibility for federal funding

SPRC 2017 Annual Meeting Oakland
SPRC Congressional & Other Correspondence

- SPRC signed on to a OneRail letter to Senate leadership and members of the Senate Committee on Appropriations urging inclusion of Transportation, Housing and Urban Development (THUD) appropriations in any omnibus or ‘CRomnibus’ legislation on April 5, 2017.

- SPRC signed on to a OneRail letter to House leadership and members of the House Committee on Appropriations urging inclusion of Transportation, Housing and Urban Development (THUD) appropriations in any omnibus or ‘CRomnibus’ legislation on April 5, 2017.

- SPRC submitted written testimony to the Subcommittee on Transportation, Housing and Urban Development, and Related Agencies on April 5, 2017.

- SPRC submitted a letter to the House and Senate Chair and Ranking members of the Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies thanking them for their leadership in providing funding for the passenger rail programs authorized in the FAST Act, and appropriated in the FFY 2017 Omnibus Act on May 17, 2017.

- SPRC signed on to a OneRail letter to House and Senate Chair and Ranking members of the Budget Committee urging them to invest in the domestic discretionary side of the budget, which includes support for transportation and infrastructure investments on May 25, 2017.

- SPRC submitted a letter to Senator Deb Fischer (NE) member of the Committee on Commerce, Science, and Transportation expressing appreciation for the introduction of the Railroad Advancement of Innovation and Leadership with Safety (RAILS) Act on June 29, 2017.

- SPRC signed on to a OneRail letter to the House Committee on Appropriations urging the support of investments in rail infrastructure and operations as they consider FY18 Appropriations for Transportation, Housing and Urban Development, and Related Agencies on July 10, 2017.

- SPRC submitted a letter to the Senate Chair and Ranking Member of the Committee on Commerce, Science, and Transportation supporting the confirmation of Ronald L. Batory as Administrator of the Federal Railroad Administration (FRA) on July 19, 2017.

- SPRC submitted comments to the Department of Transportation on the issue: Retroactive Application by Guidance of a Rule-making conducted by the Federal Railroad Administration on July 24, 2017.

- SPRC submitted a letter to Anthony R. Coscia, Chairman of the Board, National Railroad Passenger Corporation (Amtrak) sharing SPRC’s thoughts and concerns on Amtrak Five Year Service Line Plans: Fiscal Years 2017-2021 on August 14, 2017.
Two views of the Raleigh Union Station project, as of October 2017.