High-Speed Intercity Passenger Rail (HSIPR) Program

National Conference of State Legislatures (NCSL) Legislative Summit
July 22, 2009  Philadelphia, PA

Paul Nissenbaum, Director
Office of Passenger and Freight Programs – FRA
The President’s Vision for High-Speed Intercity Passenger Rail

• Safe & efficient transportation choices

• Foundation for economic competitiveness

• Energy efficiency and environmental quality

• Interconnected livable communities

“Imagine boarding a train in the center of a city. No racing to an airport and across a terminal, no delays, no sitting on the tarmac, no lost luggage, no taking off your shoes.

Imagine whisking through towns at speeds over 100 miles an hour, walking only a few steps to public transportation, and ending up just blocks from your destination. Imagine what a great project that would be to rebuild America.”

- President Barack Obama
Keys to Success of HSIPR Program

• State/regional planning
• Early project successes
• Ongoing project pipeline
• Sustained commitments
• Collaboration
Historical Federal Investment in Transportation

Fiscal Year

$ Billions (constant)

Highway
Aviation
Rail


Highway
Aviation
Rail
What is High-Speed Rail?

Intercity passenger rail service that is reasonably expected to reach speeds of at least 110 MPH.

- PRIIA § 26106
Program Development Timeline

PRIIA Oct 16, 2008
ARRA Feb 17, 2008
FY09 Omnibus Appropriations Feb 17, 2008
Strategic Plan April 16, 2009
Interim Guidance June 17, 2009

Authorization

$ 8 Billion
$ 90 Million
Obama Administration's Vision
Application Process
### Implementation Timeline

<table>
<thead>
<tr>
<th>Track 1 Projects</th>
<th>Track 2 Programs</th>
<th>Track 3 Planning</th>
<th>Track 4 FY09 Approps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application</td>
<td>August 24, 2009</td>
<td>October 2, 2009</td>
<td>August 24, 2009</td>
</tr>
<tr>
<td>FRA Obligation</td>
<td>ASAP (by September 30, 2010)</td>
<td>By September 30, 2011</td>
<td>ASAP after selection</td>
</tr>
<tr>
<td>Project(s) Completion</td>
<td>Within 2 years of obligation</td>
<td>September 30, 2017</td>
<td>Within 2 years of obligation</td>
</tr>
</tbody>
</table>
278 preapplications  
$103 billion (preliminary)

- West
  - 108 preapps  
  - $38 billion

- Midwest
  - 47 preapps  
  - $13 billion

- Northeast
  - 79 preapps  
  - $35 billion

- Southeast
  - 44 preapps  
  - $17 billion

IMPORTANT NOTE: The information above should be considered draft preliminary – for discussion purposes only. It is simply a summary of raw preapplication information, and does not reflect screening for eligibility and readiness or verification from preapplicants. Preapplicants had little time to prepare materials; FRA’s intent was simply to gauge overall program interest and to initiate a consultative process with potential applicants in advance of formal applications.
## Evaluations: Merit-Based Criteria

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Selection Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Return on Investment</td>
<td>Balance and Diversity</td>
</tr>
<tr>
<td>1. Transportation Benefits</td>
<td>1. Region/Location</td>
</tr>
<tr>
<td>2. Economic Recovery Benefits</td>
<td>2. Innovation</td>
</tr>
<tr>
<td>3. Other Public Benefits</td>
<td>3. Partnerships</td>
</tr>
<tr>
<td>Project Success Factors</td>
<td>4. Tracks and Round Timing</td>
</tr>
<tr>
<td>1. Project Management Approach</td>
<td></td>
</tr>
<tr>
<td>2. Sustainability Benefits</td>
<td></td>
</tr>
</tbody>
</table>
Questions or Suggestions?

Contact FRA’s HSIPR Program at HSIPR@dot.gov