



US Department of Transportation
Federal Railroad
Administration



The Greater Norfolk Corporation Board of Directors Meeting

***Federal Railroad Administration
Karen Rae, Deputy Administrator***

March 4, 2010

President's Vision For High-Speed Passenger Rail

“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





Strategic Transportation Goals

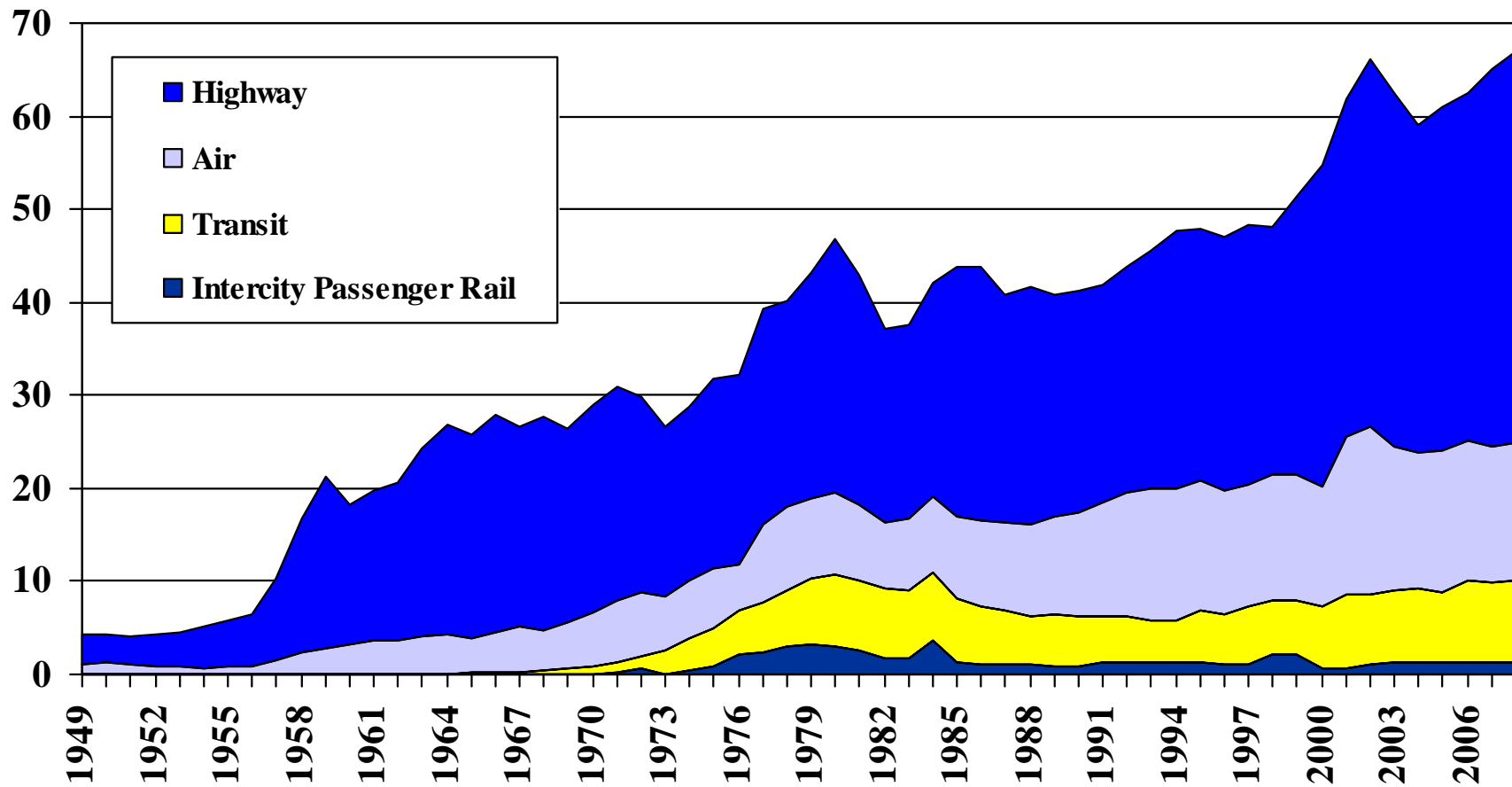
Building a foundation for economic competitiveness

Ensuring safe and efficient transportation choices

Promoting energy efficiency and environmental quality

Supporting interconnected livable communities

Time To Rebalance Transportation Spending





Merit-Based Evaluation and Selection Criteria

Evaluation Criteria			Selection Criteria
Public Return on Investment	Project Success Factors	Other Attributes	Balance and Diversity
Transportation Benefits	Project Management Approach	Timeliness of Project Finish	Region/Location
Economic Recovery Benefits	Operational Sustainability		Innovation
Other Public Benefits <ul style="list-style-type: none"> • Safety • Energy • Livable Communities 			Partnerships
			Tracks and Round Timing

\$57 Billion In Applications

August 24, 2009 - Planning and Individual Projects

34 states  34 applications  \$7 billion

October 2, 2009 - Corridor Development

24 states  45 applications  \$50 billion

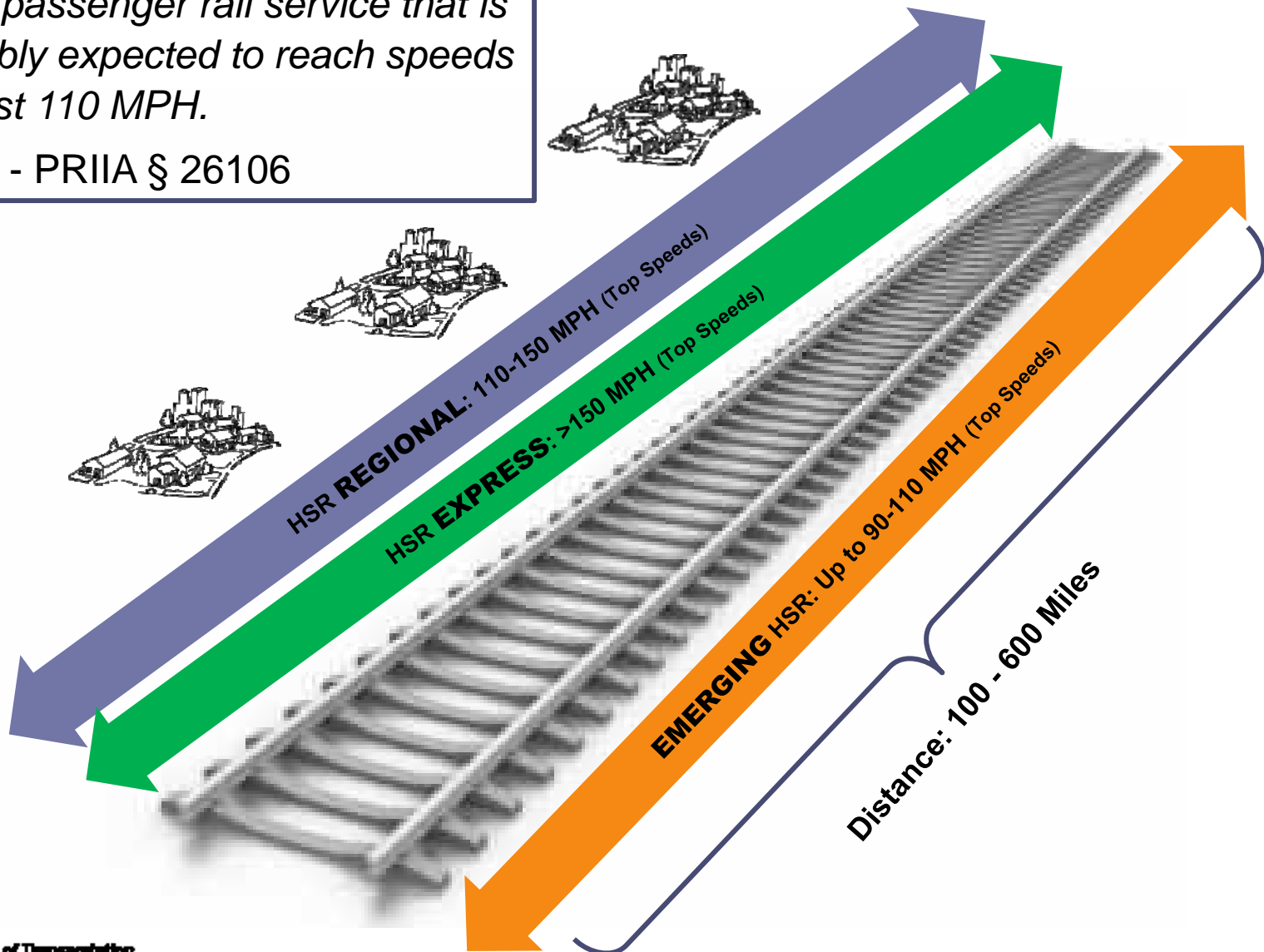
January 28, 2010 – Grant Announcement

31 States  13 Corridors  \$8 Billion

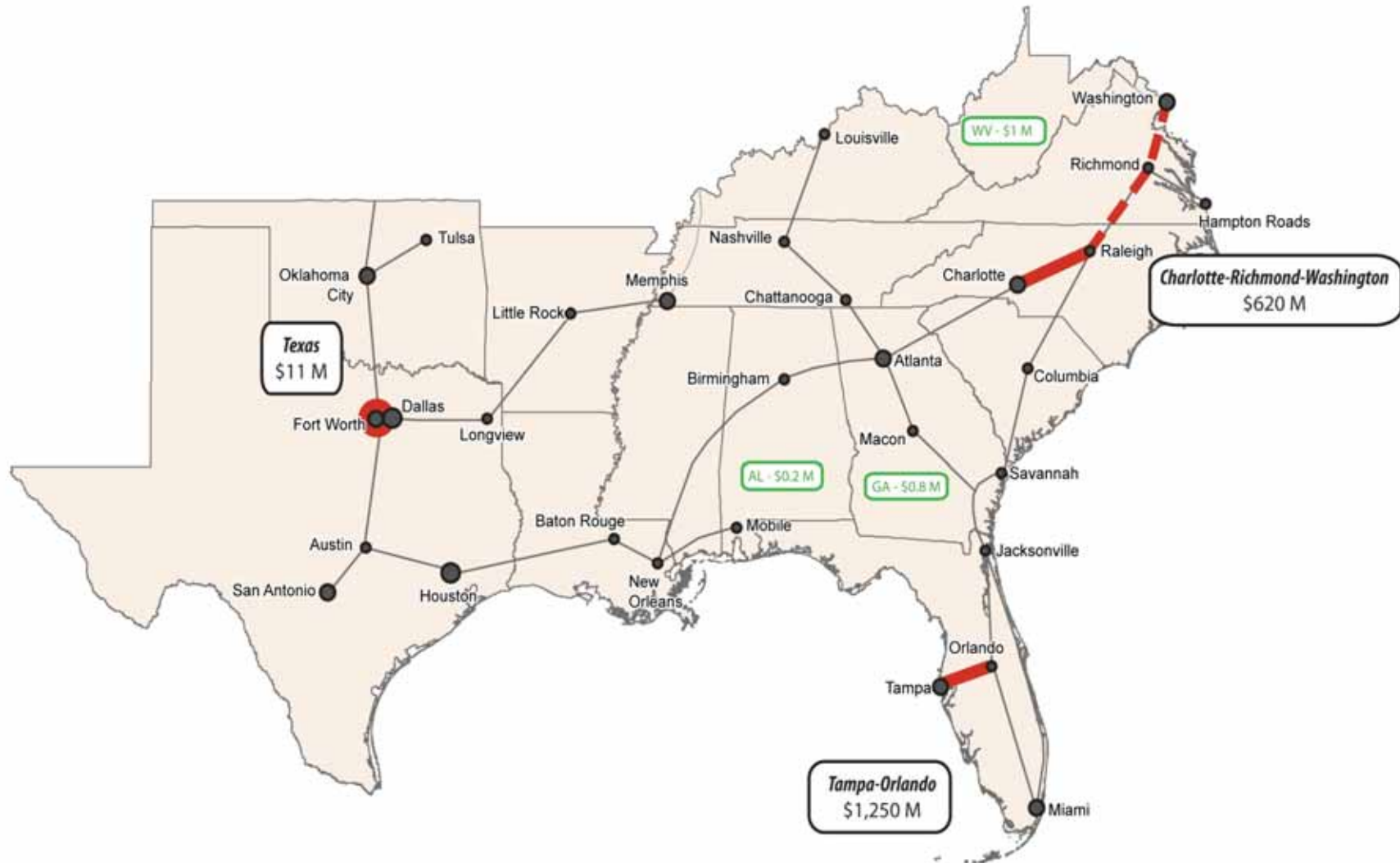
What is High-Speed Rail?

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

- PRIIA § 26106



Initial Southeast Funding





\$74,840,119 Awarded To Virginia

Arkendale to Powell's Creek Third Track

Construction of 11.4 miles of third track from Arkendale to Powell's Creek to improve service reliability.

Vision To Reality



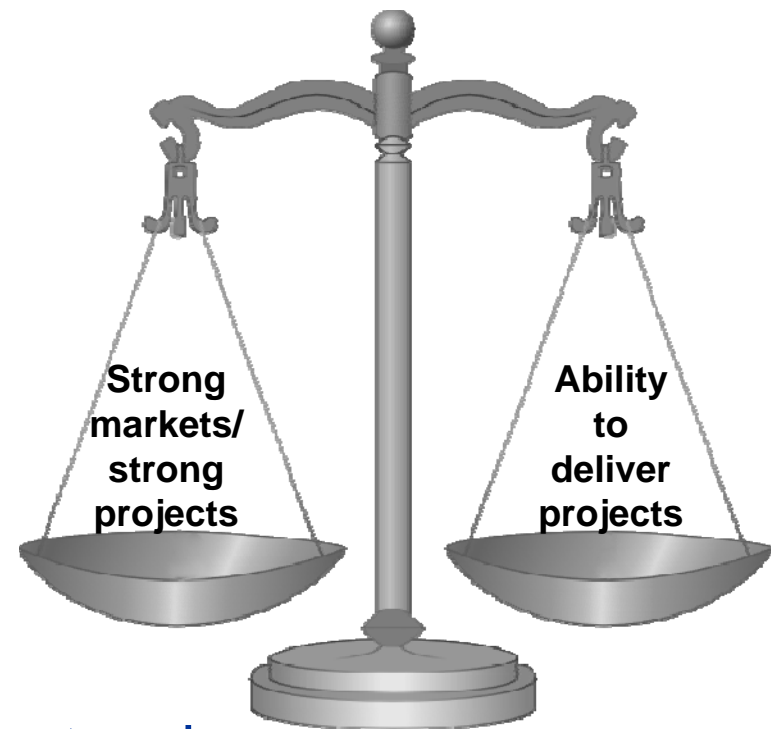
Recovery and Reinvestment

Competitive travel times

Projects ready to advance

ROI / Public benefits

Creating foundation for future network



What Can You Do?

- ☑ Have a strong state and regional plan
- ☑ Have clear state and regional priorities
- ☑ Have a strong program management and financial plan – risk mitigation
- ☑ Provide sustainability and funding to support ongoing service
- ☑ Have agreements with other states and operators



How Bad Do You Want It?

“Plans are only good intentions unless they immediately degenerate into hard work.”

- Peter Drucker

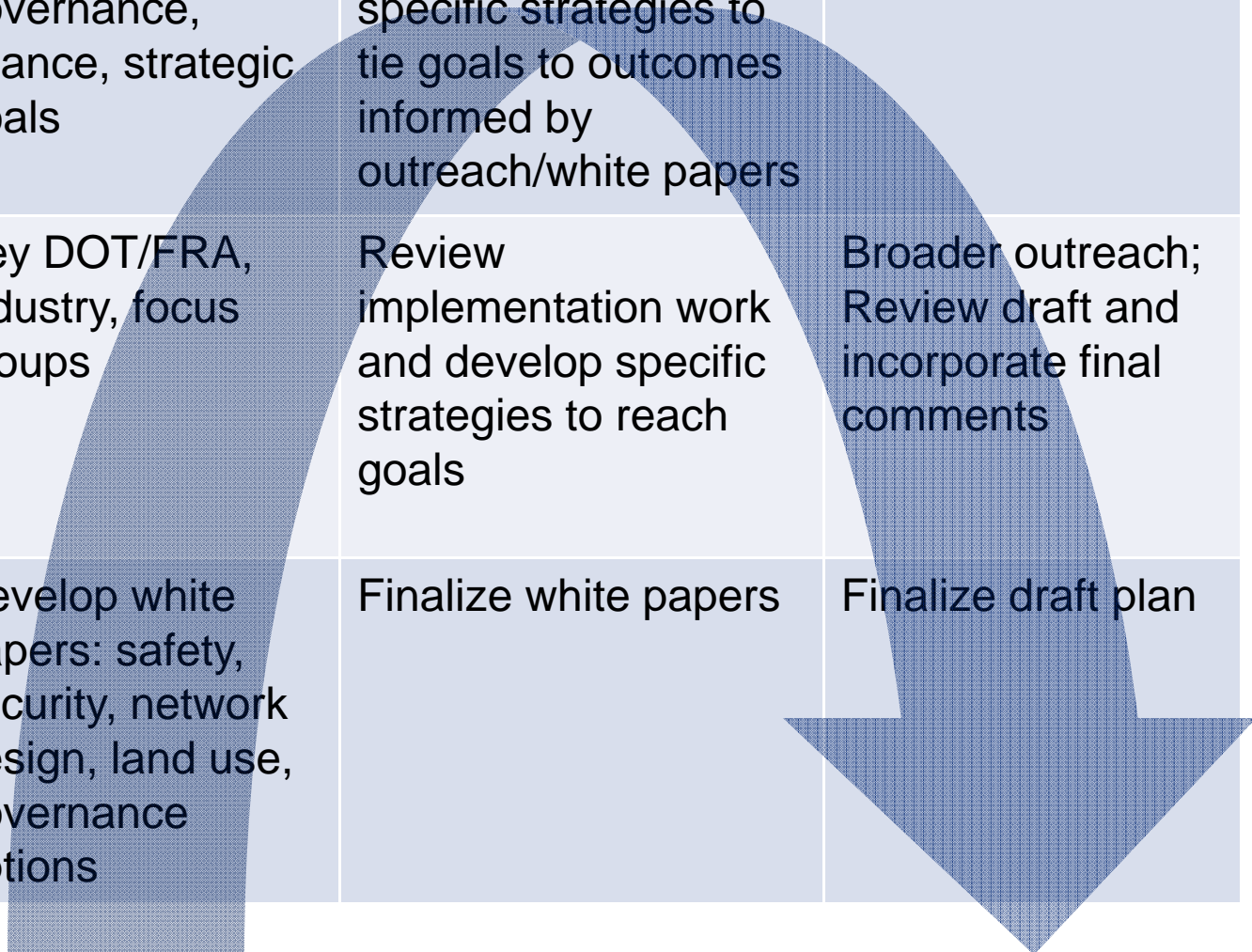
Why Do We Need A National Rail Plan?



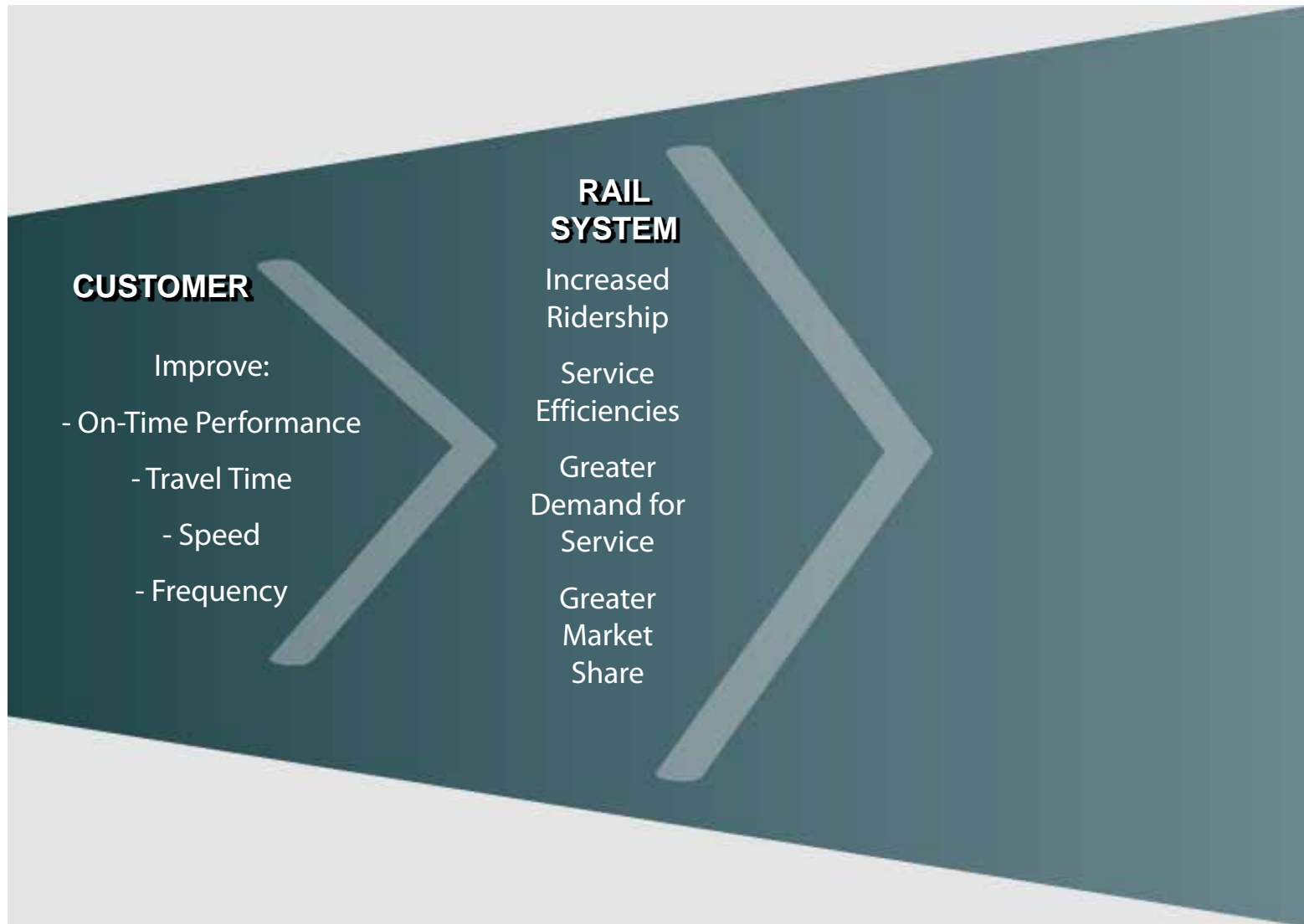
National Rail Plan Timetable



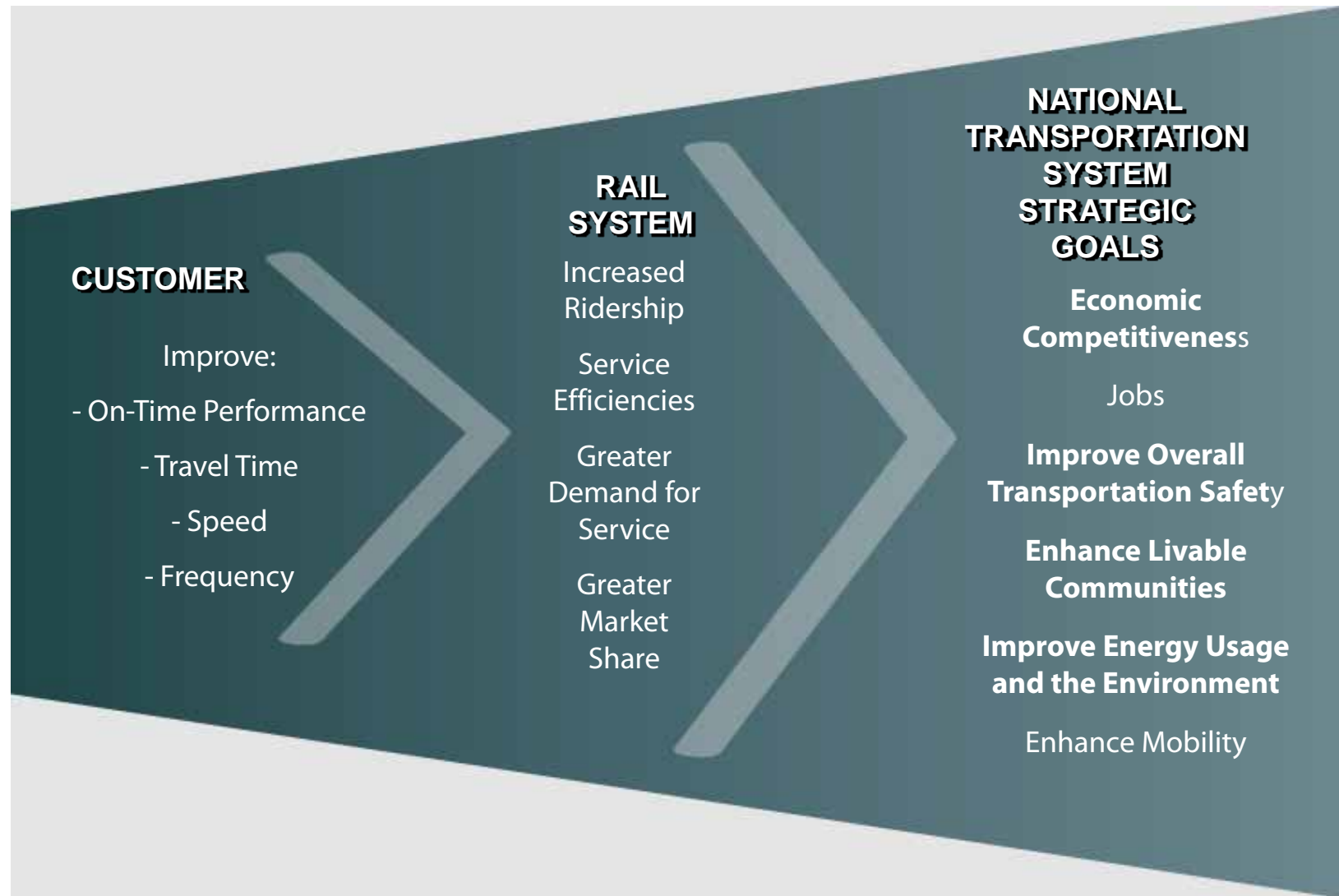
	Jan/Feb	March/April	May/June/July
Public Policy Issues	Define key issues: governance, finance, strategic goals	Refine and prioritize specific strategies to tie goals to outcomes informed by outreach/white papers	Review final drafts
Outreach	Key DOT/FRA, industry, focus groups	Review implementation work and develop specific strategies to reach goals	Broader outreach; Review draft and incorporate final comments
Implementation Issues	Develop white papers: safety, security, network design, land use, governance options	Finalize white papers	Finalize draft plan



Public Benefits -- Passenger and Freight Rail



Rail Public Benefits ➔ National Goals





National Rail Plan – Looking Ahead

Safety

Network Design / Development

Governance

Funding/Financing

Capacity Building

Public / Private Opportunities & Challenges

Security (TSA)

Land Use (HUD)

Environment (EPA)

Expediting Project Delivery

National Rail Plan Outreach



“...today's awards provide only initial funding for the rail system...It's a down payment on a truly national program that's going to reshape the way we travel. It will change the way which we go from place to place, change the ways we work and live, and will connect communities to each other in a way that in the past was impossible. Just like the Interstate Highway structure did back in the mid-'50s, it will have far-reaching consequences.”

*President Obama
January 28, 2010*