



# APTA's Legislative Proposal

## for a Federal High-Speed and Intercity Passenger Rail Program

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## Legislative Proposal for a Federal High-Speed and Intercity Passenger Rail Program: Adopted by APTA Board of Directors

**December 6, 2013**

On behalf of its more than 1,500 member organizations, the American Public Transportation Association (APTA) is pleased to present recommendations for the development of a federal authorizing law that creates a high-speed and intercity passenger rail investment program. This legislative proposal was approved by APTA's Board of Directors on December 6, 2013. It is the product of a comprehensive effort by APTA's High-Speed and Intercity Rail Committee, APTA's Joint Commuter and Intercity Rail Legislative Subcommittee, and APTA's Legislative Committee. These committees represent the full spectrum of APTA's membership, including public transportation providers, manufacturers, and related businesses, all of whom were involved in the process. The proposal reflects the consensus views and priorities of APTA's diverse membership and is intended to guide Congress in the development of a national investment policy for development of a comprehensive high-speed and intercity passenger rail system.

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## PREAMBLE

In order to provide a balanced national transportation policy, the current intercity passenger rail network must be improved, including the development, where appropriate, of High-Speed Passenger Rail Corridors. Federal legislation is needed to implement a funding policy that clearly states the intent to integrate and connect high-speed and intercity passenger rail (HSIPR) corridors across the United States with the existing Amtrak network, and with commuter rail and transit operations, wherever possible, to create a national passenger rail network. APTA calls for reauthorization of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) through stand-alone legislation or as a separate rail title to surface transportation authorization. The legislation should authorize no less than \$50 billion during the next six years to facilitate the development of a HSIPR System that would be part of a balanced, multimodal, and interconnected national transportation system that would enable America's air, rail, bus, ferry, and highway systems each to function effectively and efficiently. Federal policy should speak to the national benefits of a robust, integrated high performance HSIPR system that would:

- Establish the importance of a HSIPR system in meeting the critical mobility needs of Americans by adding needed capacity to our transportation network, and in so doing provide new travel options and promote economic development;
- Present the relationship between transportation policies and overarching national priorities, including energy, environment, and economic goals;
- Identify the opportunity to generate hundreds of thousands of new American jobs and nurture the growth of existing domestic businesses and new domestic businesses in America's 21st-century economy, as well as to create many additional jobs as a result of economic development created around HSIPR stations and between U.S. economic centers; and
- Connect America's economic hubs to each other and to rural America.

Taken together, this document represents a new, forward-looking vision for 21st-century transportation enabling choice, mobility options, modal connectivity, and sustained economic growth.



The details of APTA's legislative proposal include the following recommendations:

## FUNDING AND FINANCE

- 1. HSIPR Title in Surface Transportation Authorization Legislation:** APTA urges a timely reauthorization of PRIIA or, as an alternative, that a separate HSIPR title shall be established and included in the next authorization of federal surface transportation laws, funded from new revenue sources, and not the current Mass Transit Account of the Highway Trust Fund.
- 2. Funding Levels:** Not less than \$50 billion in federal funding should be provided over the initial six-year authorization period building on existing federal investments totaling \$12 billion.
- 3. Funding Partnerships:** The federal share shall be the standard 90 percent share consistent with the construction of the Interstate highway program. HSIPR corridor projects shall be financed through a combination of federal, state, local, regional, and private funding. To attract greater private capital, deliver projects more quickly, and ensure shared risk, the use of public-private partnerships, along with a full breadth of finance, tax, and revenue approaches, should be promoted.
- 4. Dedicated Funding Source:** There should be a dedicated and indexed federal revenue source, other than the current 18.3-cent gas tax that funds the Highway Trust Fund, for planning, design and construction of HSIPR. This would enable increased HSIPR funding levels without impacting funding available today for public transit investment. This is consistent with previously adopted APTA principles that require that HSIPR investments not interfere with the federal Highway Trust Fund.
- 5. CMAQ:** Intercity passenger rail projects and other public transportation projects that reduce air pollution emissions in areas designated as air-quality non-attainment areas should be eligible for funding from the Congestion Mitigation and Air Quality (CMAQ) program beyond any limitation of years whenever such benefits can be shown to increase over time as ridership grows.
- 6. RRIF:** Establish measures to streamline the Railroad Rehabilitation & Improvement Financing (RRIF) program, including reducing application decisions to within a reasonable time period of submission, and creating greater flexibility by considering deferred debt payments and subsidized interest rates and/or credit risk premiums.
- 7. Grade Crossing Elimination:** Grow and adequately fund the Federal Highway Administration's Section 130 grade-crossing elimination program to accommodate the needs of high-priority passenger rail corridors and high-risk grade crossings within those corridors.

## GRANTS

- 8. Grants:** Funding shall be provided through multi-year contract authority. Dedicated funding for the HSIPR system should be available by annual formula and discretionary grants. Grants should fund minimal operable segments or provide added utility on selected corridors. Corridors represented on the national map shall receive annual formula allocations of funds consistent with the schedule to complete such projects. Overall, a majority of HSIPR funding should be provided on a steady, predictable basis. Additional funding should be awarded on a discretionary basis to projects that are ready to go and are judged to have special merit and rank high based on national criteria that could include, among other things, competitive travel times, regional connectivity, frequency of service, and national significance. Consideration would be given where advancing the project schedule would significantly enhance the overall benefits of the project. In addition, projects acquiring separate rights-of-way to avoid operating in mixed traffic should be encouraged through the discre-



tionary grant program. Planning funds shall be provided to nurture the next generation of projects toward national systems goals. To expedite the grant process, the U.S. DOT Secretary may approve funding prior to all grant issues being resolved, provided there is agreement on all critical aspects of the project and on key contractual areas and passenger service outcomes, and provided that the grantee shall remain accountable for addressing remaining issues in a reasonable period of time and will be held accountable through normal audits. Adequate funds shall be available for program administration in order that the HSIPR program is managed efficiently and so that grants and project decisions can proceed expeditiously.

- 9. Grant Eligibility:** HSIPR formula and discretionary grants shall be awarded to states, groups of states, Amtrak, or public authorities authorized by states or groups of states pursuant to sections 301, 302, and 501 of PRIIA. The federal program should provide incentives to projects that operate in more than one state along a corridor to organize multi-state authorities, with such authorities able to receive funds and allocate them on a regional or corridor basis on the basis of needs.
- 10. Grant Review Process:** The federal grant review process should be kept simple. Work in pre-approved corridors should proceed with minimal grant review. Accountability should be enforced through self-certification and post-delivery reviews, rather than through a burdensome process that holds up projects by requiring extensive documentation up-front. However, the U.S. DOT should provide initial reviews and screening as to whether applications or applicants comply with express requirements of grant statutes before grants are released. U.S. DOT should establish common standards, across all U.S. DOT agencies, for the efficient administration of provisions of the National Environmental Protection Act (NEPA) and measures consistent with the streamlining provisions of MAP-21. An expanded system of categorical exclusions should be developed and widely applied. A process for waiving non-statutory requirements when needed to expedite projects should be established for HSIPR projects, as it currently exists for Federal Highway Administration (FHWA) projects under the SEP-15 program. Permits and review shall be treated in an expedited manner, with reviews coordinated in a concurrent manner and not handled sequentially.

## VISION AND PLANNING

- 11. National Vision, Plan, and Map:** The national vision for high-speed and intercity passenger rail shall be represented in a National Rail Plan through a national map and corridor descriptions reflecting defined and agreed-to passenger rail corridors. These corridors will meet specified criteria and increase the speed, utilization, and efficiency of passenger rail transportation to achieve travel time reductions and increased frequency of service. These defined and agreed-to corridors are intended to be completed over a multi-year period through a system of scheduled federal appropriations. Drawing from a dedicated and predictable federal funding source, projects would be allocated sufficient funds so that they can be completed on a reasonable schedule. This national plan will be updated periodically, shall identify obligation requirements for each corridor, shall add additional corridors as such corridors are justified, and shall recognize that additional projects in the planning stages will be added over time. The map shall include the Northeast Corridor and recognize the costs of bringing the Northeast Corridor into a state of good repair and to ensure capacity for growth.

**12. Local and Regional Planning/Decision-Making:** Projects, travel time reduction, and frequency improvement objectives should be defined at the state and local level, but should be consistent with national goals and objectives. The planning process should determine the type of project currently most appropriate for the particular region and market. Over time increased service levels and improved travel times may become local and regional objectives. Public involvement is a key element. The national vision, plan and map should be the result of a consultative process with federal, state, and local governments. State rail plans should address state level funding issues, service integration issues, short and long-term sustainability, and shall establish the terms of private-sector involvement consistent with the National Rail Plan.

**13. Connectivity:** Connectivity with existing transportation systems and networks must be a key element of project plans and should be considered in funding decisions. Project scopes may include activities that establish and support local and regional public transportation services connecting to facilities. All corridor projects shall include a plan outlining strategies for connecting with current passenger rail, urban transit, regional and intercity bus, airports, highways, bicycle networks, and pedestrian networks and should include funding strategies to achieve these connection objectives.

**14. Shared Facilities:** Common, incidental benefits afforded commuter and regional passenger rail systems as a result of investments in HSIPR corridors should be an eligible part of the corridor investment on a locally determined shared cost basis.

**15. Access to Rail Freight Corridors:** Access to freight railroad rights-of-way is a significant issue in the implementation and the eventual outcome of the federal HSIPR program. Federal policies should encourage growth of both rail-passenger and rail-freight operations, as there are substantive public benefits to both. Within this context, an equitable and fair process for negotiating passenger rail operational access on freight railroads and in the use of adjacent freight rail rights-of-way must be established. Many passenger rail corridors have the potential for a blended service/shared track operating plan for portions of corridor services while operating on exclusive track or right-of-way where necessary. The blended service approach should be considered as an effective approach for project delivery and for minimizing project costs.



**OTHER**

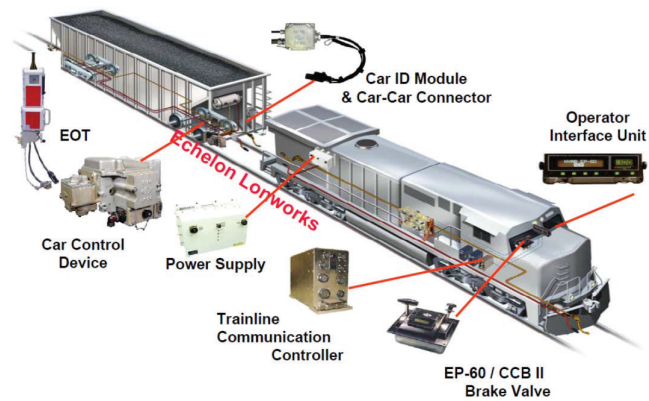
**16. Contingencies:** Project agreements should provide for a process that will allow reasonable adjustments to the project cost, scope, and schedule based on new information that becomes available and unanticipated new circumstances that arise in the course of implementing a project. Financial risk should be shared by all parties.

**17. Competition:** The federal and state supported HSIPR program should be designed to encourage open, strong, and fair competition among competing pre-qualified operating and rail service companies. To ensure fair competition, all competing companies must comply with all federal railroad laws.



**18. Terms of Liability and Licensing:** Within an affirmative context of safety, the existing \$200 million cap on liability as established in the Amtrak Reform and Accountability Act of 1997 should apply to all claims against high-speed and intercity rail operators, sponsoring agencies, host railroads, and commuter railroads and shall apply consistently regardless of the operating entity or its contractor. Without such statutory limits, the cost of obtaining insurance and the cost of rail passenger operations will become prohibitively costly. Host railroads shall not require liability coverage in excess of the statutory cap. New and existing high-speed and intercity passenger rail programs and projects should be unencumbered by new, additional requirements for operator licensing or insurance. Currently, state and regional passenger railroad service sponsors enter into agreements with passenger rail operators through detailed contracts that take into account qualifications and legal requirements, and additional requirements will unnecessarily increase costs for public passenger railroads.

**19. Research, Technology, and Standards:** The federal HSIPR program should support standards development, technology and university research, a cooperative research program, job training, career development, data collection, information management, and international exchange. As with the interstate highway program, consideration should be given to establishing common standards to be consistent throughout the national program, to ensure interoperability and other desirable national features. To that end, PRIIA Section 305, Next Generation of Corridor Equipment Committee, should be reauthorized to ensure the continued development of standardized high-speed and intercity passenger rail equipment specifications. Additionally, funding should be authorized for the maintenance and updating of the APTA Passenger Rail Equipment Safety Standards, which form the foundation for the PRIIA Section 305 equipment specification work.



**20. Disadvantaged Business Enterprise (DBE) Program:** A DBE program for HSIPR comparable with the current FHWA/FTA programs should be established drawing on the disparity analyses available for those modes.

**21. Access for Persons with Disabilities:** In reauthorizing PRIIA, Congress should recognize and provide funding for the requirements of the Americans with Disabilities Act. Care must be given to realistic applications of requirements to the unique issues on passenger rail systems that share corridors with freight rail operators or that have made accommodations for access by people with disabilities prior to the adoption of recent regulatory requirements.

**22. Status Under Federal Law:** In reauthorizing PRIIA, care should be given to maintaining current federal labor standards; however, this application shall not expand current standards to commuter railroads or systems that are not otherwise covered.

## Appendix 1: Funding Requirements for a Six-Year Federal High-Speed Intercity Passenger Rail Program

### Purpose and Primary Finding

In December 2013, the APTA Board of Directors approved a legislative proposal calling for the authorization of no less than \$50 billion during the next six years to facilitate the development of a high-speed and intercity passenger rail system. The following analysis was used as a basis for supporting that request. Additional information included in Appendix 2 shows the strong pipeline of projects reflected in the Administration's FY 2015 proposed budget. Based on rail plans developed and submitted by states, the data show that 2,460 track miles are currently under construction, an additional 680 ready for construction, and 5,675 miles currently in the process of preparing for construction. Substantial private sector participation is also anticipated for several of these corridors, particularly those at a Core Express level of service.

### Three Approaches to Calculate Investment Requirements

Investment requirements for high-performance intercity passenger rail are projected using three different approaches. 1) The first approach is based on the Administration's FY 2014 budget request, projecting that request for an additional two years in order to cover a six-year authorization period. 2) The second approach uses the six-year investment requirements developed by the National Surface Transportation Policy and Revenue Study Commission. 3) The third estimate is based on a review of existing corridor studies and the investments that are programmed and ready to be implemented over the next six years. All three estimates support a six-year federal program of at least \$50 billion based on APTA legislative recommendations.

These three approaches are summarized and quantified in Table 1 below. An average is calculated, taking all three approaches into account. The summary table is as follows:

**Table 1: Summary of Proposals and Needs Projections**

Proposal or Projection	2015 (Billions)	2016 (Billions)	2017 (Billions)	2018 (Billions)	2019 (Billions)	2020 (Billions)	Six-Year Total (Billions)
Projection Based on U.S. DOT National High-Performance Rail System Funding Request (a)	8.1	7.8	8.6	9.0	10.1	11.4	55.1
National Surface Transportation Policy and Revenue Study Commission	7.4	10.6	10.6	10.6	10.6	10.6	60.4
Summary of Corridor-Specific Needs Statements (b)	8.9	8.9	8.9	9.3	10.1	10.9	57.0
Average Value	8.1	9.1	9.4	9.6	10.3	11.0	57.5

(a) Projected for 2015 through 2020 by APTA based on U.S. DOT budget request for the period 2014 through 2018. The amounts for 2019 and 2020 are projected by APTA and are not contained in the U.S. DOT request. These amounts are needs that would be funded by federal assistance; they do not include needs that would be funded from state or local government or private sources. The total need would be larger than the amounts reported herein.

(b) Only includes amounts for six sets of regional projects with published specific dollar amounts of needs identified for the 2015 through 2020 period. Does not include amounts for projects without published specific dollar estimates.

As shown in Table 1, investment requirement estimates support the APTA proposal for authorized funding of \$50 billion over six years. A \$50 billion federal investment requirement with a 90 percent federal share for high-performance rail projects

would result from a \$55.6 billion need to be funded from all sources. That need is consistent with each of the methods used to estimate a national need.

**Following is a description of each of the three approaches in more specific detail.**

**APPROACH #1: Administration Budget Proposals for High-Performance Intercity Passenger Rail**

The Administration has recognized the need to invest in high-performance intercity passenger rail in a series of budget requests. In its FY 2014 budget request, the Administration has proposed a \$40 billion authorization program for the five years from 2014 through 2018, called the National High-Performance Rail System. The FY 2013 budget requested \$8 billion per year. The FY 2012 budget requested \$8.3 billion for rail investment as the first year of a six-year, \$53 billion proposal to improve and expand the network of high-performance rail corridors, upgrade current passenger rail service, and other improvements. These are solely needs to be funded from federal assistance; the remainder of needs to be funded from state and local assistance and private funds are not included. Hence, the total amounts needed would be larger than these.

The table below projects the Administration’s FY 2014 budget proposal and over a six-year authorization period for the FY 2015 – FY 2020 timeframe.

**Table 2: National High-Performance Rail System Authorization Levels Projected to FY 2015 to FY 2020 Period by APTA**

National High-Performance Rail System Needs Projected to the FY 2015-FY 2020 Period (a) Millions of Dollars								
Account	Federal Railroad Administration Request					APTA Projections		
	2014 (Millions)	2015 (Millions)	2016 (Millions)	2017 (Millions)	2018 (Millions)	2019 (Millions)	2020 (Millions)	Six Years 2015- 2020
Rail Service Programs	6,360	8,045	7,700	8,550	8,945	10,039	11,346	54,626
Current Passenger Rail Service	2,700	3,225	2,550	2,650	2,075	1,975	1,880	14,355
Rail Service Improvement Program	3,660	4,820	5,150	5,900	6,870	8,064	9,467	40,271
Research, Development, and Technology	55	43	43	38	38	38	38	238
Research & Development (R&D)	35	37	37	37	37	37	37	222
TOTAL, NHPRS + R&D	6,450	8,125	7,780	8,625	9,020	10,114	11,421	55,086

(a) Projected for 2015 through 2020 by APTA based on U.S. DOT budget request for the period 2014 through 2018. The amounts for 2019 and 2020 are projected by APTA and are not contained in the U.S. DOT request. These amounts are needs that would be funded by federal assistance; they do not include needs that would be funded from state or local government or private sources. The total need would be larger than the amounts reported herein.

**APPROACH #2: National Surface Transportation Policy and Revenue Study Commission**

The Passenger Rail Working Group (PRWG) was established by the National Surface Transportation Policy and Revenue Study Commission (Commission) under the provisions of Section 1909 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The Commission, whose transit findings were presented separately, found that another separate group of experts was needed to collect and analyze data and make recommendations about intercity passenger rail needs. The PRWG published its report, *Vision for the Future: U.S. Intercity Passenger Rail Network Through 2050*, in 2007. The Working Group proposes a mix of improvements to existing rail routes to allow faster and more frequent service and the construction of new dedicated high-speed rail rights-of-way. Following is a summary of the report (2007 dollars).

**Table 3: High-Performance Intercity Passenger Rail Capital Needs Projected by the Passenger Rail Working Group (PRWG), All Revenue Sources, 2015 – 2020 (Billions of Dollars)**

Type of Need	2015 (Billions)	2016 (Billions)	2017 (Billions)	2018 (Billions)	2019 (Billions)	2020 (Billions)	Six-Year Total (Billions)
National Surface Transportation Policy and Revenue Study Commission	7.4	10.6	10.6	10.6	10.6	10.6	60.4

**Table 4: National Surface Transportation Policy and Revenue Study Commission, Passenger Rail Working Group (PRWG) Funding Proposal for Intercity Passenger Rail through 2050**

Use	Funding by Time Period (Billions of 2007 Dollars)			
	2007-2015	2016-2030	2031-2050	Total
Infrastructure	50.2	115.4	78.2	243.8
Station and Recapitalization	2.7	5.3	6.6	14.6
Rolling Stock	13.4	37.9	47.5	98.8
Total for Entire Period	66.3	158.6	132.3	357.2
Annual Average	7.4	10.6	6.6	8.1

**APPROACH #3: Summary of Corridor-Specific Needs Statements**

Following is a summary of funding levels for federally designated high-speed rail corridors that have published formal investment requirement information. Additional corridors that have not published investment requirement data are not included. These amounts are limited to six sets of corridor projects including Amtrak’s Northeast Corridor, the California High-Speed Rail Authority, the New York State Empire Corridor, the Midwest High Performance and High-Speed Rail corridors, the Ohio Hub Plan, and the Southeast Macon-Atlanta-Greenville-Charlotte Corridor. Several other corridors are ready for additional investment but are not included in this estimate because either (1) they do not have time-specific needs statements expressed in dollars on their web pages, or (2) they are seeking private investment before final decisions are made on their need for government funding. Therefore, the amounts shown in Table 5 should be interpreted as incomplete and minimal needs amounts. In addition, no amount is included for current intercity service beyond Amtrak’s specific high-performance needs amounts.

**Table 5: Summary of High-Performance Intercity Passenger Railroad Capital Funding Need Statements, All Revenue Sources, 2015 – 2020 (Billions of Dollars)**

Type of Need	2015 (Billions)	2016 (Billions)	2017 (Billions)	2018 (Billions)	2019 (Billions)	2020 (Billions)	Six-Year Total (Billions)
Sum of Available Regional Estimates	8.9	8.9	8.9	9.3	10.1	10.9	57.0



## Appendix 2: Federal Railroad Administration List of Corridors Potentially Ready for Capital Investment from FY 2015 Through 2019

The Federal Railroad Administration (FRA) submitted Budget Estimates Fiscal Year 2015 to the United States Congress Committees on Appropriations. Their submission includes a listing of high-performance rail corridors potentially ready for investment from FY 2015 through FY 2019. The FRA “pipeline” of projects includes 35 corridors in 34 states and the District of Columbia. This submission builds upon the FRA FY 2014 Budget Request which was used to develop APTA’s funding request levels. Those projects are mapped in Figure 1 below.

**FIGURE 1: FRA CORRIDORS POTENTIALLY READY FOR CAPITAL INVESTMENT FY 2015 TO FY 2019**




Source: Federal Railroad Administration Budget Estimates FY 2015. Washington: U.S. Department of Transportation at <http://www.dot.gov/sites/dot.gov/files/docs/FRA-FY2015-Budget-Estimates.pdf> Page 96.

The corridors that the Federal Railroad Administration considers “potentially ready for capital investment” by FY 2019 are also reported in Table 1. The FRA includes four types of service: Core Express, Regional, Feeder, and undetermined Under Study. All together, the FRA identifies 8,815 route miles of corridors.

Table 1: Table of Potentially Ready Corridors from the FY 2015 Federal Railroad Administration Budget Estimates

CORRIDORS POTENTIALLY READY FOR CAPITAL INVESTMENT FY 2015 TO FY 2019				
State(s)	Corridor	Anticipated Service Tier	Approximate Route Miles	Population Served (Millions)
<b>I. Initial Phases of Construction Underway; Prerequisite Documents Complete for Additional Phases</b>				
CA	Los Angeles-San Francisco (High-Speed Train)	Core Express	520	22
CT, MA	New Haven-Springfield	Regional	60	3
DC, VA, NC	Charlotte-Raleigh-Richmond-Washington, DC	Regional	480	10
IL, IN, MI	Chicago-Detroit-Pontiac	Regional	305	12
IL, MO	Chicago-St. Louis	Regional	285	10
NY	New York-Albany	Regional	140	16
PA	Harrisburg-Philadelphia	Regional	105	8
WA, OR	Portland-Seattle-Vancouver, BC	Regional	345	8
IL, IA	Chicago-Iowa City	Feeder	220	9
14 States + DC	9 Corridors	n/a	2,460	98 M (31% of U.S.)
<b>II. No Current Construction, but Prerequisite Documents are Complete</b>				
FL	Tampa-Orlando	Core Express	85	5
CA, NV	Victorville (L.A. Area)-Las Vegas	Core Express	185	2
OH	Cleveland-Columbus-Cincinnati	Regional	260	7
WI	Milwaukee-Madison	Regional	80	3
NY, VT	Rutland-Burlington	Feeder	70	< 1
7 States	5 Corridors	n/a	680	17 M (6% of U.S.)
<b>III. Activities Currently Underway To Complete Prerequisite Documents</b>				
DC, MD, DE, PA, NJ, NY, CT, RI, MA	Boston-New York-Philadelphia-Washington	Core Express	455	40
TX	Dallas-Houston	Core Express	240	11
CA	California Existing Corridor Network	Regional	1310	31
FL	Orlando-Miami	Regional	230	8
MN	Minneapolis/St. Paul-Duluth	Regional	150	3
NY	Albany-Buffalo-Niagara Falls	Regional	320	4
OR	Eugene-Portland	Regional	115	3
DE, MD	Delmarva Peninsula	Feeder	110	2
PA	Pittsburgh-Harrisburg	Feeder	250	3
WI, MN	Milwaukee-Minneapolis/St. Paul	Feeder	330	5
IA, NE	Iowa City-Des Moines-Omaha	Feeder	250	2
MA, NH	Boston-Concord	Feeder	80	5
MA, VT	Springfield-St. Albans	Feeder	250	2
MA, ME	Boston-Portland-Brunswick	Feeder	145	5
MO, KS	St. Louis-Kansas City	Feeder	285	5
MA	Boston-Springfield	Under Study	90	6
GA, SC, NC	Atlanta-Charlotte	Under Study	250	8
AZ	Phoenix-Tucson	Under Study	115	5
NY, VT	Albany-Rutland	Under Study	120	1
OK	Tulsa-Oklahoma City	Under Study	110	2
OK, TX	Oklahoma City-San Antonio-South Texas	Under Study	470	13
27 States + DC	21 Corridors	n/a	5,675	138 M (44% of U.S.)
<b>34 States</b>	<b>35 Corridors</b>	<b>n/a</b>	<b>8,815</b>	<b>184 M (59% of U.S.)</b>

Source: Federal Railroad Administration Budget Estimates FY 2015. Washington: U.S. Department of Transportation at <http://www.dot.gov/sites/dot.gov/files/docs/FRA-FY2015-Budget-Estimates.pdf> Page 97.



Corridors are classified into four categories based on speed of services. There are 1,485 miles of Core Express corridors, which will provide service in excess of 125 mph. There are 4,185 miles of Regional route service, which will provide service from 90 mph to 125 mph. There are 1,990 miles of Feeder service, which operates at less than 90 mph, and there are 1,155 miles of routes Under Study, which are not yet classified by speed.

The FRA anticipates that these projects will create heavy demand for their proposed new grant assistance from FY 2015 through FY 2019 even with anticipated private sector participation. These corridor projects are required to have environmental analyses completed to be considered ready for capital investments. As shown in Table 1, more than 3,000 miles of routes in 14 corridors have required environmental analyses in place and an additional 6,000 miles of routes in 21 corridors will be completing them soon.

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