Passenger Rail Success Stories Member Presentations

Fall Meeting
September 28, 2021
Schedule Change Objectives:

- Regular pulse schedule
- Improved connections to local transit (BART, local transit)
- Improve equipment utilization (10 to 9 consists)
- Eliminate single-track territory conflicts to improve OTP
- Align service with customer demand
- Initiate direct Auburn to San Jose service (prior only Auburn to Oakland)
## Service Planning Development (One-Year Process)

### A. Objectives & Resource Identification
- Established key schedule change objectives (pulse, improved OTP, fleet utilization, transit connections)
- Identified consultant support and operations tool (DB using Variato)
- Analysis of key data (ridership patterns, OTP, conflicts)

### B. Active Working Group with Key Stakeholders
- Active and early coordination with Union Pacific, Amtrak, Caltrain
- Iterative analysis of schedule options using Variato
- Assessment of conflicts with freight, ACE commuter rail and Caltrain in shared territory
- Exploration of minor schedule changes with key partners (ACE, Caltrain)

### C. Schedule Approval and Implementation
- Internal Union Pacific modeling of final draft schedule
- Iterative technical analysis and negotiation
- Final Schedule Approval (Amtrak, UP, and Caltrain)
- Commitment to six-month reassessment
- CalTrans funded performance monitoring led by DB
Worst performing weekday trains in each direction both suffered from late initial departures

Weekday All-Station OTP (OT=<10") by Train and Direction
8/1 – 8/31, weekdays only

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<th>Station</th>
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- Worst weekday trains: 538 (eastbound) and 551 (westbound)
## CCJPA Innovation

<table>
<thead>
<tr>
<th>Project</th>
<th>Details</th>
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</thead>
<tbody>
<tr>
<td>Next Generation Wi-Fi – Completed December 2020</td>
<td>Installed and manage enhanced Wi-Fi system for entire Northern California bi-level fleet serving CCJPA and SJJPA routes</td>
</tr>
<tr>
<td>Passenger Information Display System (PIDS) – 2021/22 Completion</td>
<td>California PIDS system covering CCJPA, SJJPA, ACE, and the North County Transit District (NCTD)</td>
</tr>
<tr>
<td>California Integrated Travel Program (CAL-ITP) – 2022 Pilot</td>
<td>Managing a multi-agency initiative to research, develop and implement an Integrated Travel Program (Cal-ITP) to support planning and payment for travel across multiple modes of transportation in California</td>
</tr>
</tbody>
</table>
Success Stories

Fall Meeting
September 28, 2021

Spencer Dodge
Colorado DOT - Southwest
Chief & Front Range Commission
Recent Accomplishments & 2021-22 Work Plan

✔ Long term vision
✔ Environmental review
✔ Ridership modeling
✔ Conceptual cost estimating
✔ Conceptual engineering
✔ Preliminary Alternatives Analysis
✔ Funding and finance analysis
✔ Stakeholder engagement

○ Southwest Chief Thru-Car Alternatives Analysis - Complete Summer 2022 (est.)
○ FRPR Rail Simulation Modeling and Preliminary Service Development Planning - Complete Winter 2023 (est)
○ Transition from Rail Commission to District (SB 21-238)
○ Partnership opportunities with RTD and Amtrak
SB 21-238: Rail District

Powers:
- Finance, Design, Construct, Operate, Maintain Passenger Rail
- Check and Balances

Representation:
- 10 MPO/COG Representatives
- 6 Governor’s Appointees
- One Director Appointed by CDOT Executive Director
- Non-Voting Members: BNSF Railway, Union Pacific, Amtrak, RTD, I-70 Mountain Corridor Coalition, Wyoming, New Mexico
SB 21-238: Rail District

**Next Steps:**
12/01/2021 – RTD, CDOT, Railroad and I-70 Coalition appointees selection deadline
03/01/2022 – MPO/COG appointee selection deadline
04/01/2022 – Governor appointee selection deadline
05/15/2022 – First Board meeting deadline

Pre-Ballot Measure – Service Development Plan Operating Plan Financial Plan
Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency
LOSSAN Rail Corridor Agency

Agency Summary
- 7 Counties
- 9 Member Agencies
- 11 Member Board of Directors

Ex-Officio Members
- Amtrak
- Caltrans
- California High Speed Rail Authority
- Southern California Association of Governments

Corridor Summary
- 350 miles
- 7 Right-of-Way Owners
- 5 Railroad Operators
- 27 Stations
• Los Alamos Creek (Narlon) Bridge Replacement (complete August 2021) - $22 million

• Canada Honda Creek Bridge Replacement (est. completion 2023) - ~$22 million

• Track Upgrade Program (est. completion 2022) - $24 million

• Installation of 108 miles of Centralized Traffic Control and Upgrade of Nine (9) Non-Powered Sidings (est. completion 2022) - $29.2 million

• San Luis Obispo Layover Facility Expansion (est. completion 2022) - $1.6 million

• Bluff stabilization and Corridor Safety Improvements (ongoing) - $9.4 million
Success Stories

Fall Meeting
September 28, 2021

Michael Jenkins
Oregon DOT

States for Passenger Rail Coalition
• 283 miles between Kansas City and St. Louis
  • 8 stops in between, including Jefferson City (state capital)
• Two daily round trips (currently reduced to one, effective Mar. 30, 2020)
• Typical consist: Locomotive, 2 coaches + 1 café/business class car
• 2014-2018 average annual ridership: 176,000
• Average fare: $32.47
Kansas City to St. Louis Rail Corridor Projects

- $1.9/$1.28
  - 15 Crossing Upgrades
  - KC to Sedalia
  - Completed FY14

- $22.6/$5.8
  - Second Osage River Bridge
  - Completed FY14

- $13.5/$9.0
  - West Approach to Merchants Bridge
  - Completed CY17

- $3.6/$0.9
  - St. Louis Terminal RR
  - Third Main Line
  - Completed CY15

- $3.3/$4.8
  - California Passing Siding
  - Completed FY09

- $2.3/$2.04
  - Webster Crossover
  - Completed FY13

- $ Federal Funding
- $ State Funding
- $ Railroad Investment

All figures in millions.
On the Shelf - Preliminary Engineering/NEPA Completed:

- ✔ 18 miles of double main track - 90 mph
- ✔ 2 Passing Sidings
- ✔ 2 Universal Crossovers
MISSOURI RIVER RUNNER BY THE NUMBERS

IN MISSOURI, THE TOTAL ANNUAL ECONOMIC IMPACTS GENERATED BY THE RIVER RUNNER INCLUDE:

1,250 JOBS ANNUALLY
$65 MILLION IN ANNUAL LABOR INCOME
$208 MILLION IN ANNUAL ECONOMIC ACTIVITY

MORE THAN $22 MILLION IN ANNUAL TAX REVENUE
COVID-era Accomplishments

- Record level of state appropriation for SFY 2022
- Ridership levels recovered to 70% of pre-pandemic average
- Missouri Rail Passenger Advisory Committee (MORPAC) expanding their role
- Restarting Marketing Subcommittee
- Creating Legislative Subcommittee
Jason Orthner
North Carolina DOT
NCDOT Rail Update

Jason Orthner, P.E.
Rail Division Director

September 28, 2021
State-Supported Services

*NC train service provides essential transportation to NC’s diverse population*

- **Carolinian** trains 79 and 80 among the best ridership recovery nationwide during pandemic
- **Piedmont** trains have resumed full regularly-scheduled service since April

Enhanced cleaning and social distancing at stations and onboard, face coverings required
### NC Service Expansion

#### Initiative Infrastructure Planning

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Infrastructure</th>
<th>Planning Status</th>
<th>NEPA Status</th>
<th>State Funding</th>
<th>Federal Funding</th>
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<tr>
<td>S-Line SEC Component</td>
<td>Improvements to provide critical capacity link between North Carolina and Virginia on the S-Line</td>
<td>Complete</td>
<td>Complete</td>
<td>Funded STIP projects to be used as match</td>
<td>Received CRISI grant to acquire NC S-Line</td>
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<tr>
<td>6th Roundtrip Charlotte to Raleigh</td>
<td>Improvements required between Greensboro and Raleigh</td>
<td>In progress</td>
<td>Studied in Tier I EIS, Additional NEPA needed</td>
<td>Evaluate in future prioritization</td>
<td>Future applications for engineering Future applications for construction</td>
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<tr>
<td>Intrastate Expansion</td>
<td>Service to Asheville along NS and Service to Wilmington</td>
<td>In progress</td>
<td>NEPA needed</td>
<td>Evaluate in future prioritization</td>
<td>TBD</td>
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</table>
NCDOT received a grant on behalf of the VA-NC Compact and other Southeastern states to establish the Commission

The Commission:
Includes six states and the District of Columbia
Coordinates high performance rail system development south of D.C.
Meets quarterly, supported by technical team that meets monthly
Released the *Southeast Regional Rail Plan* prepared by FRA
Prepared an *Economic Impact Study*

The Commission continues to work together on the long-term vision for the Southeast
Patricia Quinn
Northern New England Passenger Rail Authority
Downeaster Expansion Project

A Success Story

September 28, 2021
2010

- 5 Round Trips Daily between Portland and Boston
- 116 mi / 79mph
- 2 Sets of Equipment
- 8 Intermediate Stations
- 3 States
- 2 Host RR
- 410,000 Annual Riders

www.AmtrakDowneaster.com
$35m FRA Grant / $3m State
- Supports Tourism
- Connects to Mid-Coast
- Supports Freight Rail
- Stimulates Economy
- Creates Jobs

PROJECT ELEMENTS:
- Upgrade 30 miles Pan Am Track
- 2 Station Platforms
- 36 Grade Crossings
- Service Begins Fall 2012
  - 2 R/T daily BRU-BON

www.AmtrakDowneaster.com
5 round trips each day between Brunswick-Boston over 143 route miles using 3 Amtrak train sets operating up to 79 mph over 3 Host Railroads serving 12 Station Communities in 3 states and carried more than half a million riders each year through 2019.
Brunswick, ME: Once a brownfield site.
Freeport, ME: A premier visitor destination.
Celebrating 20 Years and Still Moving Forward
States for Passenger Rail Coalition
Vermont Success Story
Ethan Allen Express Extension

- Rutland to Burlington
- Middlebury and Vergennes
• $26.4M
• $10M TIGER VII Grant
• State/FHWA-$16.4M
More Information

https://vtrans.vermont.gov/rail/amtrak-burlington
https://vtrans.vermont.gov/rail/reports

Toni.H.Clithero@vermont.gov
802-595-6743
Transforming Rail in Virginia
Virginia Owned ROW

Acquisition of 384 miles of CSXT ROW and 223 miles of track
- Half of CSXT-owned ROW between Petersburg & DC
- All CSXT-owned ROW between Petersburg and Ridgeway, NC
- Nearly all of CSXT-owned ROW between Doswell and Clifton Forge, VA (Buckingham Branch RR)

Acquisition of 28.5 miles of NS-owned ROW (V-Line)
Program Highlights

Railroad Right-of-Way (ROW) and Track Acquisition
Purchase of 398 Miles of Railroad ROW and 234 Miles of Track

RF&P Corridor Improvements
Construct 37 Miles of New Track

Phase 1 (Complete 2026)
23 miles of new track

Phase 2 (Complete 2030)
14 miles of new track

Buckingham Branch Line
All CSX ROW between Doswell, VA and Clifton Forge, VA (75 miles) and 186 miles of track

S-Line
All CSX ROW (abandoned rail line) between Petersburg, VA and Ridgeway, NC (75 miles)

S-Line/A-Line
Half CSX ROW and passenger rights on CSX between Richmond, VA and Petersburg, VA (~30 miles)

Legend
- Stations
- RF&P Railroad Tracks
  - Existing
  - Phase 1
  - Phase 2

Map showing the locations of various rail projects, including new bridges and improvements along the tracks. Map includes labels for L'Enfant Fourth Track and Station Improvements, New Long Bridge for Passenger Rail, Alexandria Bypass, Franconia-Springfield Bypass, Lorton Third Track, Nealsco Creek to Woodbridge Third Track (Siding D).
### Transforming Rail in Virginia: Passenger Rail Service Expansion

#### Planned Service Enhancements

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<th>2021</th>
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<th>2030 and Beyond</th>
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#### VA-Norfolk Southern Initiative

- **Existing Trains**
- **New Trains**
- **Expanded service to New River Valley**
SPRC Success Stories
SPRC Fall Meeting 2021
• Adds a second, daily round-trip passenger rail service to the 411-mile corridor used by Amtrak Empire Builder
• Doubles daily round-trips and quadruples schedule choices making more regional trips viable by rail
• Provides an eastbound train with greater reliability than existing service
• Improves intermodal connections throughout Wisconsin and Minnesota
Project Overview

- **411-mile ROUTE**: Saint Paul to Chicago
- **SERVICE BEGINS**: 2024
- **2 DAILY ROUND TRIPS**: including TCMC and Empire Builder service
- **morning and midday departures from St. Paul and Chicago**
- **7.5-hour TRAVEL TIME**: Saint Paul to Chicago
- **79 mph SPEED**: maximum in corridor
- **124,200 RIDERS**: projected for opening year of service (2024)
- **13 STATIONS**: shared with Hiawatha and Empire Builder routes

Projected date and subject to change

TWIN CITIES – MILWAUKEE – CHICAGO INTERCITY PASSANGER RAIL
TCMC Corridor and Travelshed
- CRISI grant award and match funding secured
- Environmental and preliminary design complete
- Railroad agreement starting signature process and FRA grant agreement in process
- State-state agreements in process
- Final design consultant on-board by November
- Final design 2022
- Construction 2023-2024
- Service start: Late 2024
WI-MN jointly led project with partnership from:

• Amtrak
• Ramsey County
• La Crosse County
• FRA

Funding Approach:

• Proactive with FRA R&E grant application for operating support (applied for prior to capital funding)
• CRISI grant for capital projects: 5 in MN, 1 in WI; $53M
• Matches from states and Amtrak

Host RR Coordination Approach

• Railroad coordination early in planning process by states
• Amtrak facilitating as project neared implementation phase.
TCMC: Factors for Success

- Multiple entities—local, state, federal, Amtrak on project team with strong participation
- Team effort for extensive public, local, business and stakeholder engagement
  - Amtrak, Great River Rail Commission, Ramsey County, La Crosse County
  - Nearly 4,000 public comments; 85% in support
- Host RR cooperation – strong support (freight benefits) for infrastructure improvements.
- State and county investment to move planning process quickly, without federal funds
- FRA partnership, including early in the planning process prior to federal funds, and later with grants for capital and operating
Passenger Rail Success Stories Member Presentations

Fall Meeting
September 28, 2021