

WELCOME!



Please sit and watch this presentation; it will:

- provide an overview of ODOT Rail Programs Division;
- provide an overview of the Oklahoma Freight and Passenger Rail Plan study currently underway;
- and-
- share the many ways ODOT is working to grow both freight rail and passenger rail in Oklahoma

ODOT RAIL PROGRAMS DIVISION



Working to grow the freight rail economy...

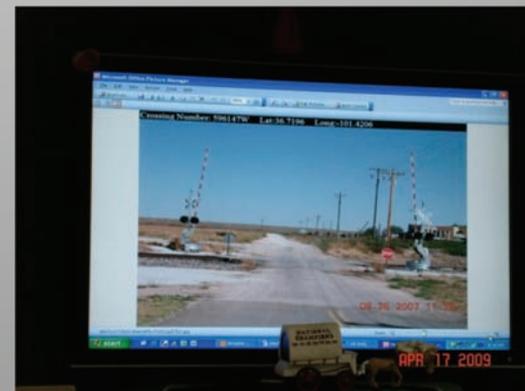
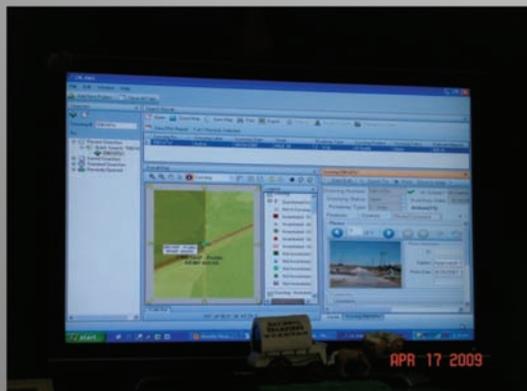
... and to expand passenger rail in our region.



ODOT RAIL PROGRAMS DIVISION

Reach us any time at 1-800-522-8181

- The State of Oklahoma owns more than 800 miles of rail line which is managed by ODOT Rail Program Division's State-Owned Properties Branch
- Oklahoma has approximately 3,500 public railroad crossings, ODOT Rail Program Division's Safety Branch works to upgrade and improve numerous crossings every year
- ODOT projects that entail railroad property or structures have to be coordinated through ODOT Rail Program Division's Construction Branch, most recently working to keep trains running throughout the massive I-40 Relocation Project in Oklahoma City
- Oklahoma's Heartland Flyer passenger train is managed through ODOT Rail Program Division's Passenger Rail Branch; the Heartland Flyer consistently ranks as one of AMTRAK'S top performers in customer service nationwide
- With the launch of the FRA'S HSIPR Program, billions of dollars are now being awarded annually throughout the nation for high speed passenger rail development, and ODOT Rail Program Division's Federal Programs Section has applied for every grant round to date and received \$3 million in grants this fiscal year.
- ODOT Rail Program Division is also involved in nationally significant research (BIODIESEL), creates world-class rail system management tools (OK.RAIL, below), and works to implement high speed rail



We Would Like to

Introduce:

The Oklahoma Freight and Passenger Rail Plan



For more information on the Plan, please contact Johnson Bridgwater, ODOT Rail Programs Division:

jbridgwater@odot.org, 405-521-4164

Over the next ten months, ODOT will work with Parsons Brinckerhoff to Produce a long-term plan for Oklahoma's Freight and Passenger Rail Future; to learn more, continue watching this slide show, and later visit our website:

www.okladot.state.ok.us/rail/rail-plan/index.htm

“WHY A STATE RAIL PLAN?”

- **Passenger Rail Investment and Improvement Act of 2008 (Public Law 110-432)**– this Act Requires States have an FRA-Approved (and PRIIA-Compliant) State Rail Plan in Place by 2012
 - the Act was Signed by President Bush October 16, 2008 as part of the “Federal Rail Safety Improvements Bill”



“AND WHY ELSE?”

-Capital Assistance for Intercity Passenger Rail, amounting to a minimum of \$8 billion over the next 3 years:

-to be eligible for this funding, a State must have the legal, financial, and technical capacity to carry out the project, and a State Rail Plan provides proof of this ability;

-AND-

-a State’s “Capital Project” for which it seeks funding must be listed in an approved State Rail Plan

PURPOSES of a State Rail Plan

- To set forth State Policy involving freight and passenger rail transportation, including commuter operations if relevant
- To present priorities and strategies to enhance rail service that benefits the public
- To serve as the basis for Federal and State rail investments within the State



Even ***MORE PURPOSES*** of a State Rail Plan

- Allows for ***comment and other input*** from the public, units of local government, rail carriers, commuter and transit authorities where relevant, and other stakeholders and interested parties within a given State
- Allows for ***intergovernmental coordination*** by means of a review of the freight and passenger rail service activities and initiatives by regional planning agencies, regional transportation authorities, and municipalities within the State and within the region in which the State is located and shall include their input as deemed appropriate and beneficial

“Benefits” of such a task:

- **Private Benefits:**

“benefits accrued to a person or private entity, other than AMTRAK, that directly improves the economic and competitive condition of that person or entity through improved assets, cost reductions, service improvements, or other means...”

- **Public Benefits:**

“benefits accrued to the public in the form of enhanced mobility of people or goods, environmental protection or enhancement, congestion mitigation, enhanced trade and economic development, improved air quality or land use, more efficient energy use, enhanced public safety, reduction of public expenditures... and other positive community effects as determined...”

Contents of State Rail Plans

§ 22705

1. Inventory of existing rail system
2. Review all rail lines in state
3. Passenger rail objectives
4. Rail impact analysis
5. Long-Range Rail Investment Program
6. Statement of public financing
7. Identification of rail infrastructure issues
8. Review of intermodal connectors
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12. Compliance statement

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Including:

- Existing corridors
- Future corridors
- Both passenger and freight



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Including:

- Proposed high-speed rail corridors
- Significant rail line segments not currently in service



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Including:

- Minimum levels of service by route
- Explore possible state and regional growth
- Work with COGs and cities to explore interfaces between passenger and commuter rail



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Including:

- Transportation impacts
 - congestion mitigation
- Economic impacts
 - trade, economic development
- Environmental impacts
 - air quality, land-use, energy use, community impacts

Requirements of State Rail Plans

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Including:

- Current and future FREIGHT and PASSENGER infrastructure
- MEETS SUBSECTION B requirements



Long-Range Rail Investment Program

§ 22705 Subsection B

- **Capital project list**
 - Any project the state will support in whole or part
 - A detailed funding plan for those projects
 - Description of anticipated public and private benefits of each project
 - Statement of correlation between public funding and public benefits
- **Considerations for the project list**
 - Contributions made by non-Federal and non-State sources through user fees, matching funds or other private capital involvement
 - Effects on highway, aviation, and marine capacity, congestion, or safety
 - Regional balance
 - Environmental impact
 - Economic and employment impacts
 - Projected ridership and other service measures for passenger rail

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Including:

- Statement of public financing issues for rail projects/service
 - Current and prospective public capital/operating funds
 - Public subsidies
 - State taxation
 - Other financial policies

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Including:

- Discussion of rail infrastructure issues that pave the way for economic growth and public transportation expansion
- Developed through consultation with all relevant stakeholders, both public and private





Infrastructure can range from simple maintenance all the way into the future of high speed rail development

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Including:

- Review of major passenger and freight intermodal rail connections and facilities (Port of Catoosa for example)
- Prioritized options to maximize service integration and efficiency between rail and other modes of transportation

Oklahoma's Port of Catoosa Intermodal facility



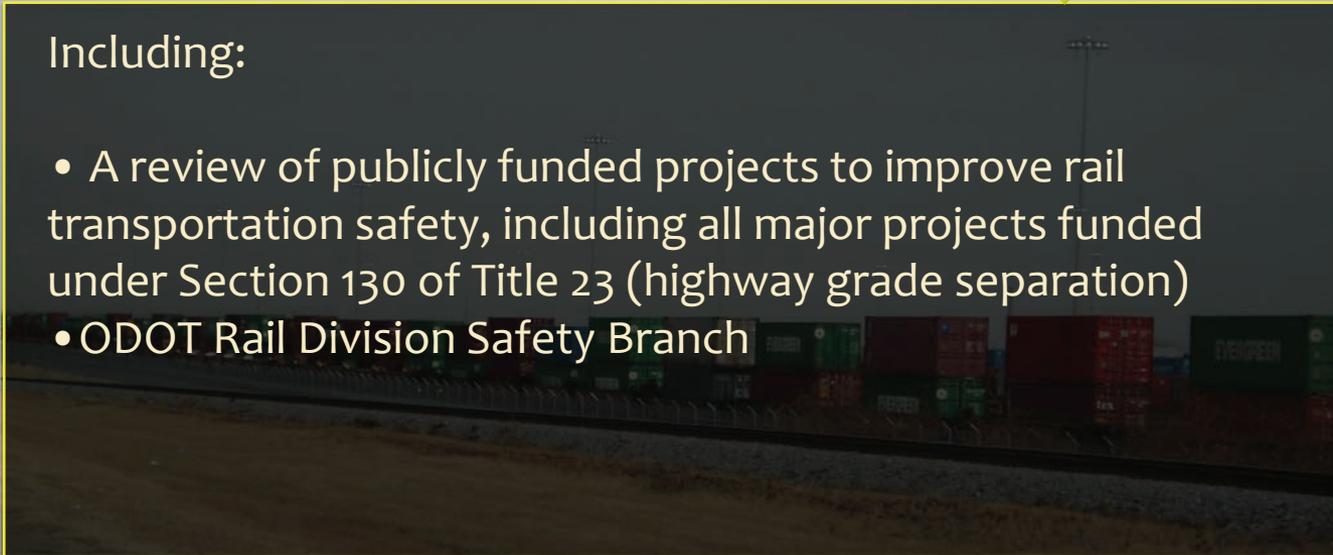
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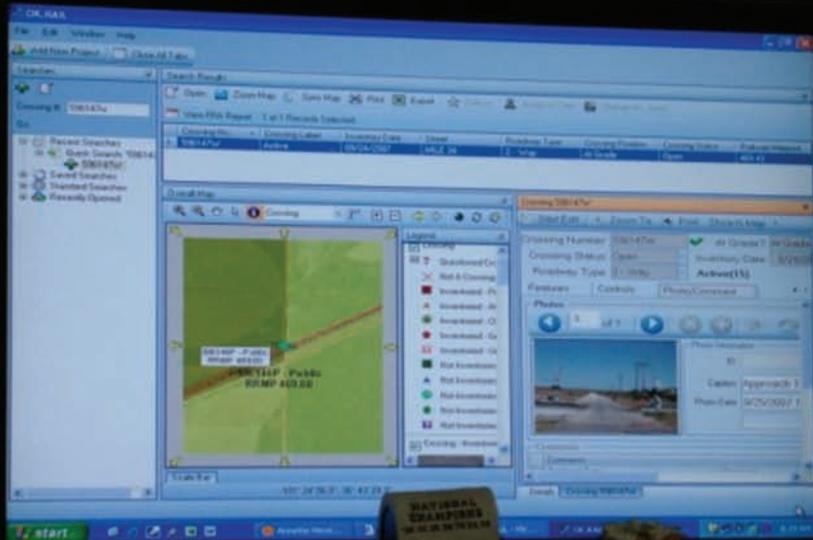
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Including:

- A review of publicly funded projects to improve rail transportation safety, including all major projects funded under Section 130 of Title 23 (highway grade separation)
- ODOT Rail Division Safety Branch



OK.RAIL database



APR 17 2009



APR 17 2009

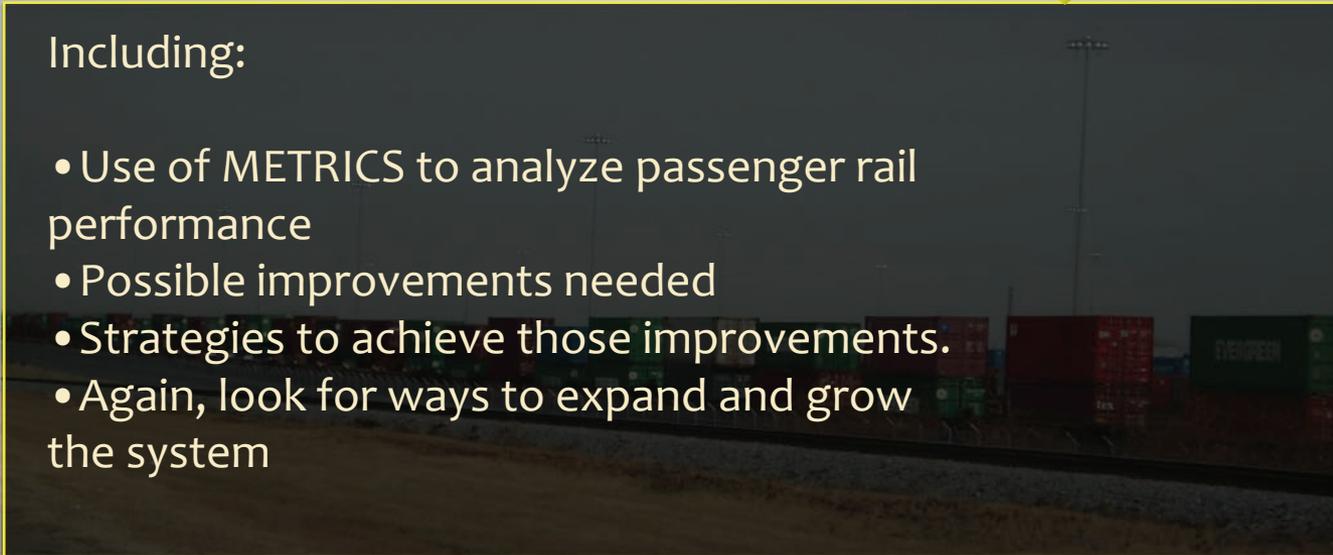
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Including:

- Use of METRICS to analyze passenger rail performance
- Possible improvements needed
- Strategies to achieve those improvements.
- Again, look for ways to expand and grow the system



Heartland Flyer exceeds expectations

- Recipient of AMTRAK “Presidential Service Award” in November 2010, one of AMTRAK’S Highest National Honors
- Ridership has averaged positive annual growth since the service launched in 1999 and currently averages 70,000 riders a year
- Recipient of AMTRAK’S “Champion of the Rails” award in November 2008 for system-wide excellence in Leadership, Creativity, Safety, and Quality
 - Highest “Customer Satisfaction Index” in AMTRAK history, receiving a perfect 100 in March 2009
- First train in the nation to run on BIODIESEL, earning it a spot on TIME Magazines 2010 “50 Most Important Inventions of the Year” List



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Including:

- A compilation of studies and reports on high-speed rail corridor development within the State
- A plan for funding recommended corridors



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Including:

- Complies with Section 22102
(FRA Local Rail Freight Assistance)



Sec. 22102 Eligibility

-STATUTE-

A State is eligible to receive financial assistance under this chapter only when the State complies with regulations the Secretary of Transportation prescribes under this chapter and the Secretary decides that -

- (1) the State has an adequate plan for rail transportation in the State and a suitable process for updating, revising, and modifying the plan;
- (2) the State plan is administered or coordinated by a designated State authority and provides for a fair distribution of resources;
- (3) the State authority -
 - (A) is authorized to develop, promote, supervise, and support safe, adequate, and efficient rail transportation;
 - (B) employs or will employ sufficient qualified and trained personnel;
 - (C) maintains or will maintain adequate programs of investigation, research, promotion, and development with opportunity for public participation; and
 - (D) is designated and directed to take all practicable steps (by itself or with other State authorities) to improve rail transportation safety and reduce energy use and pollution related to transportation; and
- (4) the State has ensured that it maintains or will maintain adequate procedures for financial control, accounting, and performance evaluation for the proper use of assistance provided by the United States Government.

• *In short, Oklahoma has to prove that we plan well, spend wisely, and act safely*

Overview of ODOT Involvement and Benefits from the Federal Rail Administration's HIGH SPEED INTERCITY PASSENGER RAIL PROGRAM (HSIPR)

- Although Oklahoma did not receive any funding in the first program year (fiscal year 2009), TXDOT received an FRA HSIPR Grant that serves to improve Heartland Flyer trip time by improving signalization and circuitry on the Texas portion of the Heartland Flyer Corridor
- Additionally, the Kansas Department of Transportation received a first-year grant to fund a Service Development Plan to explore new passenger rail service that will connect Kansas and Oklahoma by passenger rail .
- For the second program year (fiscal year 2010), the FRA offered ODOT every dollar it requested from the HSIPR Program for three separate grant applications:
 - Federally-mandated State Rail Plan update: FRA has awarded ODOT \$384,000 out of project estimate of \$644,000.
 - Service Development Program and Environmental Impact Study for the Oklahoma City to Tulsa High Speed Rail Corridor (a portion of the federally-designated South Central High Speed Rail Corridor); FRA has awarded ODOT \$2,242,050 out of project estimate of \$2,989,400.
 - Construction of a new Power Switch and siding connection at the Santa Fe Station in downtown Oklahoma City; FRA has awarded ODOT \$1,660,793 out of project estimate of \$2,214,391.
 - ODOT is currently working on completion of these three grants-

HOW IS ODOT WORKING TO EXPAND PASSENGER RAIL SERVICE IN OKLAHOMA?

- *ODOT (Oklahoma), KDOT (Kansas) and TXDOT(Texas) Rail Divisions all met for a regional rail summit at the end of 2010 to discuss how to grow passenger rail. Following this summit, MODOT (Missouri) was invited into discussions as well. At this time, all these Rail Divisions continue to work on a regional approach to build on existing passenger rail service, and the following activities are either underway or preparing to start:*
- -ODOT is working with KDOT on developing a Service Development Plan to connect the two states with new passenger rail service; currently the SDP is studying two options: (1) service between OKC and Newton, KS to tie into the AMTRAK national system by way of the Southwest Chief; and (2) new daytime service between Kansas City and Fort Worth by way of Oklahoma City, with one train departing Kansas City for Fort Worth each morning, while another would leave Fort Worth for Kansas City; the Federal Railroad Administration pays for 50% of this study.
- -ODOT is working with TXDOT on studies to enhance the existing Heartland Flyer passenger rail service corridor to move it towards more trips and faster travel times; also, work will start this year on environmental analysis and passenger rail service analysis that will pave the way for high speed passenger rail to this corridor in the future; the Federal Railroad Administration pays for 80% of these studies.
- -ODOT will begin environmental and passenger rail service analysis (an Environmental Impact Statement and a Service Development Program) this year on proposed new passenger rail service between Oklahoma City and Tulsa; the Federal Railroad Administration pays for 75% of these studies.

HOW IS ODOT WORKING TO IMPROVE FREIGHT RAIL IN OKLAHOMA?

- ODOT Rail Programs Division maintains and FUNDS an annually-updated “State-Owned Rail Construction and Maintenance Work Plan” which serves to strengthen and enhance the freight rail system across the state by means of numerous freight rail construction projects.
- Funding from the *American Recovery and Reinvestment Act* of 2009 was used for emergency freight rail line stabilization projects near Shwnee, Oklahoma.
- Annual Rail Crossing Upgrades partially funded by ODOT help to improve the overall safety of the freight rail network in Oklahoma.
- ODOT worked with neighboring DOT’S to secure funding from the TIGER II (Transportation Investment Generating Economic Recovery) Grant Program this fiscal year:
 - with KDOT, more than \$800,000 in upgrades to Oklahoma’s freight rail system north of Tulsa, Oklahoma was secured
 - with TXDOT and BNSF, \$34 million for the Tower 55 Project in Fort Worth, Texas was secured

THANK YOU!

PLEASE SHARE YOUR THOUGHTS WITH US BY FILLING OUT A “COMMENT FORM” FOUND AT THE SIGN-IN TABLE AND BE SURE TO VISIT THE **OKLAHOMA FREIGHT AND PASSENGER RAIL PLAN** WEBSITE THROUGHOUT THE COMING MONTHS AS WE CREATE A BLUEPRINT FOR OKLAHOMA’S RAIL FUTURE:

www.okladot.state.ok.us/rail/rail-plan/index.htm

