

2014 FRA Rail Program Delivery



Chicago – St. Louis HSR: Decision-Making During Program Development

Agenda

- Overview
- Agreements
- Project Controls
- Budget
- Environmental
- State DOT Policies
- Fast-Track Concurrent Delivery

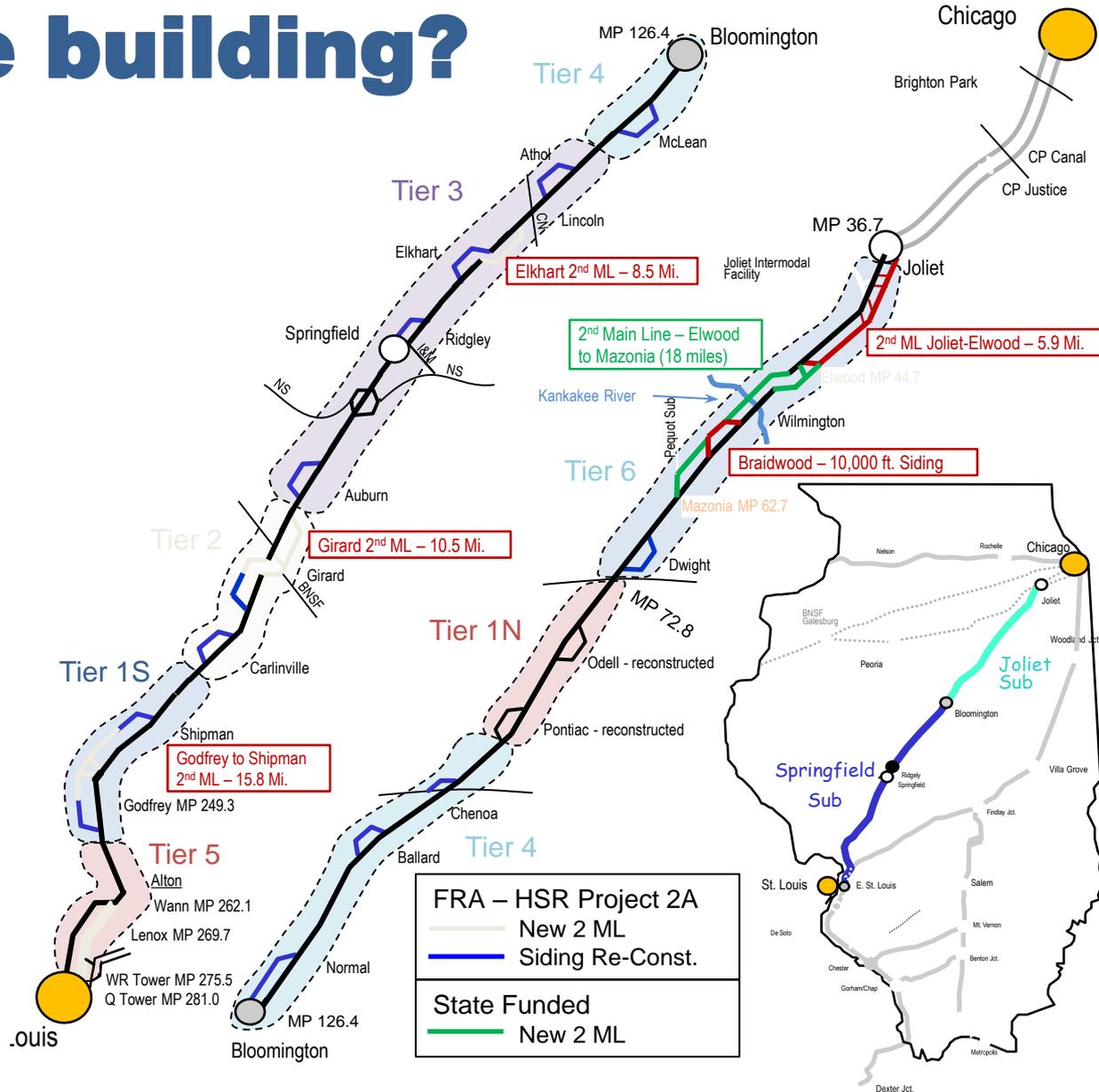


What are we building?

- » Joint use corridor
UPRR/IDOT/Amtrak
- » Largely single track
RR
- » Max speed 110mph
- » \$1.6 B total budget
- » 2017 ARRA deadline

Benefits:

- » Safety improvements
- » Less travel time
(1 hr.)
- » 4 corridor HSR
round trips



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Agreements:

**Large Number of Agreements in Total,
and Many Drive Critical Path**

Chicago – St. Louis Agreements: 234+

Grant Cooperative agreements	5
Pre-construction MOU's	2
Construction agreements	2
Amendments to construction agreements	5
Utility Payback agreements*	15
Public Project reimbursement agreement	1
Crossing closure agreements	25
Equipment Refurbishment	1
Amendment to equipment refurbishment agreement	1
Midwest MOU – purchase of rail cars	1
U of I NEPA research agreement	1
Amendment to U of I NEPA research agreement	1
AIP between Illinois and Amtrak	1
IDOT – Springfield	1
Bus Around	1
PMC agreement between IDOT and PB	1

Station Agreements	9
Amendment to station agreement (Normal)	1
Maintenance agreement with UPRR	1
Amendment to maintenance agreement with UPRR	2
Service outcome agreement	1
Amendment to service outcome agreement	2
Railcar purchase agreements	3
BNSF Joliet	1
KCS Dispatch	1
ITCS	1
ITCS amendment	1
Jurisdictional Transfers *	50
Construction Maintenance agreements with UPRR	60
IGA's with communities*	20
Illinois-Missouri MOU's	2
Agreements not yet identified by project but which will likely be needed.	5
Signal agreements – Number not known at this time. I guesstimated at ten.	10

Making Decisions on Agreements

- **Start early (very early!)**
- **Develop templates that meet needs of all**
- **Develop tracking and prioritization process for legal reviews**
- **Identify/maintain internal legal staff**
- **Don't underestimate power of good relationships**

Benefits: Minimize delay

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Project Controls

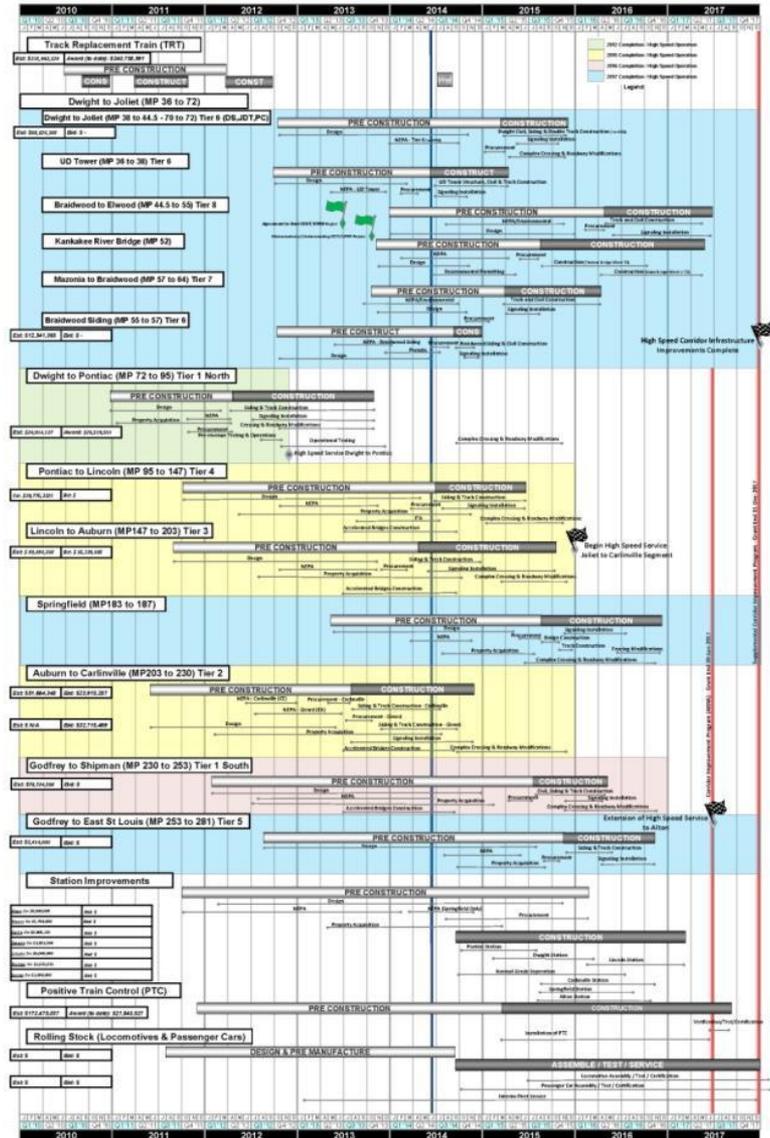
**Meeting FRA, DOT, Railroad, Partner
Needs for Tracking, Invoicing,
Scheduling**

Developing Useful Tools

- Start early
- Use appropriate level of data for schedules, deliverable tracking & other documents
- Regular reviews
- Cross-trained staffing helpful:
 - DOT staff with rail background
 - Railroad staff w/ DOT background

Benefits:

- Early ID of problems
- Smooth approval process



“Snapshot” Tracking Example

**Illinois High-Speed Rail Chicago to St. Louis
Summary of NEPA, Design, and Construction
Submittals to the Federal Railroad Administration**

This summary is intended to show an overall status of deliverables prepared for tiered construction and corridor-wide bridges (outside of tiered construction).
This document does not reflect all design deliverables to be submitted to FRA. Please refer to Program Statement of Work for further information.

Construction Tier & Project		Notes	Location		NEPA			Preliminary Engineering ^A		Final Design ^A		Construction Dates	
			start MP	end MP	document type	submitted	approved	submitted	approved	submitted	approved	start	completion
Tier 6 Joliet to Dwight (MP 36-72)	Joliet to Dwight Track		36.7	72.8	EA		11-Nov-11 to be re-eval.						
	Joliet UD Tower Track	Engineering Priority #1 - UD Tower FD Apr 11 2014 - responded to FRA review comments (UD Tower FD) Apr 25 2014 - received additional FRA comments Jun 5 2014 - responded to FRA comments	36.7	38.3	CE	23-Oct-13	20-Dec-13	4-Nov-13 26-Nov-13 8-Jan-14	25-Apr-14	3-Feb-14 11-Mar-14		est. Jun 2014	est. Apr 2015
	Joliet to Elwood + Plaines Coal Lead	Jun 10 2014 - responded to FRA comments	38.4	45.0	CE		est. Sep 2014	4-Nov-13 26-Nov-13 31-Mar-14	2-Apr-14	est. Jul 2014		est. Mar 2015	est. Nov 2015
	Wilmington/Kankakee River Bridge	May 22 2014 - cost estimate still due to FRA Jun 16 2014 - received review comments from FRA	52.0	53.2			est. Apr 2015	23-May-14 (partial)				est. Aug 2015	est. Sep 2016
	Braidwood Siding and Track		55.0	57.3	CE	17-Dec-13	7-Jan-14	20-May-13	28-Jun-13	5-Dec-13	17-Dec-13	est. Sep 2014	est. Nov 2014
	Dwight Siding		70.2	72.8	CE		est. Sep 2014	23-Jul-13		est. Jul 2014		est. Mar 2015	est. Nov 2015
	Grade Crossings (UP let)		36.7	72.8			no - included with track & structures		est. Aug 2014			est. May 2014	est. Nov 2015
	Grade Crossings (IDOT let - Districts 1 & 3)		36.7	72.8	CE				est. Aug 2014			est. Apr 2015	est. Nov 2015
	Property Acquisition - UD Tower (track)		36.7	38.3			no - included with track & structures	3-Dec-13	20-Feb-14				see above
	Property Acquisition - Joliet + Plaines (track)		38.4	45.0			no - included with track & structures						see above
	Property Acquisition - Wilmington/Kankakee		52.0	53.2			no - included with track & structures						see above
	Property Acquisition - Braidwood (track)		55.0	57.3			no - included with track & structures	3-Dec-13	31-Jan-14				see above
	Property Acquisition - Dwight (track)		70.2	72.8			no - included with track & structures	17-Jun-14					see above
	Property Acquisition (UP let crossings)		36.7	72.8			no - included with track & structures						see above
	Property Acquisition (IDOT let crossings)		36.7	72.8			no - included with grade crossings (complex)						see above
	Utilities		36.7	72.8			no - included with track & structures		na - see track PE	12-Feb-14			see above
	Fencing		36.7	72.8			no - included with track & structures						see above
Signals		36.7	72.8	CE		7-Dec-11		na - see Final Design				see above	
Joliet to Dwight (MP 36-72)	Elwood to Braidwood Track (Tier 8)		44.5	52.7				est. Jul 2014	na	est. Dec 2014	na	est. Apr 2016	est. Jun 2017
	Braidwood to Maconia Track (Tier 7)		57.3	62.7				est. Jul 2014	na	est. Aug 2014	na	est. Mar 2015	est. Apr 2016
STATE FUNDED	Property Acquisition		44.5	62.7			no - included with track & structures		na				see above
	Utilities		44.5	62.7			no - included with track & structures		na				see above
	Fencing		44.5	62.7			no - included with track & structures		na				see above

July 2014 Status: 175 of 338 Deliverables Submitted

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National Environmental Policy Act (NEPA):

**Implementing Fast Track Construction
Meeting Conflicting Constraints**

NEPA Decision-Making Drives the Project Scope

- Be proactive in developing recommendations and solutions with resource agencies
- Use successful models from other agencies
- Search for mutual benefits (historic/national environment/RR/locals)
- Example: Midewin National Tallgrass Prairie



40+ NEPA Tier 2 re-evaluation documents in progress.

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State DOT Policies:

**Implementing Rail Projects in
Highway-Oriented Organization**

Rail Projects Include Significant Roadway Components

- **Appoint a senior respected liaison**
- **Develop and maintain high-level relationships with decision-makers**

Examples:

- **Grade crossing permitting**
- **Right of way policies**
- **Delegation of complex crossing delivery to the highway experts**

Benefits:

- **Identify problems early**
- **Support and help with internal DOT issues and process changes**



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Fast-Track
Concurrent Delivery:
Managing Overlapping
Design / NEPA / ROW / Construction

Whatever it Takes to Get the Project Built!

- Use existing policies/stds (UPRR, IDOT, AREMA, etc.)
- Challenges include:
 - NEPA mitigations (bats, plants..)
 - ROW purchase policies
- Abide by agreements & the law but push the envelope
- Early and regular multi-level coordination
- Fit-for-purpose reviews
- Focus on construction!



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Questions?