The States’ Role

John E. Oimoen
Illinois DOT
States Preserved the Trains that Benefit from PRIIA

• Within Amtrak’s first year of operations – Section 403B trains run in Illinois, Pennsylvania and Washington
States’ Role in Sustaining Corridor Trains Continues

• 1980 – 15 state-supported routes in the Amtrak Network

• 1998 – Amtrak and 9 states propose the Midwest Regional Rail Initiative
Federal Designation of High-Speed Corridors

- ISTEA – 1991 designation of 11 HSR corridors
- 9600 miles of line
- Annual $5 million set-aside for grade crossing improvements
States, AAR (Host Railroads) and FRA
Advance Corridor Safety

• 1995-2004 – North Carolina “Sealed Corridor” improvements – Charlotte-Raleigh

• 1998-2007 – North American Joint PTC Program on Chicago-St. Louis
States Invest in Equipment/Rolling Stock before PRIIA

- State-owned equipment operating in California, North Carolina and Washington
2008 – Congress Passes PRIIA

- At this time, 14 states are contracting for passenger rail service with Amtrak – nearly half the agency’s daily departures are made by state-supported trains
2009-2010 – ARRA Grant Program

- States identify shovel-ready projects; submit Grant applications

- 31 states are selected to receive nearly $8 billion in Grant funds for high-speed and intercity passenger rail improvements
States and PRIIA

• Section 209 Requirements and Corridor Impacts

• States intimately-involved in and fundamental to success of Section 305 Process
Section 305 in Action – FRA and States – Multi-State Procurement

• Caltrans, IDOT and WSDOT are initial members of locomotive procurement

• MARC added subsequently

• 71 locomotives to 4 customers
PRIIA-Compliant Locomotives Enter Service; Replace Amtrak Engines

• 2017-19 – Midwest locomotives begin operations on all eight Midwest “Hub” Routes
New Locomotives are Delivered to Other Customers

• Caltrans Chargers enter service on the Capitol Corridor and the Surfliner Corridor

• WSDOT Chargers enter service on the Cascades Corridor

• MART Chargers enter service
Corridor Improvements Include
Physical Plant and New Stations
Caltrans and IDOT Partner on PRIIA Single-Level Car Procurement

- Concept evolves to trainset for Caltrans operation; combination of married-pairs and coupled cars for Midwest “Hub” Network

- 49 cars for Caltrans + 88 cars for IDOT = 137 total cars
Section 305 in Action – Part 2 – the Car Program

• Testing of cars at Pueblo and Climate Chamber in progress
Rigorous Testing Program

- NEC Testing in early 2020
- Corridor tests in California and Midwest
Deliveries and Implementation of New Cars

• First car deliveries to Caltrans and to IDOT – 2020

• Delivery, acceptance and commissioning will continue through 2024
Procurement Hurdles

• IDOT led the locomotive procurement; Caltrans led the cars

• Differing states legal and procurement requirements required attention throughout the process
Operations and Maintenance Partnering

• Locomotive implementation provides many lessons-learned, which are applied to the new car procurement

• Amtrak’s Charger locomotive procurement informs the state’s plans for re-equipping and overhauls
States Manage Fleet Utilization

• Midwest states hire Fleet Manager

• Negotiate TSSSA with Amtrak/Siemens to ensure asset sustainability

• Lease Extension required to bridge to start of TSSSA
SOGR – State of Good Repair – Federal/State Partnership Continues

• FAST Act provisions for rehab/replacement of passenger rail infrastructure

• $997 million authorized
CRISI – Consolidated Rail Infrastructure and Safety Improvements

- $1.1 billion authorized

- WisDOT Grant for $38.9 million – nine PRIIA-compliant, single-level passenger cars for “Hiawatha” corridor
Lessons Learned – the IDOT Perspective

• Engage Amtrak from the start on any rolling stock procurements

• Start on Agreements with Amtrak/OEM immediately – previous states’ experience will inform most, if not all, required
Lessons Learned (continued)

• Agreement for wreck/damage repair were difficult to implement

• Delays meant out of service units built-up

• Required increased spare ratio
Lessons Learned (continued)

• Design details – consider perspective of expediting repairs/return to service

• Insist on multiple sources of supply – some suppliers cannot overcome QA/QC issues
Any Questions?

Thanks for your time and attention!!
The NGEC will provide national leadership in standardization, acquisition, financing and management of passenger rail equipment.