

Statement of the  
Honorable Joseph C. Szabo  
Federal Railroad Administrator  
Before the  
Subcommittee on Surface Transportation and Merchant Marine Infrastructure,  
Safety and Security  
Committee on Commerce, Science and Transportation  
United States Senate

September 14, 2011

Chairman Lautenberg, Ranking Member Wicker and members of the Subcommittee: It is my honor to represent Secretary of Transportation Ray LaHood before you today to discuss the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). PRIIA has contributed to forming a strong, robust and vital rail component to our national transportation system and specifically to furthering high-speed and intercity passenger rail service for generations of travelers.

### **Introduction**

Throughout history, high-quality transportation infrastructure has been a key driver of economic growth and competitiveness. The canals and waterway systems in the 18<sup>th</sup> century, the transcontinental railroad in the 19<sup>th</sup> century, and the interstate highway and aviation systems in the 20<sup>th</sup> century all transformed the American economy and way of life, helping the United States to become the global leader that it is today.

As the United States pursues infrastructure investments to prepare for the future, the nation faces significant transportation challenges that require new approaches and bold, innovative solutions:

- The nation's population continues to grow rapidly, and is concentrated in expansive urban areas called "megaregions"
- Rising levels of highway and air traffic congestion are restricting accessibility and mobility
- High levels of energy consumption, particularly from foreign sources, are draining both financial and natural resources
- Large amounts of greenhouse gases and harmful pollutants are being emitted into the environment
- American households are spending substantial portions of their budgets on transportation, and society as a whole bears a large cost for safety-related impacts of the current system

Intercity and High-speed rail (HSR) has many inherent advantages for addressing these challenges, and will play a critical role in the efficient, cost-effective, environmentally-sensitive, and multi-modal transportation network needed for America's future.

### **PRIIA – A Comprehensive Starting Point**

The fall of 2008 was a watershed for the Federal Railroad Administration (FRA). In response to the tragic Metrolink accident at Chatsworth, California, Congress enacted comprehensive rail legislation, fundamentally expanding the Agency's safety and passenger rail programs. For the first time, in one piece of legislation, both parts of FRA's mission were addressed in a comprehensive manner. Division A of that legislation, the Rail Safety Improvement Act of 2008 (RSIA), was the first reauthorization of FRA's safety program in 14 years and provided significant direction, responsibility and authorized resources for FRA's safety program. Division B of that legislation, the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) began the transformation of FRA's investment programs. PRIIA was the first reauthorization of Amtrak in 11 years, but did this in the larger framework of intercity passenger rail service that went beyond the traditional view that Amtrak is synonymous with that mode of transportation.

While much remains to be done, FRA has made significant progress in meeting the goals required in this legislation.

### **Implementing PRIIA –Progress To-Date**

I believe PRIIA, which was signed by President George W. Bush, began the transformation of the federal role in intercity passenger railroad investment, laying the foundation for considering rail on par with the other surface transportation modes. In this regard, PRIIA can be viewed as addressing three issues critical to the future of intercity passenger rail service.

First, PRIIA addressed the mission of Amtrak which had been the source of debate for a generation including: defining the national railroad passenger transportation system, improving and adding transparency to Amtrak's business processes, and setting expectations for intercity passenger rail performance and the role and responsibilities of Amtrak and the freight railroads that host Amtrak service to deliver on those expectations.

Second, PRIIA addressed a new view of the investment relationships needed to deliver intercity passenger rail service. Since 1971, this had been a bilateral relationship between the U.S. Department of Transportation and Amtrak. PRIIA envisioned a trilateral relationship that involves relations between USDOT and Amtrak, between USDOT and the States, and between the States and Amtrak.

Third, PRIIA also addressed high-speed intercity passenger rail service from both the public and private investment perspective. While much had been debated before the creation of FRA, a national approach to developing high-speed rail had been lacking.

The roles and responsibilities for implementing PRIIA are as diverse as the issues that the legislation addresses. Amtrak, FRA, the U.S. Department of Transportation's Office of Inspector General, the Surface Transportation Board, the States and others each found that PRIIA had significant mission shifts and expansion for them. Attached as Appendix I, is an outline of the PRIIA provisions and the current implementation status.

### **Implementing PRIIA – The Challenges**

PRIIA envisioned roles, responsibilities and relationships that previously had not existed or were being significantly modified. In many ways, PRIIA begins the establishment of a new paradigm for intercity passenger rail transportation. Any major shift in policy or programs requires a period of transition while the various stakeholders adjust to those new policies and programs. This is true of PRIIA.

None of the stakeholders, and I include FRA in that group, had the resources and capabilities for fully participating in the new intercity passenger rail environment created by PRIIA. FRA was sized for a financial assistance program that routinely provided annual operating and capital grants to Amtrak and evaluated applications for financial assistance under the Railroad Rehabilitation and Improvement Financing (RRIF) Program, together with a handful of other grants, the bulk of which had been earmarked by Congress.

Compounding the rapidly expanding mission of FRA's financial assistance team were the significant new responsibilities placed upon our safety program. In balancing resources and priorities, I concur with the position of the previous Administration that because safety is FRA's top priority, the safety initiatives, including rulemakings, should have first claim on the FRA resources available to both program areas. I recognize that certain rulemakings required under PRIIA have been deferred due to the extraordinarily large regulatory workload imposed on FRA by RSIA. However, we are now catching up with the RSIA workload and are initiating some of the rulemakings required by PRIIA.

When PRIIA was enacted, Amtrak was in a defensive posture. It had just survived yet another decade of inadequate funding, deteriorating assets, declining on-time-performance on its host railroads, threats to its very existence and was in the midst of a transition in management. While capable in many areas, Amtrak was focused on tactical day-to-day actions of preserving a national system of intercity passenger rail service in a resource constrained environment. Its ability to envision itself in a new model for intercity passenger rail service, with new relationships and stakeholders, was constrained by decades where planning and acting tactically had precedence over planning and acting strategically.

Most States had no passenger rail investment programs, and those that did were primarily focused on continuation of existing State-supported Amtrak service. Unlike highway and transit programs, most States had no or very limited long-term vision of a more robust role for rail in meeting their intercity passenger mobility needs, in part because the need for such a vision did not align with how the Federal Government funded transportation. Rail expertise in most States paled in comparison to the highway, transit and even aviation expertise in their departments of transportation. Thus, most States did not have the pipeline of intercity passenger rail projects that had been subjected to the rigorous planning, environmental review, design and engineering that would make them truly “ready to go” as PRIIA-authorized funding became available. Similarly, most States did not have the relationships with their private sector freight railroads which would be a critical stakeholder in implementing these projects.

Freight railroads had become accustomed to the underfunded Amtrak model of intercity passenger rail service that had developed since the early 1970s. They were not prepared for public investments in their assets. In particular, they were not prepared for the obligations placed upon FRA and the States that required a tangible public sector benefit for the Federal investment. Nor were they prepared for the rapid expansion in the interest in passenger rail investment by multiple States.

The good news is things are getting better. All of the parties have been rapidly expanding their capabilities. The public sector and the private sector railroads have begun to understand the roles, responsibilities and obligations that flow from public investment in private assets. Indeed, I am happy to report that States and railroads have reached agreement on the development of all of the major intercity passenger rail corridors where high-speed passenger service will use freight railroad infrastructure. By the end of the month, FRA will be essentially complete with the obligation of the funds provided to FRA under the Recovery Act, one year ahead of the deadline for obligations set by that Act.

Amtrak, under the leadership of Joe Boardman and a new Board of Directors on which I serve as Secretary LaHood’s representative, is now thinking strategically while not forgetting those essential tactical elements that are important for rail service today. That’s why Amtrak can point to record ridership and improving customer quality reports while also producing a visionary plan for high-speed rail on the Northeast Corridor and innovative partnerships to participate in the development of high-speed rail elsewhere. No doubt a major contributor to Amtrak’s success since PRIIA has been that Amtrak could devote its energies to getting better rather than an annually recurring fight for survival.

The progress seen in intercity passenger rail over the last two years is due, in no small part, to President Obama’s commitment to the rail mode of transportation as part of a high-performing national transportation system. The President’s commitment to rail is also reflected in his strong commitment to making rail projects eligible for federal funding under the TIGER Grant program and under the proposed National Infrastructure Bank. His commitment has taken PRIIA and intercity passenger rail from being just

another in a series of underfunded statutory authorizations to something real. This has placed a sense of urgency on all of intercity passenger rail stakeholders that has not been there before. It also has us thinking about the next steps in the evolution in intercity passenger rail in the United States.

### **PRIIA Foundation for the Future**

PRIIA is a complex multi-faceted piece of legislation that attempted to comprehensively address issues facing intercity passenger rail service. Thus it has provisions that, while important, are mundane. Falling into this category would be section 206 which addresses Amtrak's requests for grants and how and when the Secretary will consider such requests.

PRIIA also has far-reaching sections that redefine perceptions of intercity passenger rail service and the roles and responsibilities of the various stakeholders in providing this important transportation option. In many ways, these sections laid the foundation for the future. Among these sections are:

- Section 207 Metrics and Standards; this section recognizes that safe, reliable and customer-focused high-quality service is essential to the success of any form of transportation and sets the expectations of performance by both Amtrak and the host railroads in delivering that kind of service;
- Section 209 State-Supported Routes: this section will standardize methodology for establishing and allocating operating and capital costs between Amtrak and the States for services that States deem an important component of their transportation plans;
- Section 212 Northeast Corridor Infrastructure and Operations Improvements: this section recognizes the collective responsibility of the Federal Government, the States and Amtrak in planning and developing the Northeast Corridor between Boston and Washington, which is an essential component of the transportation system of America's most populous region;
- Section 301, with Section's 302 and 501: these sections establish a new paradigm for Federal investment in intercity, including high-speed, passenger rail service moving from a bi-lateral relationship between the Federal Government and Amtrak to a tri-lateral relationship in which the States are full partners. As part of Section 301, PRIIA, recognizes the importance of strong Buy America requirements as a means for expanding domestic manufacturing and a strong commitment that railroad work should be done by railroad workers, covered by specifically-designed railroad statutes, as an important component of a safe and efficient national rail system;
- Section 305 Next Generation Corridor Train Equipment Pool: this section, through the development of specifications for standardized next generation corridor equipment, will permit the States and Amtrak to develop pooled orders for equipment to achieve economies of scale in acquisition and operation of equipment while helping foster development of our domestic rail car manufacturing; and

- Section 307 Federal Rail Policy: this section directed preparation of the first National Rail Plan and encouraged the development of State rail plans in order to promote an integrated, cohesive, efficient and optimized rail system for the movement of goods and people.

### **PRIIA - Next Steps**

I believe that PRIIA was the right bill for its time; but times change. In his State of the Union address, President Obama laid out a bold vision for intercity passenger rail transportation. To realize this vision, we will need to move beyond PRIIA in many ways. The Administration believes that in moving beyond PRIIA, we should:

- Present a real, achievable vision for the role of rail in meeting this nation's mobility challenges.
- Commit to building a world-class high-speed and intercity passenger rail network that continues to support the growth and competitiveness of the nation's freight rail system.

### **Vision for the Evolution of the Passenger Rail System**

The President's vision is for an integrated national system of high-speed and intercity passenger rail service. That service is best provided in three corridor tiers driven by market demand. Each tier has different policy and implementation frameworks based upon the unique characteristics inherent to the region. A "one size fits all" approach is inefficient and unresponsive to the different transportation needs and market conditions of specific regions and communities. The three tiers are described as follows:

**Core Express** - Operates at sustained speeds in the 125 - 250 mph range, almost exclusively on dedicated electrified track. Core Express most closely resembles high-speed services such as the Japanese Shinkansen and the French TGV.

**Regional Corridors** - Operates at sustained speeds in the 90 - 125 mph range on a combination of shared and dedicated track using either electric or diesel power. Regional High-Speed Rail most closely resembles Amtrak's successful Acela operations on the Boston – New York City – Washington, Northeast Corridor.

**Emerging Corridors** - Operates at speeds up to 90 mph on shared infrastructure and diesel power. Examples of this service are the current San Luis Obispo – San Diego *Pacific Surfliner* and the Boston – Portland, ME *Downeaster*.

In addition, there are existing Amtrak short and long distance services where the State-sponsors are not yet ready for improvements to be categorized in the Emerging Corridor or other tier of service. These services would continue as part of the national intercity passenger rail program until development progresses.

## **Progressing the Vision**

Moving from the intercity passenger rail paradigm of the last 40 years to one capable of delivering on the vision articulated above will be complex. We must address the legacy of the old system, the structures of the new system and strategies to effectively transition between them. To accomplish this, the National High-Performance Rail System would be managed through two coordinated programs – the System Preservation and Renewal Program and the Network Development Program as outlined in the fiscal year 2012 budget request.

**System Preservation and Renewal.** This program ensures America’s existing passenger rail system works well, by bringing it into, and maintaining it, in a state of good repair. In any transportation mode, one of the most cost-effective ways to add capacity, reduce delays, and improve travel times is to build upon the investments that past generations have made in the Nation’s infrastructure. This proposal ensures that public assets maintained and renewed by assuming a share of the annual life-cycle costs of rail infrastructure and equipment, while also responsibly funding infrastructure backlogs and Amtrak’s legacy debt. Specifically, this program would (1) replace aging national rail assets and equipment that have deteriorated due to historical underinvestment; (2) provide operating, capital, and debt resources to the National Railroad Passenger Corporation (Amtrak) for long-distance intercity passenger rail service and other nationally important assets; and (3) fund state of good repair and asset recapitalization of publicly-owned rail infrastructure and fleet.

**Network Development.** The focus of Network Development Program will be development of the three tiers of high-speed intercity passenger rail service based on the market conditions and transportation needs of the affected communities. Further, this tiered approach reflects the international experience—every successful rail system in the world includes regional and feeder corridors that connect communities to a backbone of high-speed rail corridors.

As with the development of the U.S. highway and aviation systems, achieving success will require thorough long-range planning, coordination among numerous public and private stakeholders, clear vision, and sustained institutional commitment. Moreover, like these other transportation modes, NHPRS will not be developed solely through Federal financing.

While significant Federal investment is necessary in the early years to demonstrate a national commitment to passenger rail, build institutional capacity, and initiate complex, multi-state projects, NHPRS will succeed only if states, regional entities, and the private sector play a defining role in planning, developing, financing, and operating these services. NHPRS provides opportunities for this participation throughout the corridor development process, within a flexible framework that will adapt to new ideas and changing conditions.

These initiatives focus on (1) planning and developing core express, regional, and emerging corridors; (2) developing intermodal stations to connect intercity passenger rail service to communities and other transportation options; (3) facilitating the design, procurement, manufacturing, and demand management of standardized passenger rail equipment; and (4) delivering training and technical assistance services to develop government and private expertise, promoting research and development in the rail industry, and providing temporary transitional operating support during the launch of new services and for existing state-supported corridors.

The following table summarizes the program areas, funding proposal outlined in the FY 2012 President’s Budget, and eligibility for the first six years of this effort.

<b>NATIONAL HIGH PERFORMANCE RAIL SYSTEM</b>							
<b>FY 2012 through FY 2017</b>							
<b>(\$000)</b>							
<b>NHPSRS</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>TOTAL</b>
Network Development	4,000	4,833	5,853	7,107	7,389	7,714	<b>36,896</b>
System Preservation and Renewal	4,046	2,613	2,653	1,999	2,167	2,216	<b>15,694</b>
<b>TOTAL – NHPSRS</b>	<b>8,046</b>	<b>7,446</b>	<b>8,506</b>	<b>9,106</b>	<b>9,556</b>	<b>9,930</b>	<b>52,590</b>

This substantial investment is a national commitment to making rail a viable element of our future transportation system. The proposed investment is based on the current and future mobility needs of the American population; the costs of capacity enhancements for rail and other modes; and the public benefits that rail brings to communities. The six-year plan also reflects domestic and international experiences and applies the lessons learned from those experiences to America’s unique transportation environment.

Federal funding for intercity passenger rail service and programs authorized by various sections of PRISA relies upon annual discretionary appropriations. By subjecting the timing and funding levels to annual appropriations, entities, both public and private, are hampered in planning, developing, partnering, and investing. The President’s budget proposes that funding made available for intercity passenger rail should be done so with the same degree of predictability and multi-year commitment that helps define our successful highway and transit programs. These activities will be financed via mandatory contract authority in the expanded Transportation Trust Fund, using a dedicated Rail Account to ensure predictable and stable streams for long-range planning and development.

## **Conclusion**

In closing Mr. Chairman, I have spent my entire adult life in the rail industry. I have known and observed FRA for more than 30 years. And at no time has there been such a period of transformation in the Agency’s mission and its ability to impact the safety and mobility of the American public and the freight on which the world’s greatest economy depends. Secretary LaHood and I look forward to working with the Congress to craft the



program structures necessary to permit America to fully realize the benefits of rail transportation.

I would be happy to address any questions the Committee might have.

## Appendix I

### Summary of PRIIA Sections with Significant FRA Action or Interest

(as of Sep 14, 2011)

Provision Heading	Section	Synopsis	Status
Restructuring [Amtrak's] Long-Term Debt and Capital Leases	205	The Treasury Department (consulting with DOT and Amtrak) may make arrangements to restructure Amtrak's indebtedness...	<b>Ongoing:</b> Treasury and DOT have a Memorandum of Understanding effecting this arrangement; the first Early Buy-Out was exercised on January 3, 2011, and the second will follow on September 30, 2011.
Grant Process	206	Establish substantive and procedural requirements for Amtrak grants; review and approve Amtrak grant requests on a timely basis	<b>Completed:</b> Requirements were submitted to Congress on December 22, 2008; DOT and Amtrak have collaborated to assure timely grant processing.
Metrics and Standards	207	...The Federal Railroad Administration and Amtrak shall jointly...develop...minimum standards for measuring the performance and service quality of intercity passenger train operations...[and] the Administrator of the FRA shall...publish a quarterly report [thereon]...	<b>Completed:</b> Final standards were published May 12, 2010. The First Quarterly Report was posted to FRA's Web Site on March 3, 2011, and two more have been published since then. <b>Note:</b> On August 19, 2011, AAR filed a complaint in the United States District Court for the District of Columbia, asserting that Section 207 of PRIIA is unconstitutional because it improperly delegates rulemaking authority to Amtrak and because it violates the due process rights of the freight railroads. A response to this complaint has not yet been filed with the court.
Methodologies for Amtrak Route and Service Planning Decisions	208	Section 208 of the PRIIA requires that FRA obtain services of an entity to develop objective methodologies for Amtrak route and service determinations, and submit recommendations to Amtrak and Congress.	<b>Pending:</b> The Volpe Center has been engaged to develop the methodology.
State-Supported Routes	209	Develop a standardized and equitable method of allocating operating and capital costs to States, of all short-distance routes (not just those currently State-supported).	<b>Ongoing:</b> State/Amtrak negotiations have led to a draft agreement on cost-sharing that will have been submitted for Amtrak Board approval on August 31 <sup>st</sup> .

<b>Provision Heading</b>	<b>Section</b>	<b>Synopsis</b>	<b>Status</b>
Long-Distance Routes	210	FRA to monitor development, implementation, and outcome of Performance Improvement Plans (PIPs); if unsatisfactory, notify Amtrak, OIG, and Congress; allow Amtrak hearing; may withhold appropriated subsidies if progress is insufficient.	<b>Ongoing:</b> Amtrak has issued the first third of its 15 plans. The remainder will appear in Fiscal Years 2011 and 2012. This year's Plans will be submitted for Board approval at its September meeting. Under the five extant Plans, Amtrak is generally on track in implementing cosmetic changes but faces stiff challenges in obtaining host railroad agreements for major changes (e.g., increasing train frequencies).
NEC State-of-Good-Repair (SOGR) Plan	211	FRA to review and approve the SOGR plan and updates, and assure that capital grants are congruent with SOGR plan	<b>Completed:</b> Amtrak published its plan on April 15, 2009. FRA approved it, arranged for updates, and reviews Amtrak's capital plans for congruence with the SOGR plan.
NEC Infrastructure and Operations: <i>Commission</i>	212 "Part 1"	Establish NEC Infrastructure and Operations Advisory Commission	<b>Completed.</b> DOT/FRA established the Commission. <b>Ongoing:</b> Commission is now operational and has an Executive Director in place.
NEC Infrastructure and Operations: <i>Safety Committee</i>	212 "Part 2"	Establish NEC Safety Committee (with security responsibilities), report recommendations along with Secretary's comments to Congress annually during first session.	<b>Ongoing:</b> FACA committee establishment process is underway. The revised charter package, and a second package with formal Committee member nominations, is in final coordination for the Secretary's signature.
Alternate Passenger Rail Service Pilot	214	Prepare a rulemaking for, manage, and report on a program for a host railroad to take over Amtrak service on no more than two routes	<b>Pending:</b> FRA is well along in this rulemaking process: A Notice of Proposed Rulemaking (NPRM) was published in the Federal Register on September 7, 2011.
Employee Transition Assistance	215	Develop a transition assistance program for Amtrak employees affected by Section 214 of the PRIIA or the deletion of a route	<b>Pending:</b> Depends on completion of the Section 214 rulemaking which FRA has initiated, and on a bidding process that results in selection of a competitive proposal from a non-Amtrak carrier.
Oversight of Amtrak's Compliance with ADA	220	FRA to monitor and periodically review Amtrak's compliance with ADA	<b>Ongoing:</b> FRA's Office of Civil Rights and Office of Railroad Policy & Development work cooperatively in the monitoring and review of Amtrak's compliance with applicable accessibility requirements.

<b>Provision Heading</b>	<b>Section</b>	<b>Synopsis</b>	<b>Status</b>
Passenger Rail Service Studies	224(c) (1)	...The Secretary shall conduct [analyses of the following corridors: (A) the Southeast Corridor; (B) the South Central Corridor's potential for extension to (i) Memphis, Tennessee; (ii) the Port of Houston, Texas; (iii) through Killeen, Texas; and (iv) to South Texas; and (C) the Keystone Corridor's potential for extension to Cleveland, Ohio]...and submit a report on these analyses to the [Authorizing Committees]. ... The Secretary shall establish a process for a State or...States to petition the Secretary to redesignate or modify any designated high-speed rail corridors.	<b>Pending:</b> Data from the long-range National Rail Plan, when complete, will inform future development of a designation process as called for in PRIIA Section 224(c).
Intercity Rail Grant Programs	301, 302, 501	Issue guidance/regulations and implement the Intercity Passenger Rail, Congestion Grant, and High-Speed Rail Programs.	<b>Ongoing:</b> The HSIPR Program—well underway—subsumes these programs.
State Rail Plans	303	Section 303 of the PRIIA requires the Secretary to prescribe procedures and standard format and data requirements for, and to review, State rail plans. FRA is also to assist States in developing their State rail plans (per Section 307).	<b>Ongoing.</b> Draft outline of prototype rail plan created in 2010; ten State rail plans are funded with FRA grants. FRA is preparing proposed state rail plan standards for public review.
Baltimore Tunnel	304	Select, approve, and complete environmental process on a new rail tunnel alignment through Baltimore	<b>Ongoing.</b> Two FRA-sponsored feasibility studies are complete; HSIPR funds (\$60 million) were obligated to the State in April 2011 for preliminary engineering and NEPA.
Equipment Pool	305	...Amtrak shall establish a Next Generation Corridor Equipment Pool Committee [with FRA and stakeholders]...to design, develop specifications for, and procure standardized next-generation corridor equipment.	<b>Completed:</b> Committee is established, with active FRA, State, and industry participation. <b>Ongoing:</b> Committee has specifications for bi-level cars, single-level cars, and locomotives. A train set spec. is expected in September, to be followed by a Diesel multiple-unit car spec.
Rail Cooperative Research Program	306	Set up and carry out a rail cooperative research program in economic, environmental, and engineering domains. An advisory board and Transportation Research Board participation are integral to this provision.	<b>Completed:</b> FRA awarded \$5 million grant to Transportation Research Board (TRB) in September, 2010. <b>Ongoing:</b> Recommendations from various entities for Advisory Board members are in review at FRA prior to submission to the Secretary. TRB will administer once Advisory Board is established.

<b>Provision Heading</b>	<b>Section</b>	<b>Synopsis</b>	<b>Status</b>
National Rail Plan	307 “Part 1”	Section 307 of the PRIIA requires that FRA develop a long-range National Rail Plan.	<b>Ongoing:</b> FRA met the PRIIA statutory time deadline by publishing a Preliminary National Rail Plan on October 15, 2009, and provided Congress with a progress report on the long-range Plan on September 28, 2010. Additional development is ongoing.
Federal Rail Policy— General Provisions	307 “Part 2”	FRA is to: <ul style="list-style-type: none"> <li>• Assist stakeholders and operators in research and planning for shared-use rail corridors.</li> <li>• Develop and enhance partnerships with the rail industry, States, and the public concerning rail development.</li> <li>• Support rail intermodal development and high-speed rail development, including high-speed rail planning.</li> <li>• Ensure that programs under this section benefit the public and support regional and national transportation goals.</li> </ul>	<b>Ongoing.</b> These activities are intrinsic to the FRA’s mission as an agency, and are implemented through multiple initiatives such as HSIPR, RRIF, and the National Rail Plan.
Locomotive Biofuel Study	404	Section 404 of the PRIIA requires that the Secretary, in consultation with DOE/EPA, conduct a study on the potential use of biofuels in locomotives and report the results of the study.	<b>Ongoing</b> An award was made to North Carolina State University to conduct the research activities outlined in Section 404, which are in progress. Extensive field testing has also occurred on Amtrak’s <i>Heartland Flyer</i> route.
Study of the Use of Biobased Technologies	405	Section 405 of the PRIIA requires that the Secretary shall conduct a study on the potential use of biodegradable lubricants for railway equipment and report the results of the study.	<b>Ongoing:</b> An award was made to National Agriculture-Based Lubricants Center at the University of Northern Iowa to conduct the research activities outlined in Section 405. Expected completion date is May 2013.
Cross-Border Passenger Rail Service	406	The Secretary shall seek to establish facilities and procedures to conduct preclearance of Amtrak passengers traveling from Canada to the United States.	<b>Completed:</b> Passengers boarding Amtrak’s Cascades service in Vancouver, Canada preclear immigration at Vancouver’s Pacific Central Station. The Cascades trains from Canada must, however, still stop at the border (Blaine, Washington) for customs inspection.
Historic Preservation of Railroads	407	Section 407 of the PRIIA requires that FRA conduct a study in consultation with historic preservation groups; report the results of the study and recommendations for future action.	<b>Ongoing.</b> The study has been initiated and is expected to be substantially complete by the end of calendar year 2011. Consultations with historic preservation stakeholders are underway.

Provision Heading	Section	Synopsis	Status
Additional High-Speed Rail Projects	502	<p>Section 502(e)(1) of the PRIIA (Mica provision, public private partnership) requires that no less than 60 days after receiving proposals that are judged to be complete, credible, likely to favorably affect transportation, cost effective, and in the public interest, the Secretary shall establish commissions to review and consider such proposals. Additional action is contingent on commission review. \$5 million is authorized for Section 502 (but nothing was appropriated.). No actions beyond commission activities and reports, planning, and preliminary engineering are authorized without explicit additional authority.</p>	<p><b>Completed:</b> FRA issued the Request for Expressions of Interest on December 16, 2008. Of eight proposals received, five were judged to be responsive. None of the responsive proposals included private funding, therefore, it was determined that none justified the establishment of a Commission.</p>