

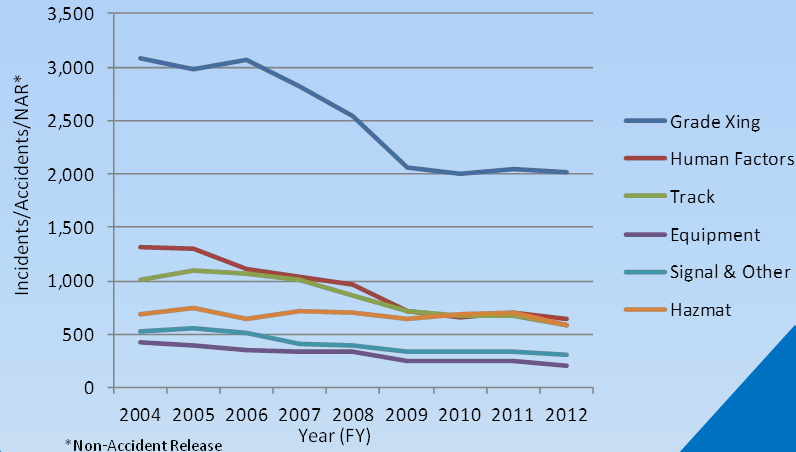
Federal Railroad Administration (FRA)

Paul Nissenbaum
FRA Associate Administrator
February, 21, 2013

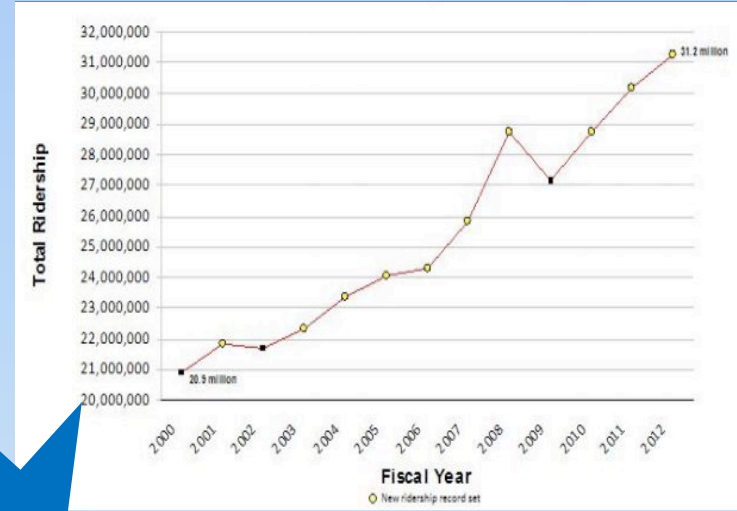


2012 was the most successful year for rail in a generation

Safety – Decreasing accidents/incidents/NARs* across several categories

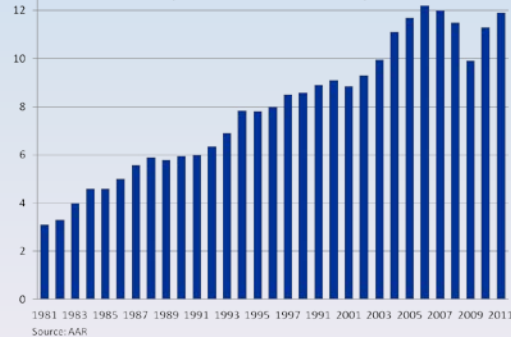


Passenger Rail – Record ridership



Intermodal Freight – A growing market with tons of public benefits

U.S. Rail Intermodal Traffic: 1981-2011
(millions of trailers/containers)



- More shippers realize benefits of intermodal
- Current market conditions favor intermodal
- Record 2012 expected with >12M units
- Railroads demonstrating commitment to the market

- **Rail Transportation shows sustained growth in passenger and intermodal**
- **At the same time, accident rates continue to drop to all-time low values**



Passenger Rail – nearly \$19 billion since 2009 to build, improve, or create...



6,000

corridor miles



40

stations



260

105

3

passenger cars

locomotives

trainsets



75

engineering/
environmental
studies



30

state rail plans & service
development plans

- Historic equipment procurements – Buy America
- New service – Virginia, Maine
- 110mph in Illinois
- First NEC planning/ NEPA since Carter Administration

The NGENC can proudly look back to a comprehensive list of achievements

- **Development of specifications** for five types of rolling stock (incl. comprehensive process for incorporating design changes)
 - Bi-level cars
 - Single-level cars
 - Single-level trainsets
 - Diesel-electric locomotives
 - Diesel Multiple Units (DMUs)
- **Successful contract award** for the design and manufacture of 130 bi-level rail cars through a unprecedented joint, multi-state procurement
 - Exceeding current Accessibility standards
 - FRA Buy America standards
 - Standardization of components, systems, and interfaces
- **Locomotive Request for Information (RFI)**



*Image – Artist rendering on new bi-level car
Source – Nippon Sharyo*

These achievements are very much in line with FRA equipment program goals

- 1 **Jobs** – re-establish the manufacturing base in the U.S. and create high quality jobs
- 2 **Quality** – ensure that rolling stock better matches the needs of state corridors and represents next generation equipment
- 3 **Costs** – minimize life cycle costs consistent with maintaining a state of good repair
- 4 **Flexibility** – equipment that is managed and deployed based on market demands with the ability to re-allocate as necessary



Locomotive on the Pacific Surfliner

Looking forward, 2013 will be another exciting and challenging year

2012

2013

Development of Rolling Stock Specifications

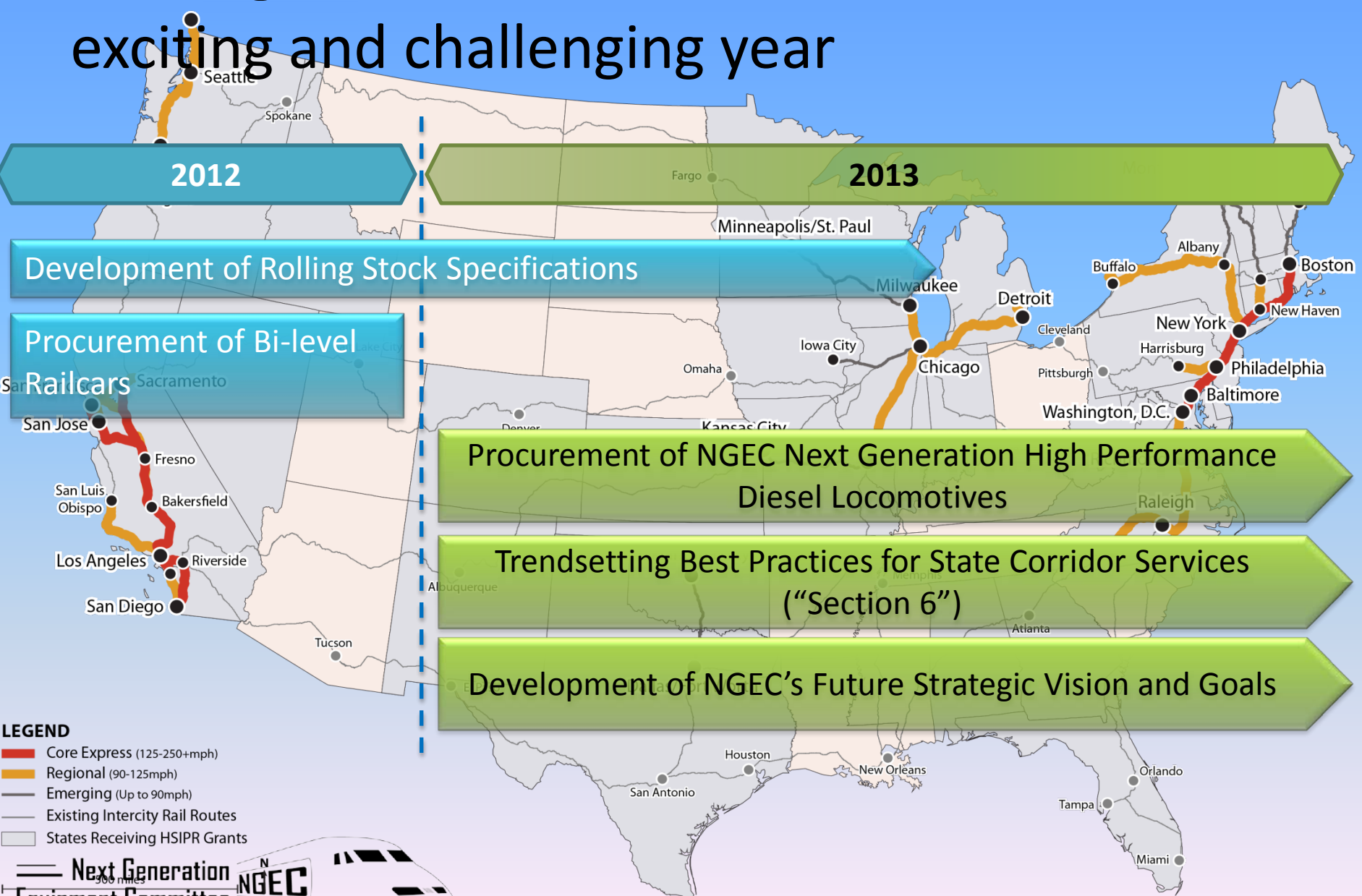
Procurement of Bi-level Railcars

Procurement of NGENC Next Generation High Performance Diesel Locomotives

Trendsetting Best Practices for State Corridor Services ("Section 6")

Development of NGENC's Future Strategic Vision and Goals

- LEGEND**
- Core Express (125-250+mph)
 - Regional (90-125mph)
 - Emerging (Up to 90mph)
 - Existing Intercity Rail Routes
 - States Receiving HSIPR Grants



Thank you for your hard work in
2012, and your future
engagement in the NGEC
supporting U.S. Passenger Rail

