

OMB Transportation Staff

PHOTOCOPY
PRESERVATION

- Ellen Brown - 606-
- ~~2910~~ 1759
- wellness Programs
- work & family

Jane Sedman

- MSPB - Fax list
Docs.

- GAO surveys of employees

shown 606-0800 will
need

PHOTOCOPY
PRESERVATION

W H Conf on Aging

1994 - Pat off +.11

1995

Doc

200 Const

Run S 2018

Big Meeting Oct 28th
- get ^{design} designs for this corridor

- ① Check (thru Varney) with DOT Chief of staff
- Does Meeting on 28th have chance to work out
- ② How committed is Pres to Sandlan?
- ③ Can Pres issue some kind of Supportive Statement without altering the process?

- Not sure Amtrak is dealing with Double-stack issue

- det-Windsor issue

these are trains of Future -- will they be accommodated?

- Amtrak - FRA $\Rightarrow$ Current ^{freight} trains OK, that's all we have to worry about

- RI estimates
- overly optimistic
- P&W has done up crisis -- Rhode Island bit

2 Questions

① Capacity

- can new rails handle increased passenger traffic & freight traffic? yes

② Clearance

- current freight trains can make clearance

- ^{new} double-stack trains are the question

34 bridges need to be raised to handle double stack
only 6 now slated for construction
No worse off w/elec in 5 years than without.

Break Track into 2 separate sections

① Providence to Cranston - 9 miles

- currently 3rd rail in bits
- proposing to connect those bits - 3rd rail ^{form}

② Cranston - Davisville - 14 miles

problem - track goes thru wetlands - if widened, environmental problems

- provide siding

- expensive \$78 million



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

TO: Mike Schmidt Rm 217 Domestic Policy

TELEPHONE NUMBER: _____

NUMBER OF PAGES

(INCLUDING THIS PAGE): 3

FOR YOUR INFORMATION ☐

PER YOUR REQUEST ☐

FOR COMMENTS ☐

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☐	BERTRAM, Chris
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☐	DAVIS, Alice
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☐	TORNQUIST, David

REMARKS: Per our conversation



May 21, 1993

Transportation Branch Analyst Responsibilities

Analyst	Program Areas	Agencies	Back-up Analyst
Sharon Barkeloo 395-3308	Mass Transit; Commuters; Public Broadcasting; Antitrust/Consumer Protection	DOT: Federal Transit Administration Washington Metropolitan Area Transit Authority Corporation for Public Broadcasting Federal Trade Commission	Dan Corbett
Chris Bertram 395-5707	Maritime Safety Marine Navigation Oil Spill Pollution Fisheries/Marine Environment Drug Interdiction	DOT: United States Coast Guard Panama Canal Commission	Meg DiBari
Dan Corbett 395-5708	Highways; Highway Trust Fund/Fuel Taxes Transportation Energy/Environment; Commercial Space Transportation; Budget/Scorekeeping (CBMS) PAYGO;	DOT: Federal Highway Administration Bureau of Transportation Statistics Office of Commercial Space Transportation Office of Inspector General (DOT)	Sharon Barkeloo
Alice Davis 395-3101	Railroads/Trucking Railroad Safety Trucking/Motor Carrier Safety Highway Safety; Surface Trans. Economic Regulation	DOT: AMTRAK Federal Railroad Administration Office of Motor Carriers National Highway Traffic Safety Administration Interstate Commerce Commission	Roger Adkins

Meg DiBari 395-3834	Maritime Ready Reserve Cargo Preference (Commercial Fleet Subsidies) Hazardous Materials; Pipeline Safety;	DOT: Maritime Administration Research and Special Programs Administration Saint Lawrence Seaway Development Corporation Federal Maritime Commission	Chris Bertram
Jeeyang Rhee 395-3057	Aviation Aviation Regulations Aviation & Transportation R&D FAA-Capital Improvement Plan	DOT: Federal Aviation Administration Facilities and Equipment Research National Transportation Safety Board	David Tornquist
David Tornquist 395-3257	Aviation Air Traffic Control; Airports Aviation Trust Fund Financial Integrity DOT Wide; DOT Personnel Issues	DOT: Federal Aviation Administration Operations Airport Grants Office of the Secretary Essential Air Service	Jeeyang Rhee

FAX TRANSMITTAL

2 of 2 pages

To Mr. Reed Davis	From Jim McDusen
Dept./Agency	Phone # 366 9660
Fax #	Fax #
NON 7640-01-017-7088 0001-101	GENERAL SERVICES ADMINISTRATION

4156 7078

**RAIL FREIGHT ISSUES ON THE NORTHEAST CORRIDOR
IN RHODE ISLAND**

For Secretary Peña's meeting with
Governor Sundlun, October 15, 1993

Prepared by: FRA
October 14, 1993

Background

- o The Governor is concerned that plans for electrification of Amtrak's Northeast Corridor (NEC) line through Rhode Island and the more frequent passenger service contemplated in the future might have an adverse impact on future freight service.
- o Congressman Jack Reed met with you and Jolene Molitoris on the same subject earlier this year and you agreed to bring the parties together to develop a satisfactory solution.
- o Since that time, FRA has met with Dante Boffi, Rhode Island's Secretary of Transportation, to discuss the problem and has convened a meeting between Amtrak's Executive Vice President and the President of the Providence and Worcester (P&W) Railroad to work out a solution. Follow-up letters to these meetings are attached.
- o Though present freight service amounts to only one round trip per day, the State's main concern is providing for future movement of additional container trains over a 23 mile stretch of the NEC east of Quonset Point, where the State wants to develop a container port on surplus military land.
- o The principal issues are:
 - Having enough time slots in the future passenger train schedule to accommodate the freights.
 - Providing enough overhead clearance to accommodate the higher double stack trains.
- o Rhode Island DOT is undertaking an environmental analysis and feasibility study of building a third track to accommodate the new traffic, and has promised to share with FRA the results so these can be discussed in the Northeast Corridor Master Plan mandated by Congress and now in preparation.

- o Preliminary studies indicate a third track for the entire distance would be very expensive (\$75 million) and would cause environmental concerns.
- o However, Amtrak and P&W have agreed to work together on design concepts to provide a third track for part of the distance as well as appropriate sidings on the remaining distance, and to identify any modifications in the current electrification design that would allow this additional capacity to be added in the future. FRA plans to include such a concept in the Master Plan.
- o As made clear in the latest Amtrak/P&W meeting, Amtrak is committed to at least maintaining existing clearances under the electrification and is willing to work with P&W on ways to facilitate future clearance improvements.

TALKING POINTS:

1. We are aware of the priority which the State of Rhode Island attaches to the development of a new container port with adequate railroad access.
2. I am pleased that the Department has been able to make some progress in bringing the parties together to facilitate the future construction of railroad improvements needed to accommodate new container traffic.
3. I hope that we will continue to have the State's support for Amtrak's electrification project because of the benefits it will bring to Rhode Island by improving passenger access to Providence from other Northeast Corridor cities.

FRA - Pete Montague

- ^{RI} Not sure what they want
 - ^{RI} Convinced by P & W RE that Elec freight will go down the tube ^{with}
 - Not True
- (- 2 issues)

① Capacity

- Asked Port Authority in Danville what freight traffic level is
- currently 0
- 2010 - est of tonnage @
- 3 trains per day
- could use rights
- Plenty of space

Port Authority forecasts deemed "not visionary" by GOV - Try Again

only 14 miles!

② Clearance

- No obligation on govt to change elec. clearance
- as long as current Freight Train clearance is not affected
- Today - can take freight train thru

34 Bridges - AMTRAK raise 2 in next 5 yrs
St. RI raise 4 in next 5 yrs

- PW still needs 28 raised
- no worse diff in 5 yrs than it is today
- Maritime side - all Ports fighting over traffic to get business!
- Boats wait for best deal
- somehow, RI think they can convert Davisville into new major port

FRA - recommending



currently, 3rd rail in bits, connect bits to Form 3rd Track — solve capacity problem

- Big Mtg in Providence on 28th
Pot, AMTRAK, RI, POW

Clearance problem so big -
from Prov to Dausville

- same report

- without elec. - ^{pw has} same problem - -
no easy way out

- met Friday

Get Conf. Committee Report tomorrow

- ^{see} if Language is in Bill

to Amtrak [↓] IF already proposing partial Design

GOV. Design ^{was submitted} - in Aug - ^{Providence - Cranston} not there!

^{pw - feeding} lets not do any thing until get design
- oct 28

Space exists -- Track is thru
wetland problem - (if wider, environ
- must be partial)

- IF Design from Cranston - Dausville is
partial, 3rd rail possible, but run into
wetland issue

- Will ^(problem) it Pop up elsewhere along corridor?

- yes - P&W stirring up local areas ^{at} _{OV}

- In Master Plan,

- Re-installing Side-rail (sidings) where freight Traffic can sit while passenger train whizzes by

- P&W is non-union

- Conrail - operator at night - no problem

- P&W has successfully raised concerns
- RI bit

- passing track - 14 mile area

- any more ^{than passing track}, environmental problems (wetlands)

- Oct 28 Mtg - ^{we} need to come away from it & convince PW that this is not a big Public Works project that they can dip in to - problems can be solved, must be flexible

- work w Cabinet Affs
- call DOT COS Ann Bormolini
 - get their take on the issue

Intergovernmental?

- ① - check w/DOT
 - Meeting on 28th - chance of working ^{issue} out?
- ② How committed is President to Sandhills & RI?
- ③ Can Pres. issue some kind of supportive statement to DOT without altering process

By Issues

- ① Funding (\$75-100 million project)
- ② Wetland/Environmental Impact

Northeast Corridor Improvement Program

- Rail Safety Improvement Act 1997

Northeast Elect. Project

- Third Rail - frequent
- Any reason why this shouldn't happen?
- AMTRAK's relationship to Fed Govt
- Who at FRA to call
- Politics of the issue? - History?

Alice Pauls

Painsville - 23 mile stretch

Electric - 18' 8"

new freight 20' 7"

Is RI ^{the} only place along corridor that has this problem?

Funding? 100 million est -- where will it come from? Does Congress know?

Can ISTEA funds be tapped? it is an Intermodal Project

- meeting on

Pete Montahue

FRA 366-0686

Sec Pena
G

THE WHITE HOUSE
WASHINGTON

FAX COVER SHEET

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DATE: 10/14/93
NUMBER OF PAGES (including cover sheet): 5
COMMENTS: Per our conversation - this just arrived.

If you have any problems with the fax transmission, please call
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Office of Housing, Energy, and Intergovernmental Relations

Bruce Sundlun
Governor

Scott Wolf
Director

To: Rosalyn Miller, White House

Fr: Scott Wolf, Governor Sundlun's Office

Fax Number: (202) 456-2878

Date: 10 / 14 / 93 Time: 6:00 a.m./p.m.

Number of Pages (with cover sheet) 4

112 State House • Providence, RI 02903

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Freight Rail

Freight forwarding

6-7-93 FJB

Rail freight is an essential part of the infrastructure of any successful economy. It is especially crucial in the maintenance of a thriving manufacturing sector, the foundation of any long-term prosperity. And yet New England has allowed its network to decline.

Look at Rhode Island alone: More than 120 miles of tracks have been abandoned, four miles since 1980. Only 12 lines with 145 miles of track remain in use, and 50 of those are on Amtrak's Boston-New York line. And on remaining lines, a highly destructive deferral of maintenance of tracks and structures has further eroded the competitiveness of freight service in the area.

The federal government's subsidy of trucking, through highway funding, has for many years hurt rail freight. Also hurting it is that railroads are taxed like utilities, although they are not guaranteed a rate of return as are utilities. Both these factors unfairly make what is intrinsically a very economical method of shipping large quantities of goods artificially less competitive.

And now the region faces the problem

posed by Amtrak's plans to electrify — at long last — its Boston-New Haven tracks over the next five years so that 150-m.p.h. trains can lop 90 minutes off the present 4½-hour Boston-New York run. The changes will reduce the vertical clearance for trains, thus preventing new rail cars carrying cargo containers stacked 20½ feet high from using lines around here. And faster Amtrak trains could also relegate slow-moving freight trains to a few hours a night.

For the good of the economy, the region's officials should push to obtain adequate funding from the federal government, so that freight lines capable of handling the new cars can be built, presumably right next to the passenger lines; and bridge clearances can be raised where necessary. Federal funding is appropriate, given the substantial interstate commerce involved. At the same time, Rhode Island should consider changing the taxes that discriminate against railroads.

Most consumers are hardly aware any more of the importance of rail freight to jobs, the environment and low prices. It's time to remedy this.





Journal-Bulletin/PA

ENDANGERED? The P&W Railroad says electrification threatens Rhode Island freight service.

Sundlun pushes for freight rail

PJ. 9/24/93

By JAMES M. O'NEILL

Journal-Bulletin Washington Bureau

WASHINGTON — Gov. Sundlun emerged yesterday from a meeting with Sen. Frank Lautenberg, D-N.J., who controls the federal railroad purse strings, confident Lautenberg will use his clout to help save the freight rail system that Rhode Island officials say is vital to the state's economic future.

The Providence & Worcester Railroad has said a
Turn to **FREIGHT**, Page E-4

Freight

Continued from Page E-1

project by Amtrak to electrify its passenger rails between Boston and New Haven will endanger P&W's freight service to Rhode Island businesses.

The state sees continued and expanded freight service as a key to its plans to lure businesses to Davisville, which the state wants to develop as an automobile port.

Amtrak plans to more than double its passenger service once electrification is finished, and P&W says that will squeeze freight service off the existing rail line. It, therefore, wants a third rail built for freight travel. But it also worries that Amtrak will erect power lines and poles taking space that could be used for the third rail.

Sundlun, along with Sen. Clai-borne Pell, who arranged yester-

day's meeting, and Sen. John H. Chafee, asked Lautenberg to get Amtrak to include the third rail in its design plans for the electrification project.

Lautenberg said he would speak with Amtrak officials and Federal Railroad Administration officials, Sundlun said.

He said Lautenberg agreed to put language in a subcommittee report that would urge Amtrak to include the third rail in its electrification design. The report would be part of a Senate transportation spending bill for 1994, which the Senate appropriations transportation subcommittee will take up next week. Lautenberg chairs the subcommittee.

Sundlun said he will also confer with Transportation Secretary Federico Pena about the matter.

The House yesterday passed its own version of a 1994 transportation spending bill that includes report language urging Amtrak to cooperate with P&W and the state on the freight issue. The language was introduced by Rep. Jack Reed.

Dante Boffi Jr., director of the

state department of transportation, said the state estimates that developing Davisville as a port and expanding freight service could create 15,000 new jobs for Rhode Island, contribute \$420 million to the state's economy and bring in \$13 million in state tax revenues.

Sundlun said he asked Lautenberg for no money to help pay for the design work for the third rail, which could cost up to \$10 million. The actual third rail construction could cost as much as \$100 million.

Boffi said the state has already put up \$760,000 of federal highway money it received to pay for a required study to learn the project's effects on the environment.

Sundlun said that, if the Amtrak plan finally does include the third rail in its electrification design, then he would start looking for money to pay for design work. He said money could come from the state, federal government, P&W and businesses that would benefit from the rail expansion.

OFFICE SPACE

FORTLAND

EAST PROVIDENCE

ANY SIZE AVAILABLE

438-2288

Gov Sandlans Meeting

Amtrak / DOT

Third rail Freight Project / Facility
Dariusville to Central Falls
23 miles

Wash / Boston Electrification
Project - Goat

Wires 18 ft + 8 inches is too high
Freight - 20 ft 7 in

Why Imp

to State of RI
2nd most important economy
to ST of RI

Dariusville being

\$100 million

- State will pay
- Shippers will pay
- Freight will pay

Cantonberg - cut ~~st~~ Newark?
no Newark letter
N+ letter

Cantonberg part language in
spending bill

\$ 12 million

Help convince DOT that this
is an important project
to RI and WH

For RI, this is vital econ.
project.

Ordinary MIT of Funding
- 20%. State contribution
Political neck is out in this one

Graham Claden - Amtrak

"Amtrak doesn't involve itself in
Freight -- has no \$"

Conrail ^{pass} (not carrier) is all for this project
logical in industry's eyes
- limited window of opportunity

FRA - Molitoris (DOT - FRA)

Amtrak & PW

Sandtony authorized to spend fed highway funds on this project

→ EIS - third track

→ ~~eff~~

Intermodal project

ISTEA — New money aside
y what ISTEA is about From ISTEA opportunities
FRA?

Best example of intermodalism

~~Integration~~

DOT - EPA Partnership

trucks $\Rightarrow$ more pollution than trains

ASHA

December — Design study
by ~~December~~ decisions will be made

House Language Storage

— must keep on it
— Amtrack will stuff off

Oct 28

FRA

PW

&

Amtrack

— in touch w Penn

Bill Chace

June Garvey — FRA