

Federal Railroad Administration

Southeast Regional Rail Planning Study

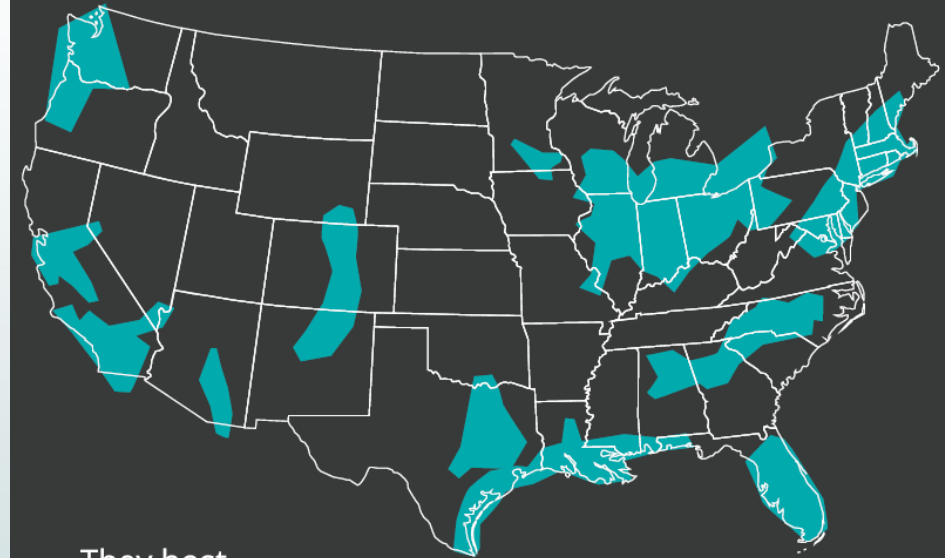
Will Dyer, Division Chief - National Rail Planning
Jessie Fernandez-Gatti, Community Planner



Why Regional Planning?

- **Better integrate** rail projects with other transportation modes
- **Promote greater involvement** by stakeholders and build consensus
- **Identify priorities** that support both the **logical sequencing** of developing networks and the **efficient use of limited funding**
- **Yield more cost-effective investments**
- **Respond to PRIIA requirements**

11 megaregions are linked by transportation, economics, and other factors.



They host
75% of America's
population and employment.

Regional Planning Goals

- **Produce a consensus 40-year vision** for intercity passenger rail transportation within a region
- **Identify** the potential multi-state network of “**candidate corridors**” for further evaluation, planning, and implementation
- **Identify institutional challenges and opportunities** that exist related to the development and delivery of the vision for the region

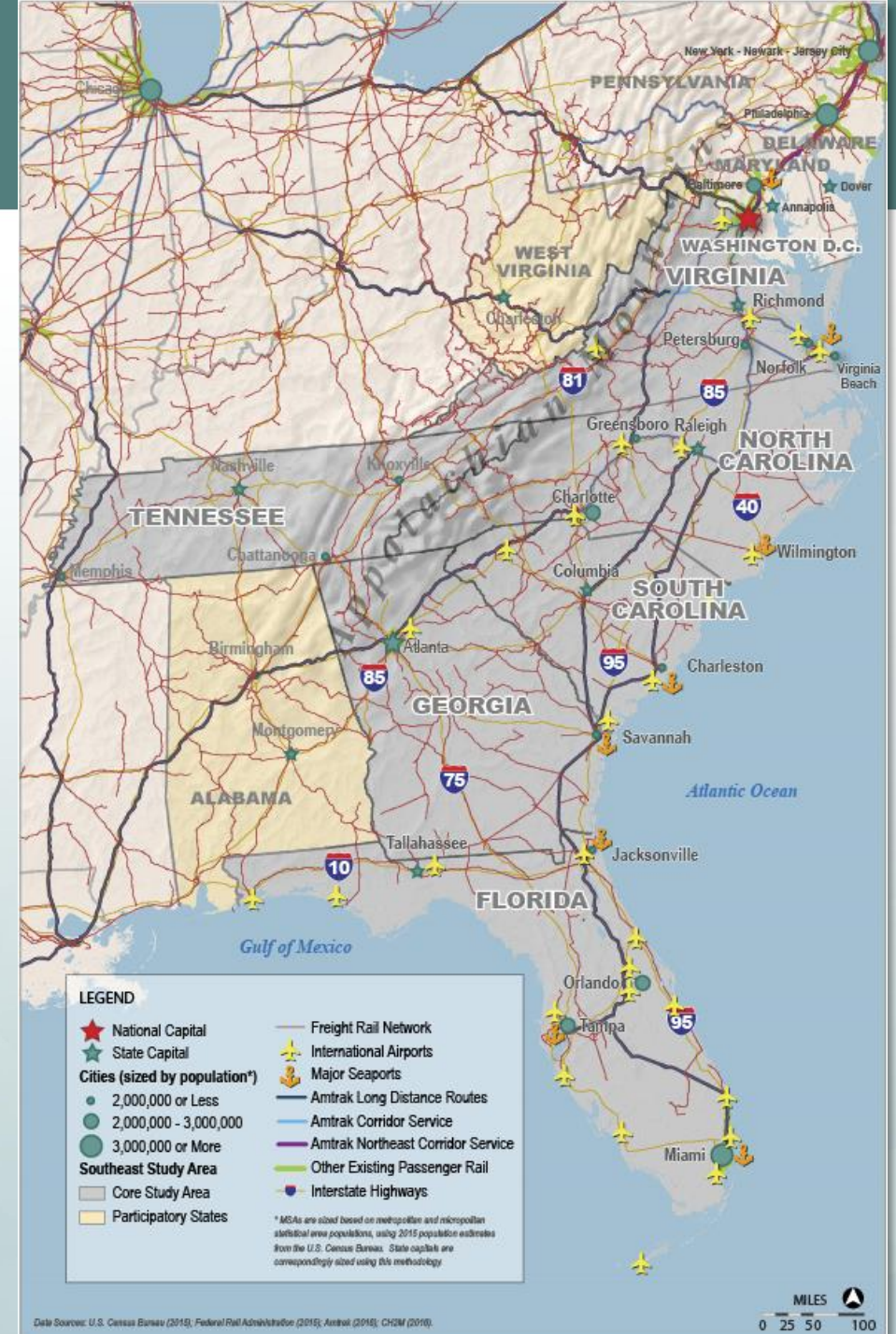


What the Study is NOT

- ***DOES NOT*** identify specific routes or alignments for corridors that make up the network
- ***DOES NOT*** identify specific station locations
- ***DOES NOT*** come to conclusions regarding capacity or operating feasibility
- ***DOES NOT*** represent a commitment to implementing specific projects

Southeast Study Participants

- Core Study Area states (FL, GA, NC, SC, TN, VA) and DC are Lead Stakeholders
- Other stakeholders:
 - Host and operating railroads
 - MPOs and Municipalities
 - Advocacy groups
- Participatory States
 - AL and WV (Informed through study process)
- 5 workshops



Lead Stakeholders



District of
Columbia

Anna Chamberlin, Transportation Planner, DDOT
Jamie Henson, Manager, Systems Planning, DDOT



Florida

Rickey Fitzgerald, Freight and Multimodal Operations Mgr.,
Holly Munroe, Freight and Rail Planning Administrator, FDOT



Georgia

Meg Pirkle, Chief Engineer, GDOT



North Carolina

Sandra Stepney, Planning & Development Branch Manager,
NCDOT



South Carolina

Doug Frate, Director, Intermodal & Freight Programs, SCDOT



Tennessee

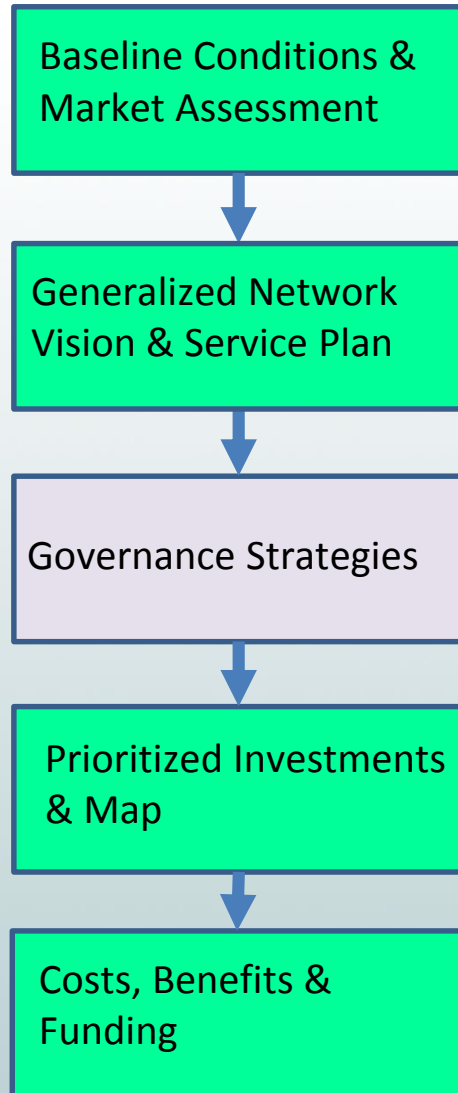
Liza M. Joffrion, Director, Division of Multimodal
Transportation Resources, TDOT



Virginia

Michael McLaughlin, Chief of Rail Transportation, VDRPT
Emily Stock, Manager, Rail Planning, VDRPT

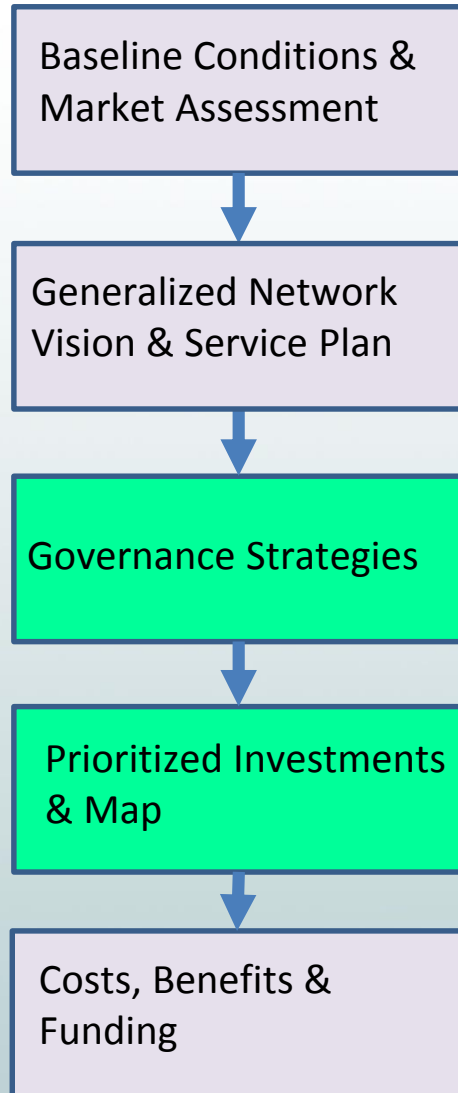
Regional Rail Plan Components



Network Planning

- Identify a proposed network configuration comprised of **interconnecting corridors**
- Evaluate appropriate service levels for the identified corridors focused on “**service tiers**”
- Emphasis on analyzing “**network effects**” rather than stand alone corridors
- Use **CONNECT** as the primary analytical tool to test and capture the benefit of network effects
- **Data drives the decisions**

Regional Rail Plan Components

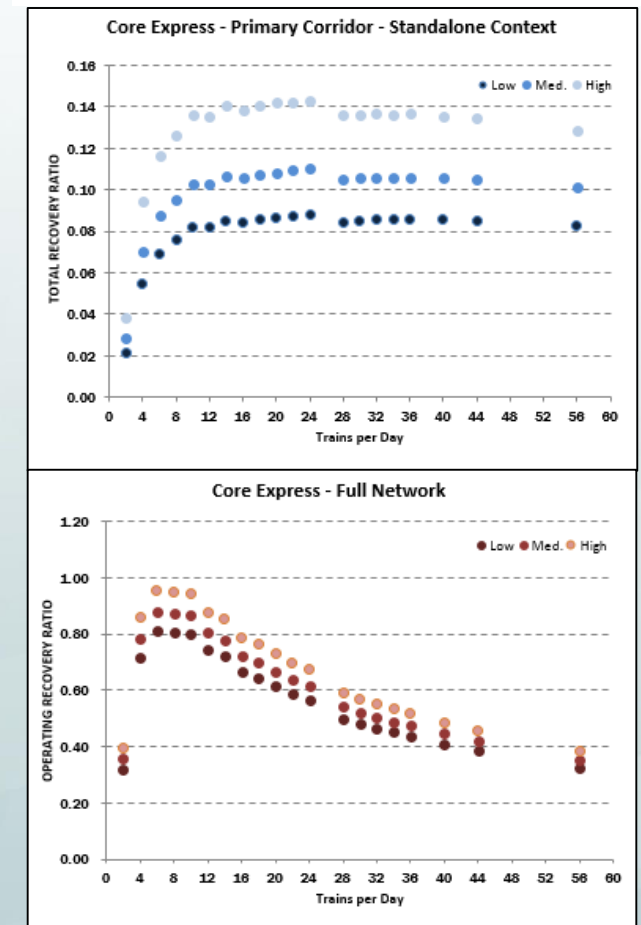


Governance

- Form a working group to **address the institutional, financial, political, and regulatory structures** necessary to support the full lifecycle of the network
- Examine options for **resolving potential conflicts of interest** among affected parties
- **Not looking to prescribe a specific solution**
- Deliver a proposal and action plan to **set the institutional and governance framework in place**

CONNECT Tool

- CONNECT is a regional-level, sketch-planning tool developed by FRA that estimates the performance of intercity passenger rail corridors and networks
- Relies on a national trip table for CBSA pairs less than 800 miles apart
- Provides high-level CBSA-to-CBSA ridership and revenue forecasts based on proposed frequencies and service levels, as well as capital and O&M cost estimates, benefit-cost analysis, and other performance indicators



CONNECT Use – Early Stage Planning

- Provides an **analytic base** to decision making process in early phases of planning
- Enables **relative comparisons** between alternative corridor and network configurations
- Acts as a **coarse screen** to identify most compelling options for further study
- Can provide a sense of the **importance of connecting markets** and their potential impact on a corridor
- Estimates existing travel market between metro regions and develops estimates for future travel

Provides Guidance, not Answers

Service Tiers

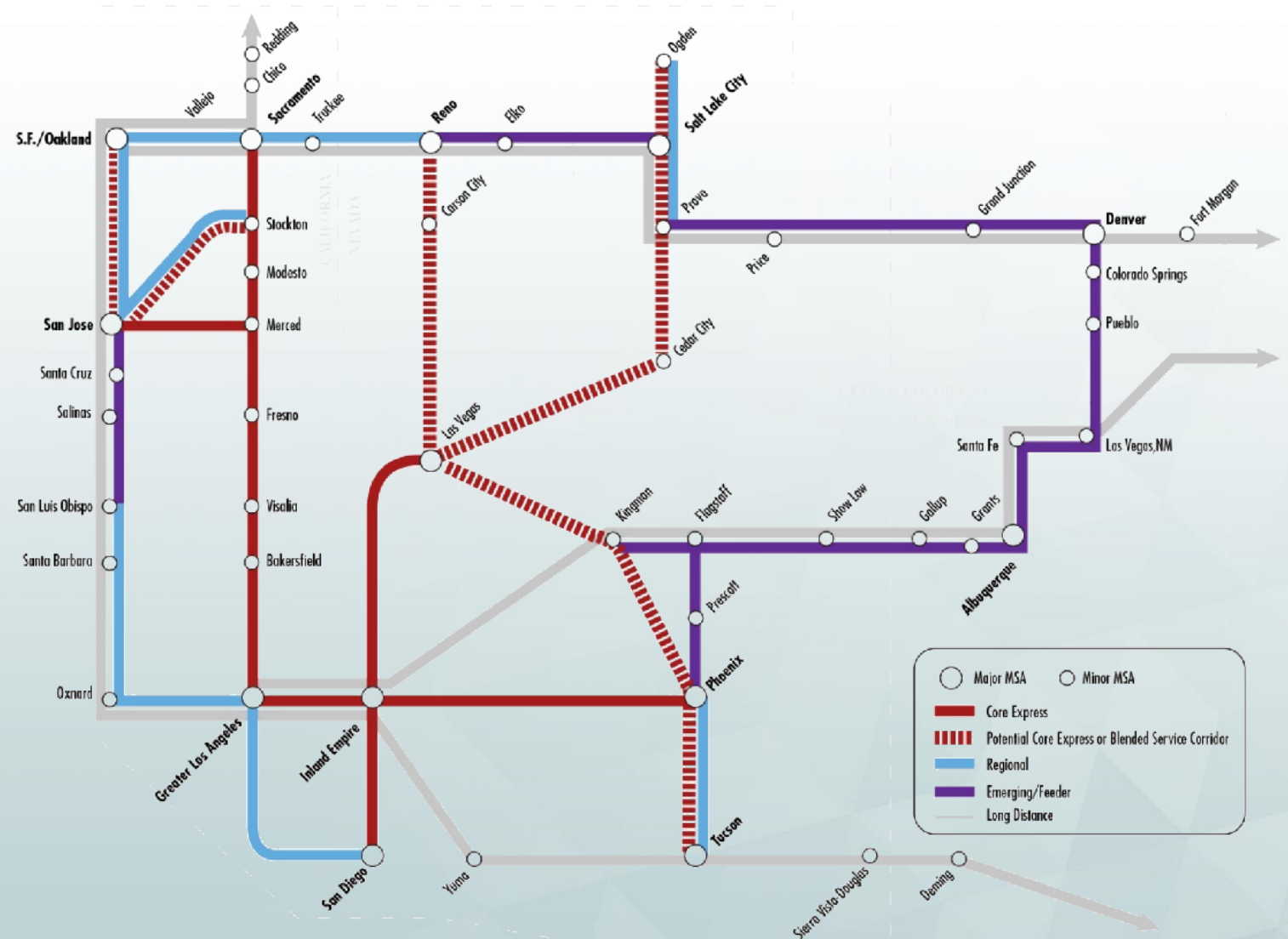
Corridors	Top Speeds (mph)	Other Common Characteristics	Primary Markets Served	Minimum Reliability Target (On-time Performance)
Core Express	over 125	Frequent service; dedicated tracks, except in terminal areas; electric-powered	Serving major metropolitan centers	99%
Regional	90–125	Frequent service; dedicated and shared tracks; electric- and diesel-powered	Connecting mid-sized urban areas with each other or with larger metropolitan areas	95%
Emerging / Feeder	Up to 90	Shared tracks	Connecting mid-sized and smaller urban areas with each other or with larger metropolitan areas	85%
Network Independent	N/A	Corridors that have minimal effect on network performance and/or where minimal ridership connects through to the rest of the network		

Southwest Multi-State Rail Planning Study

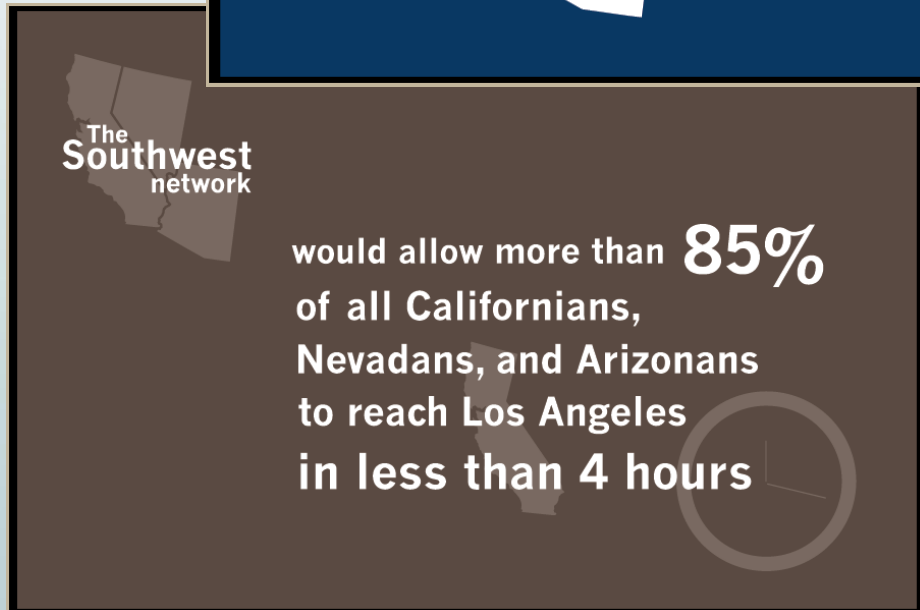
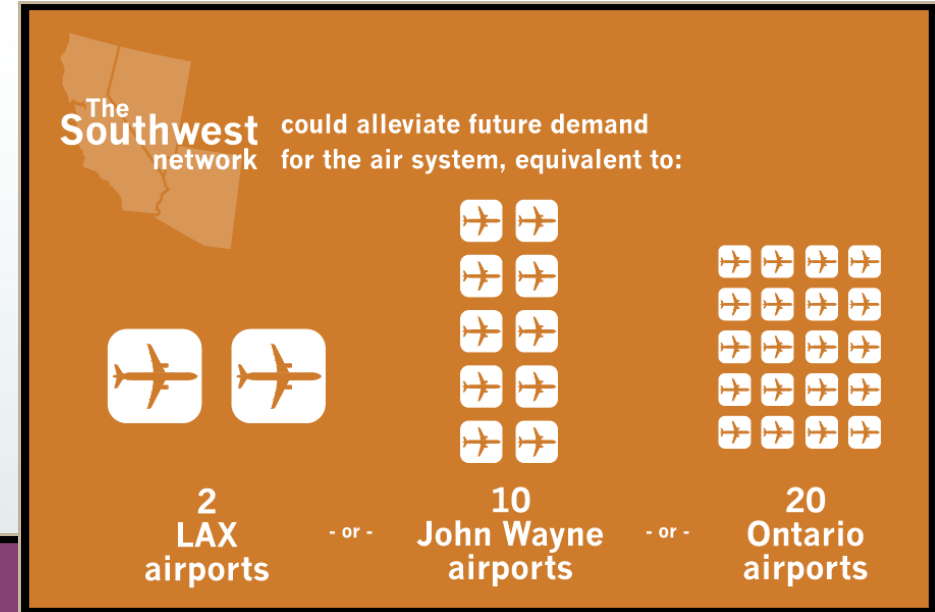
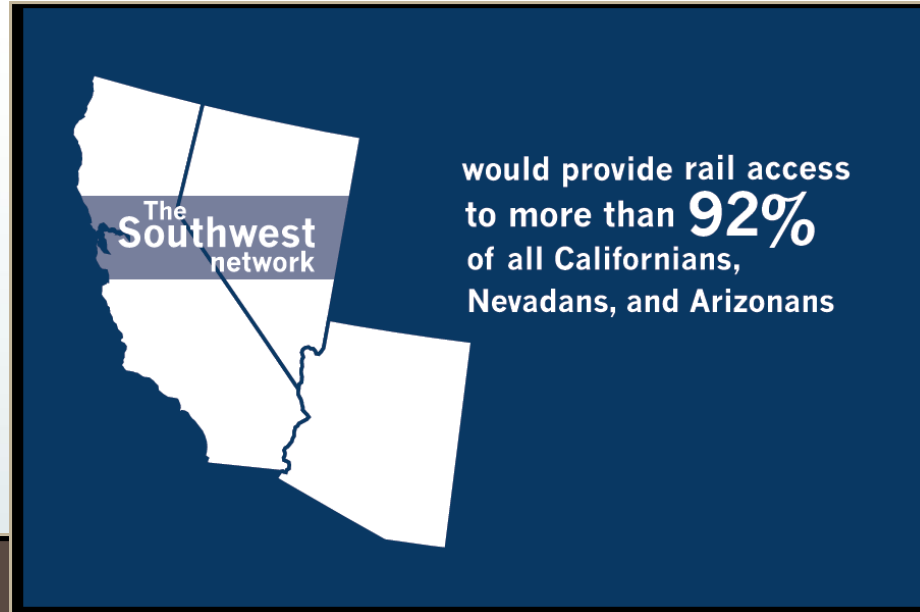


Southwest Multi-State Rail Planning Study Overview

- Launched in 2011
- Published in 2014
- Over 20 stakeholders participated
- Test case for the guidelines, tools, and performance standards developed in FRA's national planning effort



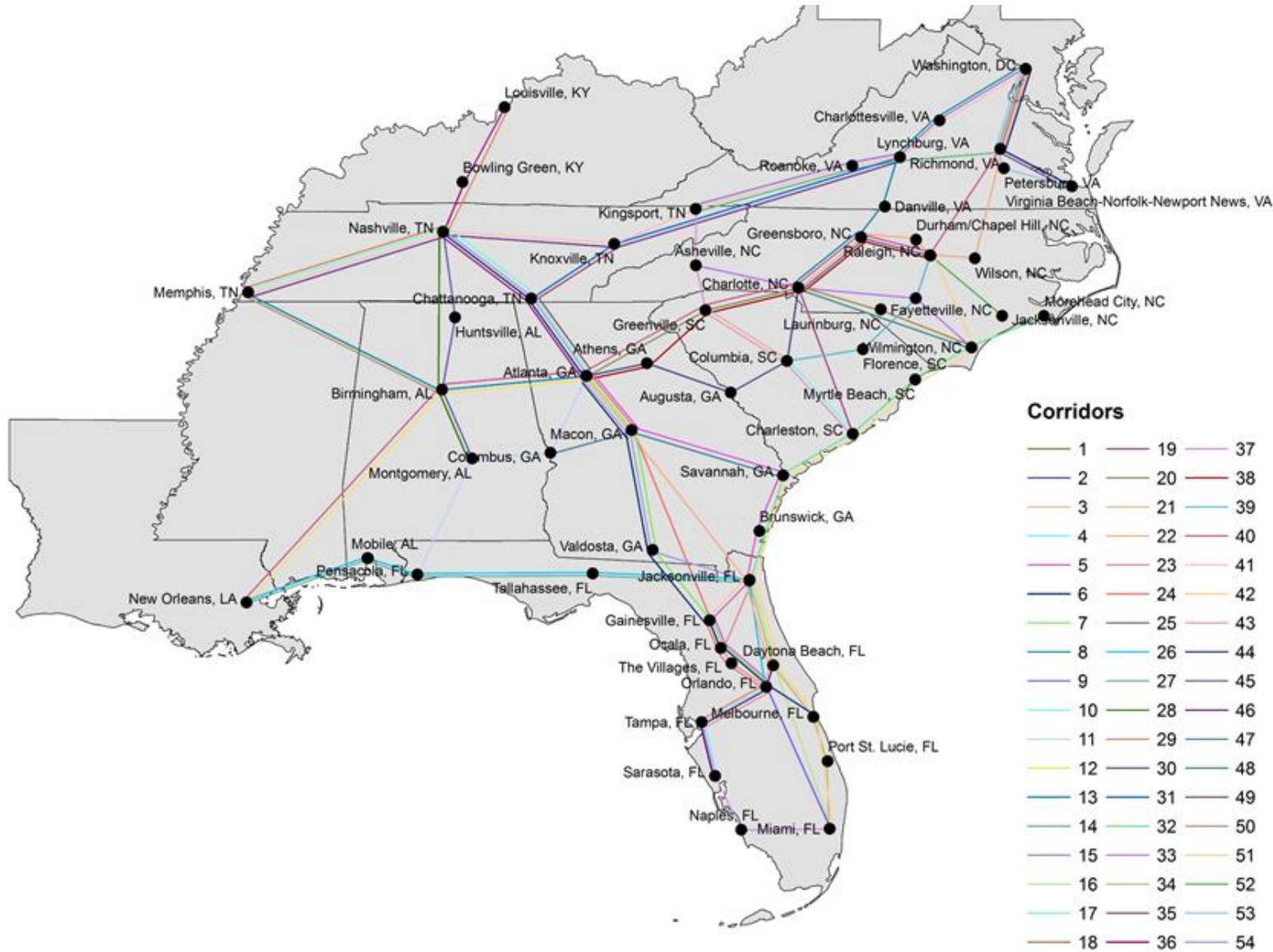
Southwest Multi-State Rail Planning Study Outputs



Southeast Regional Rail Plan Network Development



Initial Corridor Identification



Screening Methodology – CONNECT Outputs / KPIs

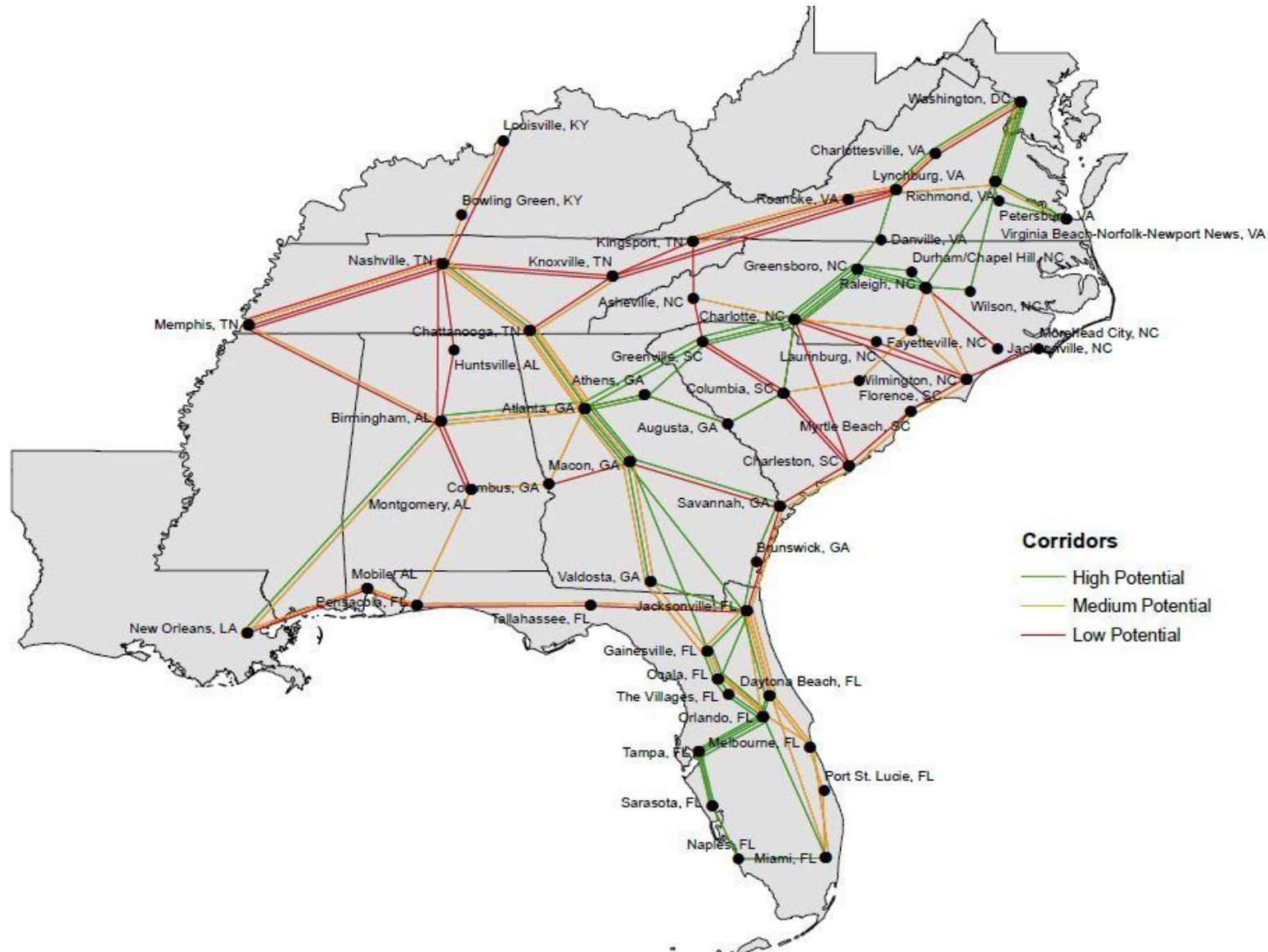
CONNECT Output from Summary Runs

- Annual Ridership
- Annual Revenue
- Yield
- Average Miles per Passenger
- Annual Passenger Miles
- Operating Recovery Ratio
- Total Recovery Ratio
- Annual Capital Cost
- Annual O&M Cost
- Annual Train Miles
- Annual Capital Cost per Passenger Mile
- Annual O&M Cost per Passenger Mile
- Revenue per Passenger Mile
- Subsidy per Passenger Mile
- Passengers per Train Mile

CONNECT Key Performance Indicators

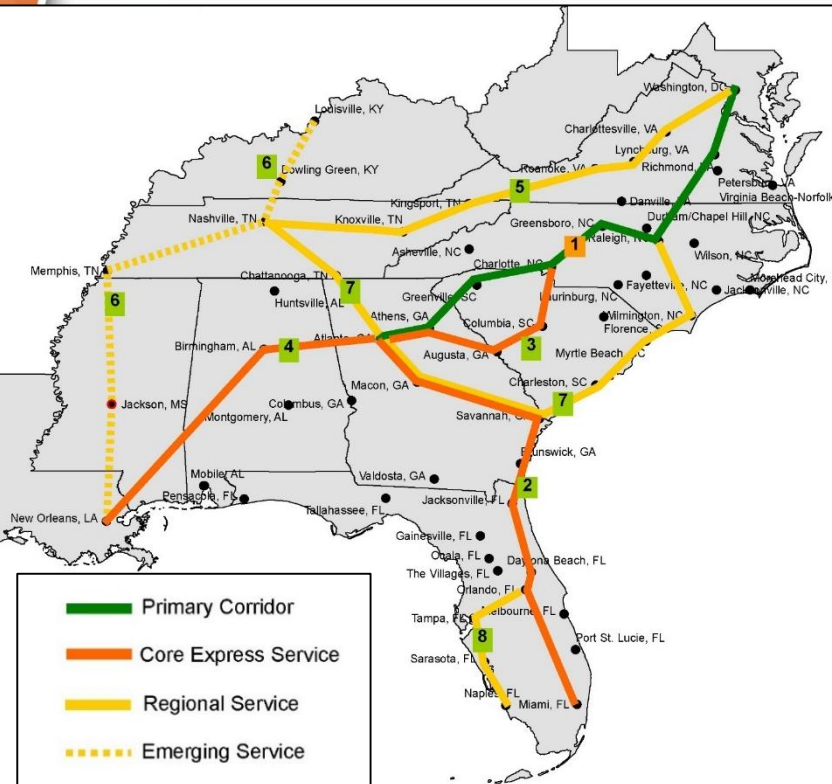
- **Operating Recovery Ratio**
- **Total Recovery Ratio**
- **Annual Capital Cost per Passenger Mile**
- **Annual O&M Cost per Passenger Mile**
- **Revenue per Passenger Mile**
- **O&M Subsidy per Passenger Mile**
- **Passengers per Seat Mile**
- **Passenger Mile per Seat Mile**
- **Rail Mode Share**

Initial Corridor Screening

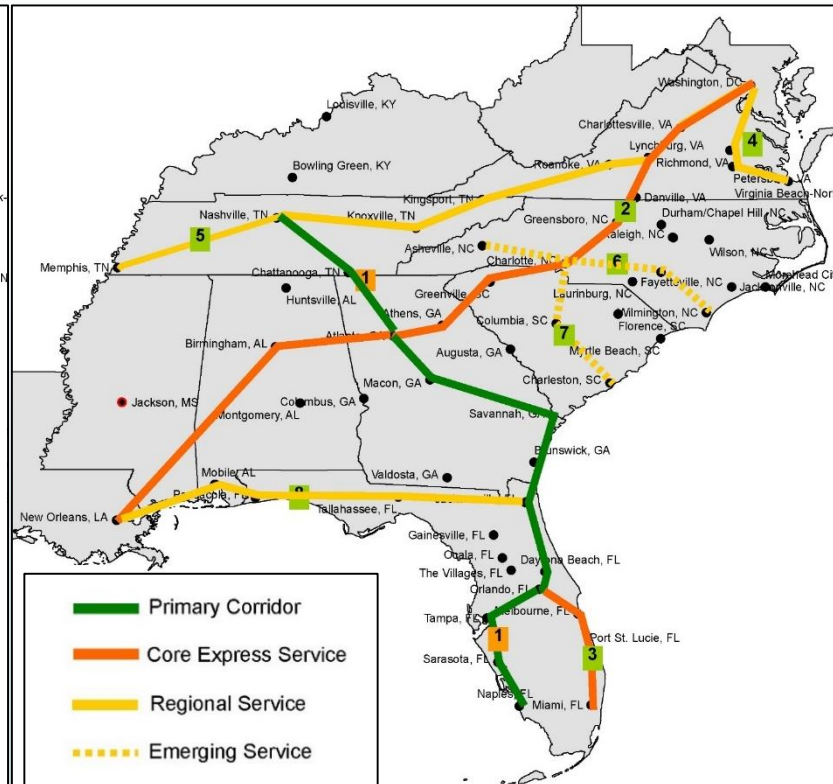


Network Scenarios 1, 2 and 3

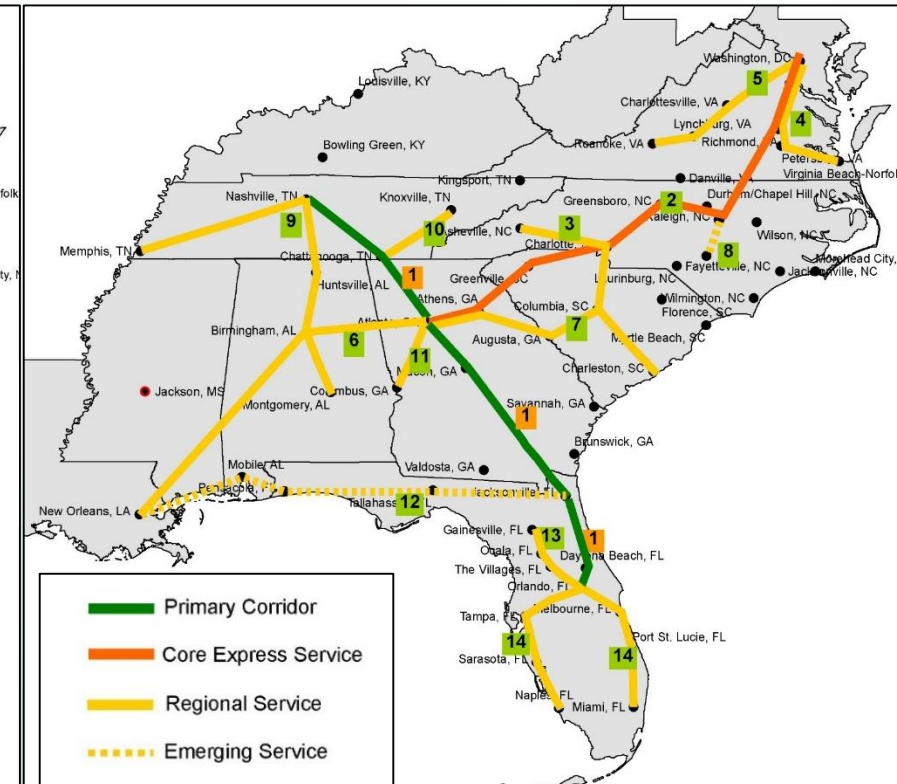
Scenario 1



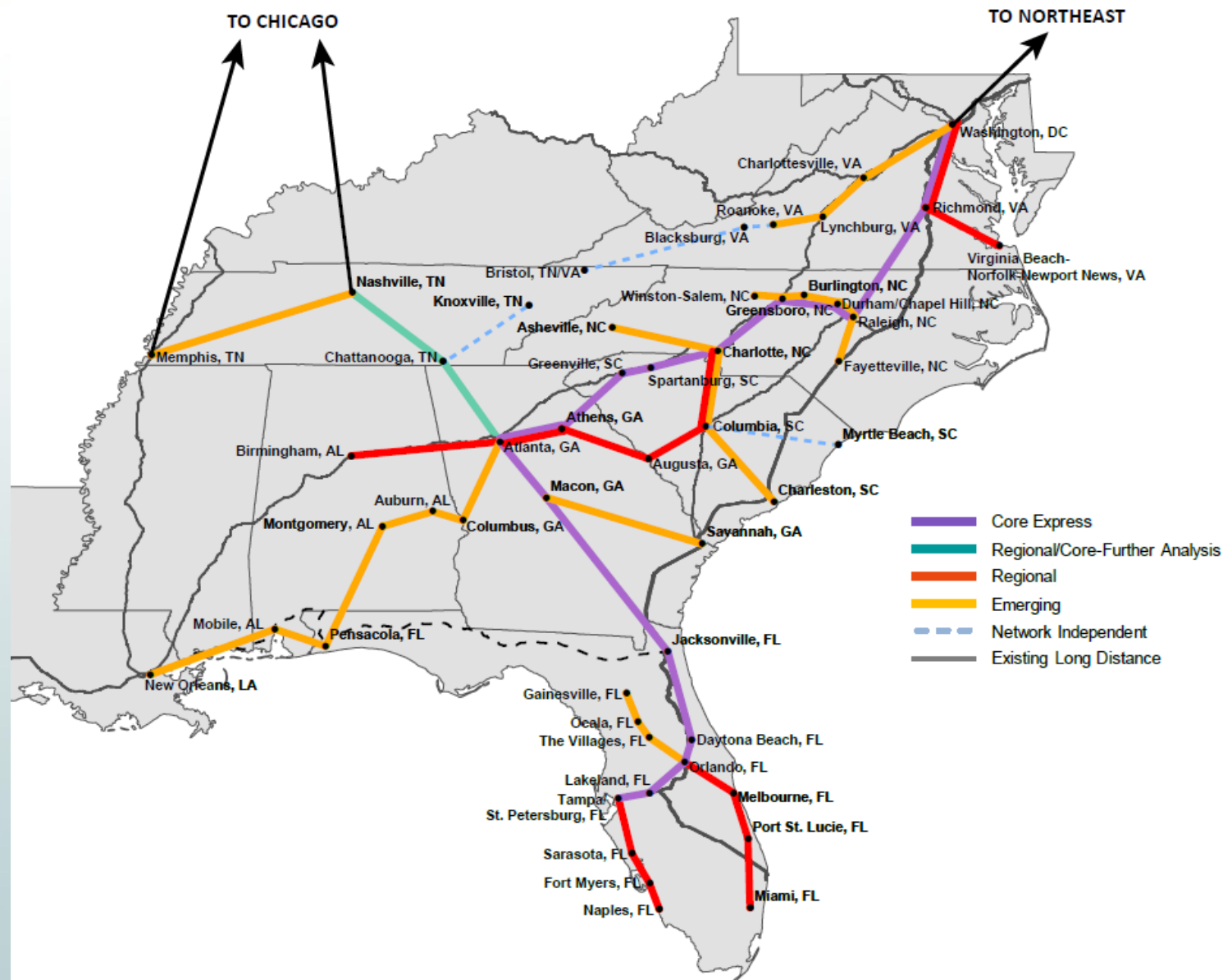
Scenario 2



Scenario 3



Refinement – Proposed Draft Southeast Network



Southeast Regional Rail Plan

Governance



FY 2017 Funding for Southeast Rail Commission

FY 2017 Consolidated Appropriations Act Explanatory Statement directs FRA to allocate \$1 million to the Southeast Rail Commission

House Report 114-606 specifies:

“The Committee’s recommendation includes \$1,000,000 to stand-up the Southeast Corridor Rail Commission. The Commission will develop a regional rail plan and improve mutual cooperation and planning between states and stakeholders.”

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

The agreement provides \$218,298,000 for safety and operations of the Federal Railroad Administration (FRA). Of the funds provided, \$15,900,000 is available until expended. The agreement annualizes 32 new safety personnel provided in fiscal year 2016, provides no additional staff in fiscal year 2017, and fully funds activities related to the safe transportation of energy products. In addition, the agreement funds the following priorities:

Safe Transportation of Energy Products.....	\$2,000,000
National Bridge Inventory Web-based portal.....	500,000
Automated Track Inspection Program.....	15,090,000
Southeast Rail Commission.....	1,000,000
Positive Train Control.....	6,600,000

Current Governance Position

1. Short-Term Governance Model (Coordinated Partnership)

ACTION RECOMMENDATION:

- Create a Memo of Understanding or establish a Charter

2. Transition Plan for a Long-Term Governance Model

ACTION RECOMMENDATION:

- Form an Alliance Committee

3. Long-Term Governance Model – Formal model (Multi-State Commission/Multi-State Special Authority/Federal-State Commission)

ACTION RECOMMENDATION:

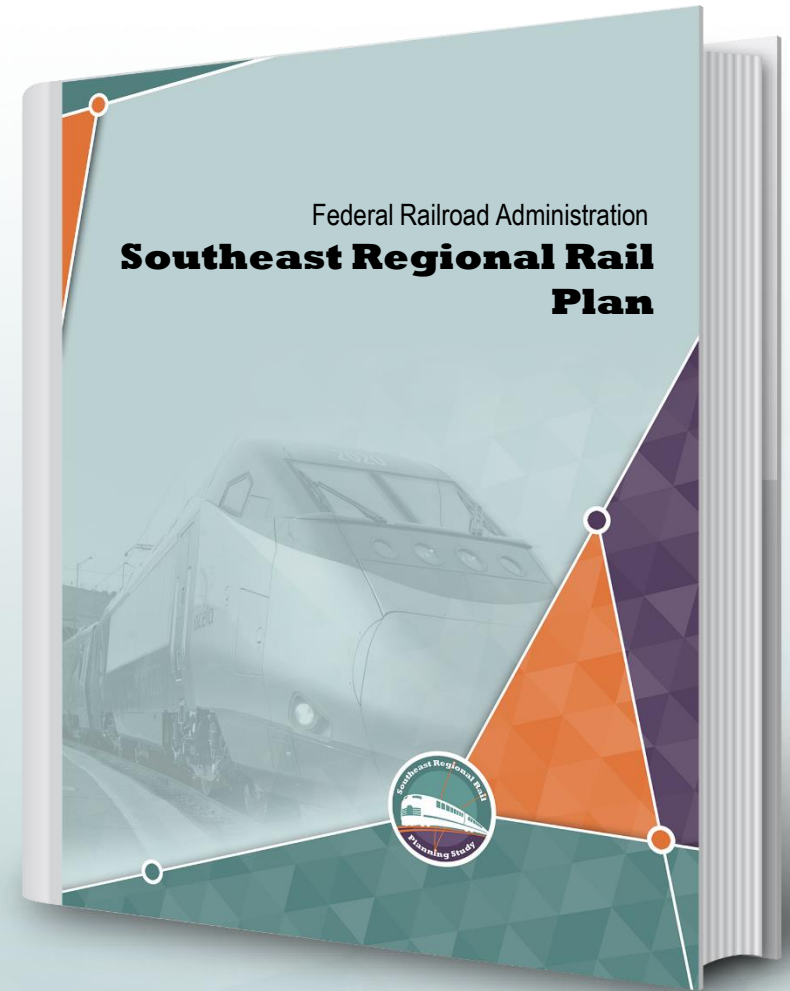
- Alliance Committee reviews governance structure options
- Develop umbrella governance structure
- Ability for sub-structures for specific projects

Next Steps



Next Steps

- **Accepting feedback from stakeholders on Proposed Draft Southeast Network through November 30th**
- **Making final network refinements based on stakeholder input**
- **Drafting Southeast Regional Rail Plan**
- **Circulate draft plan for stakeholder comment in Spring 2018**



Contacts

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