



I-95 CORRIDOR
COALITION



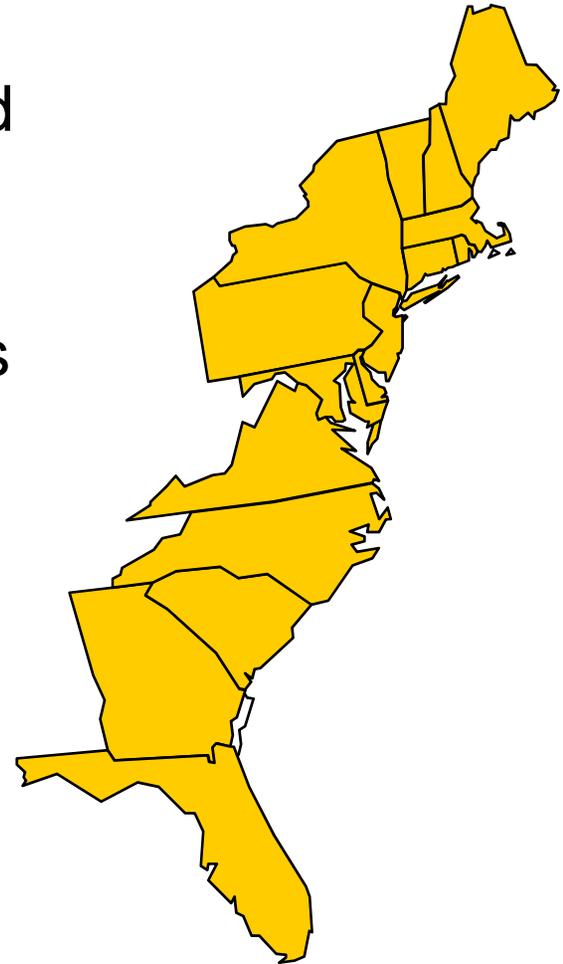
Southeast Rail Operations Study (SEROps)

Florida Rail System Plan
Rail Stakeholder Advisory Committee
Wednesday, August 27, 2008
Marygrace Parker
I-95 Corridor Coalition



I-95 Corridor Coalition

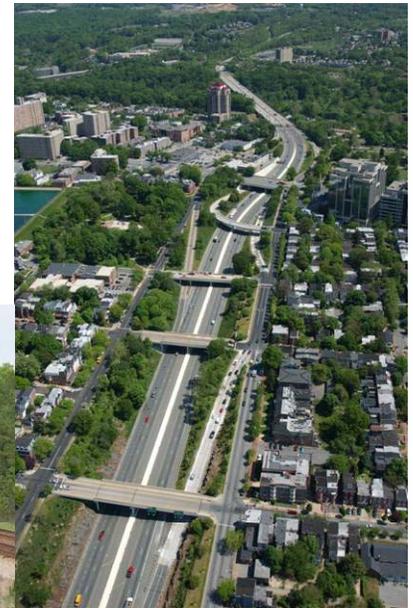
- An alliance of transportation agencies, toll authorities, and related organizations from Maine to Florida
- A forum for policy-makers, transportation agencies, and carriers to address transportation management and operations issues of common interest





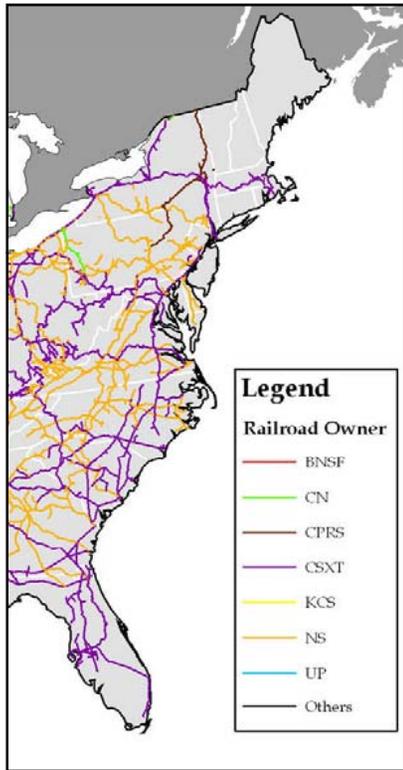
The System

- 1,919 miles of I-95
- 40,000 National Highway System miles
- 22,000 miles of Class I rail mileage
- 46 major seaports
- 103 commercial airports

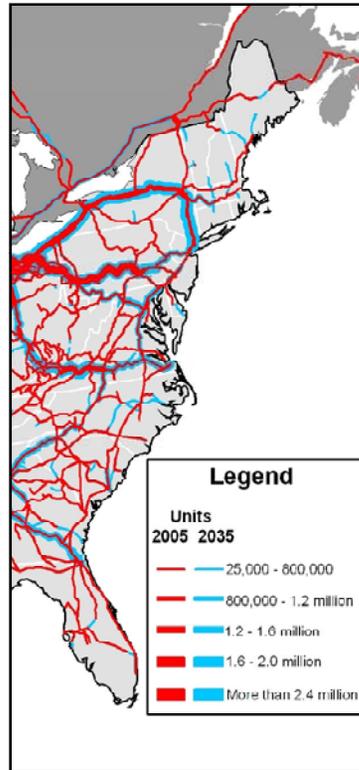




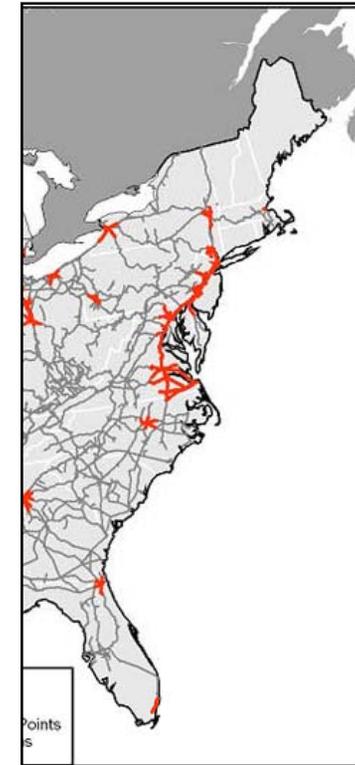
The Coalition Region's Rail Network



Major Rail Lines by Owner (FRA)



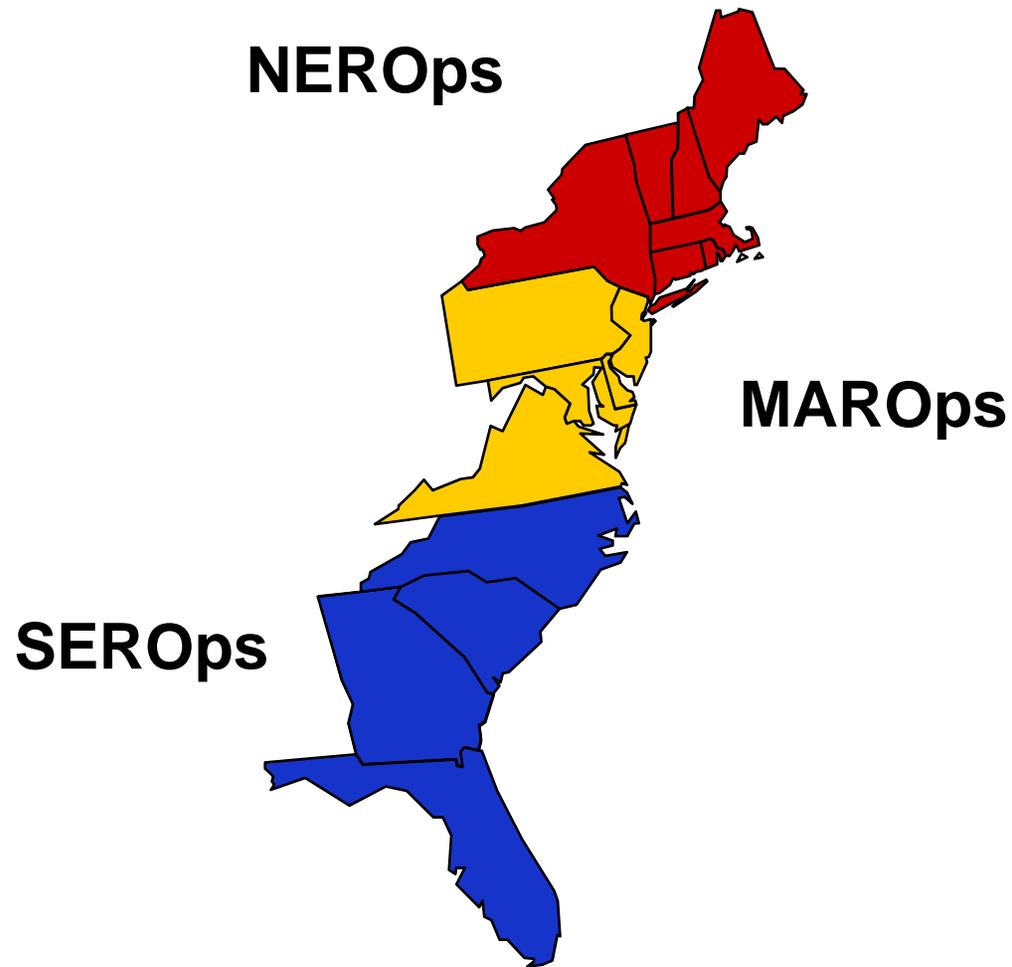
Cars and Containers Per Year
2005 and 2035
(Global Insight for AASHTO)



Major Freight Rail Chokepoints
2004
(CS for AASHTO)



The Coalition's Rail Studies





SEROps Phase I Overview

- **Objective:** to complete the rail picture in the Coalition region by identifying and describing key rail issues, activities, and initiatives as well as the trends and issues affecting freight movements and freight and passenger rail transportation in the Southeastern states (North Carolina, South Carolina, Georgia, and Florida).



SEROps Phase I Summary

Regional Trends and Impacts

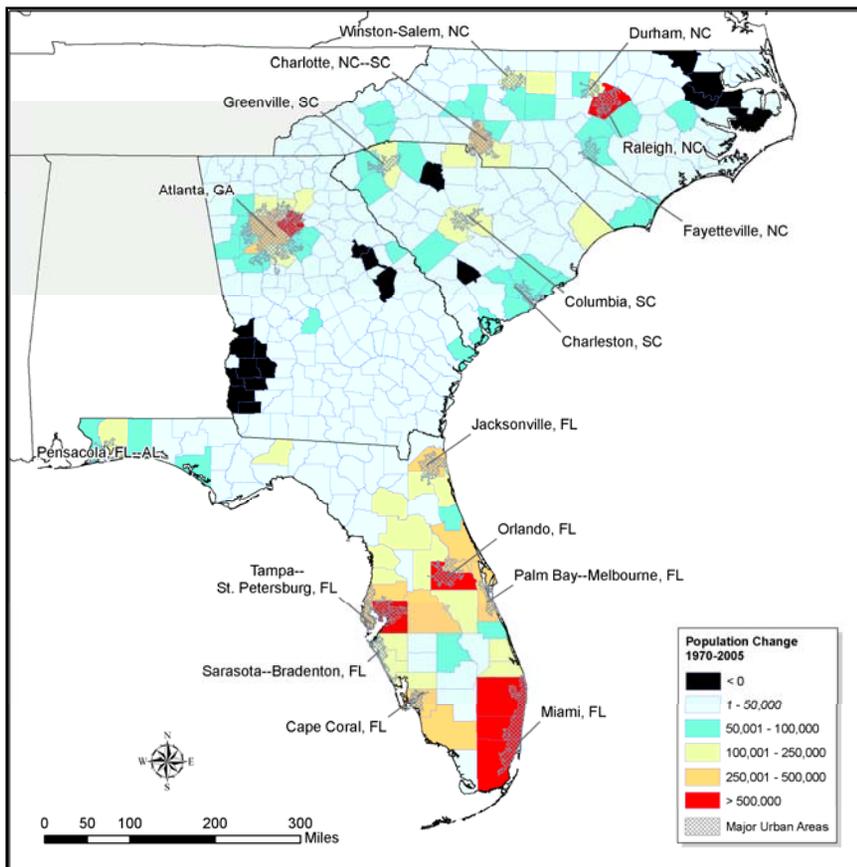
- Regional population and employment growth
- Evolving logistics pattern
- Commuter and high-speed rail planning and implementation
- Evolving and new freight rail markets



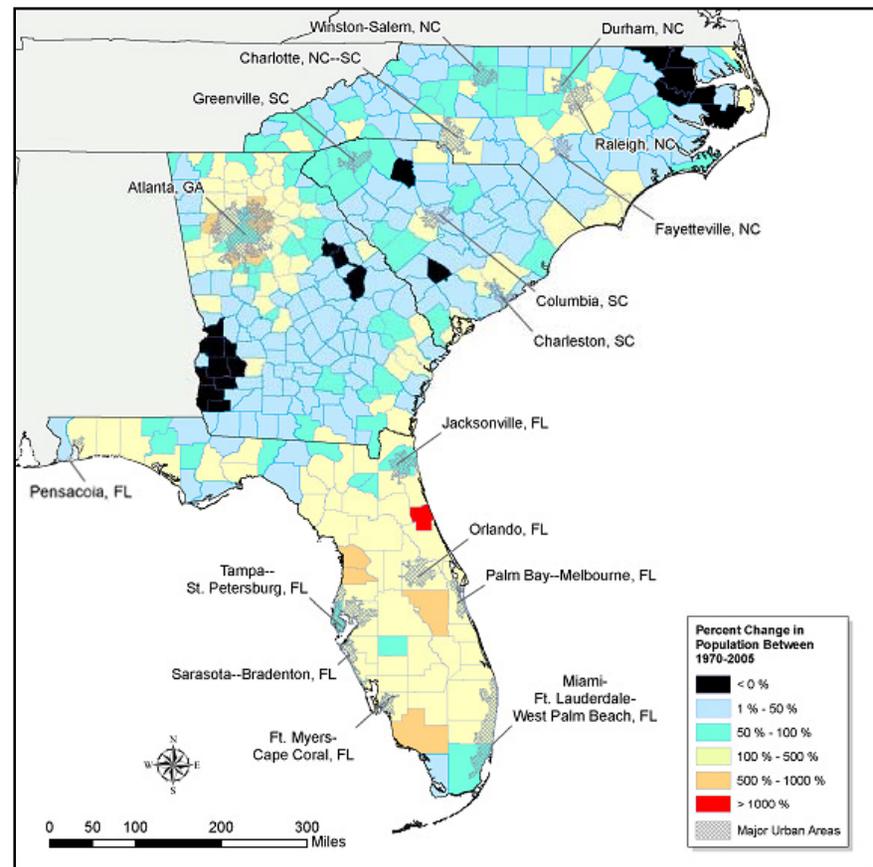
SEROps Phase I Summary

Regional Trends and Impacts

Regional population and employment growth...



Percent Change in Employment 1970 - 2005



Percent Change in Population 1970 - 2005

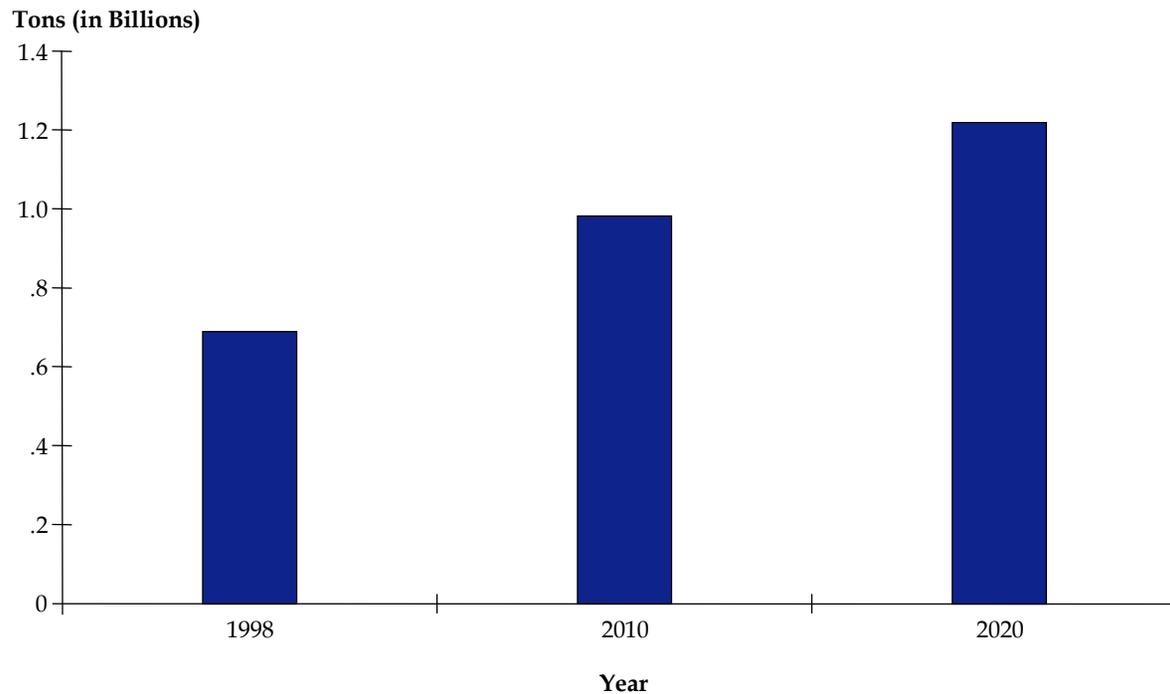


SEROps Phase I Summary

Regional Trends and Impacts

Regional population and employment growth...

Growth in Freight Traffic (by Weight)



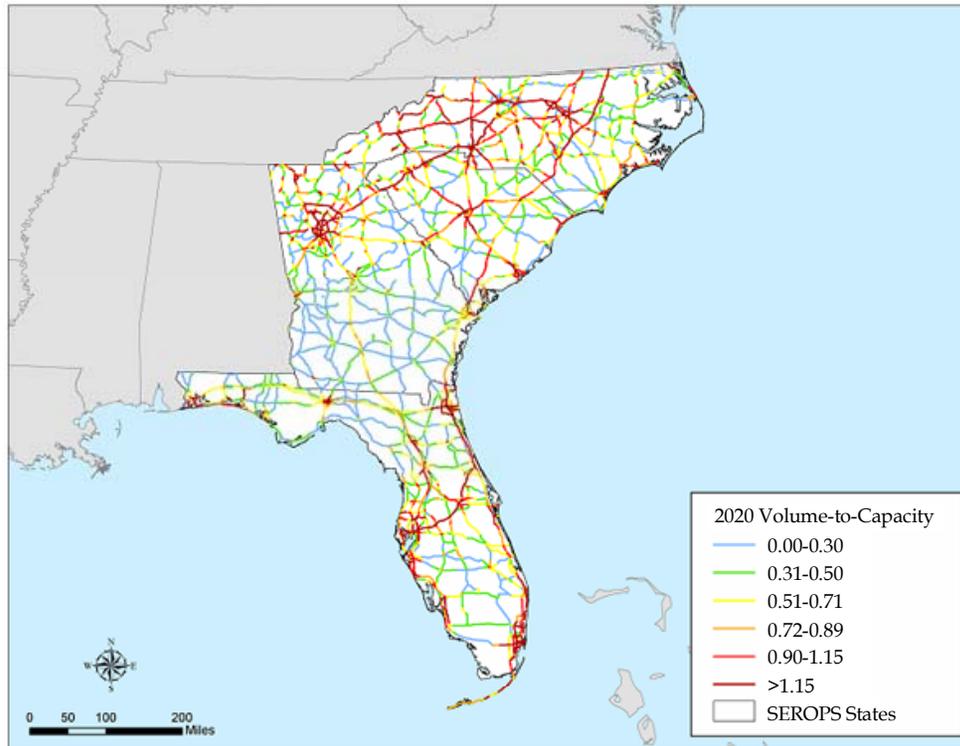


SEROps Phase I Summary

Regional Trends and Impacts

Regional population and employment growth...

Level of Service on Highway System 2020



Source: Highway Performance Monitoring System (HPMS) data.

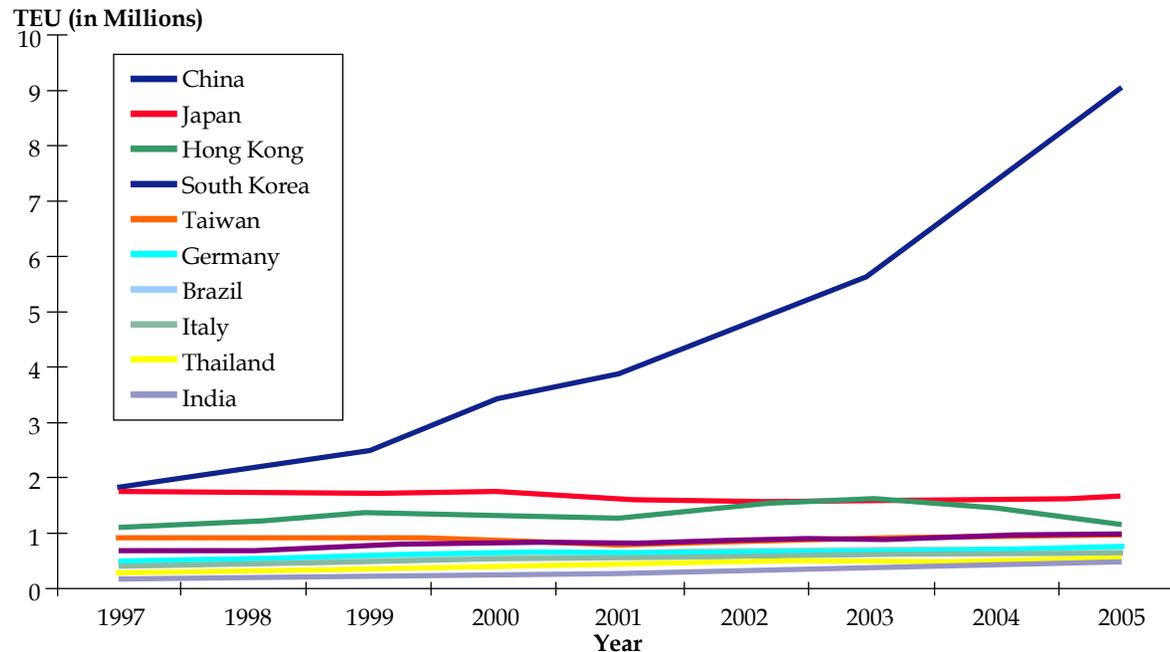


SEROps Phase I Summary

Regional Trends and Impacts

Evolving Logistics Patterns...

U.S. Container Trading Partners
1987-2006



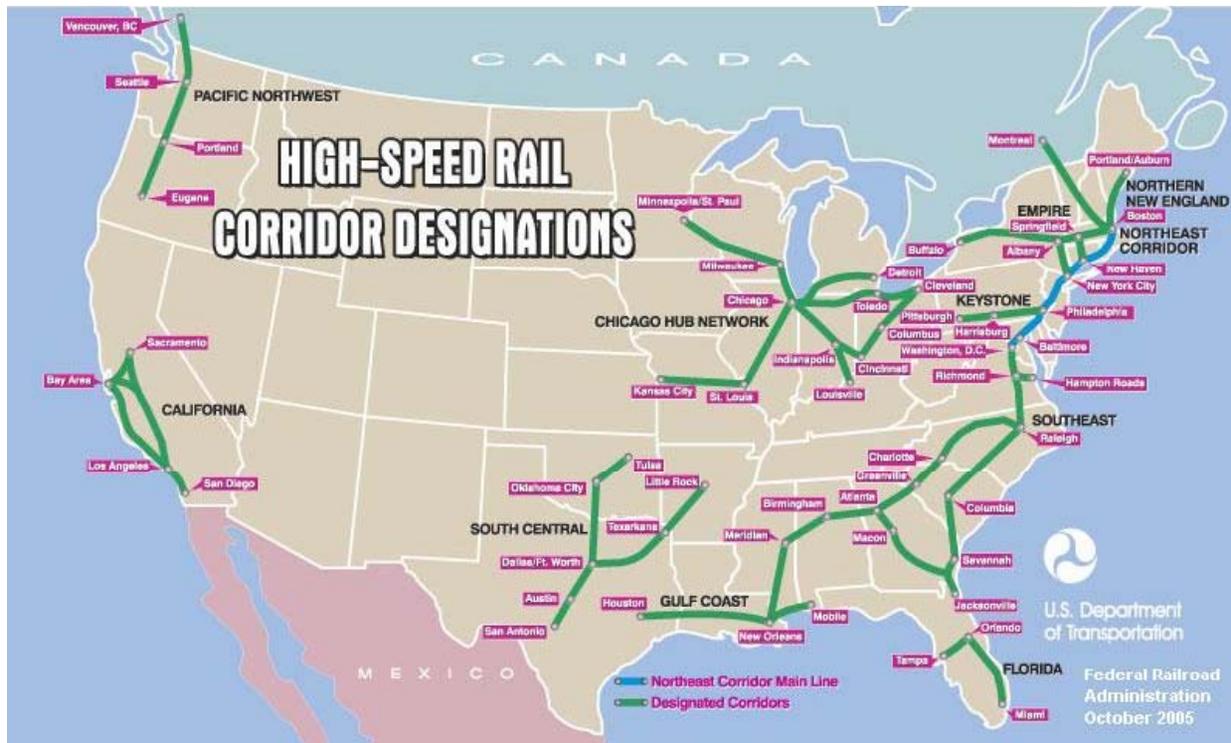
Source: World Shipping Council, 2006



SEROps Phase I Summary

Regional Trends and Impacts

Commuter and High-Speed Rail Planning and Implementation...



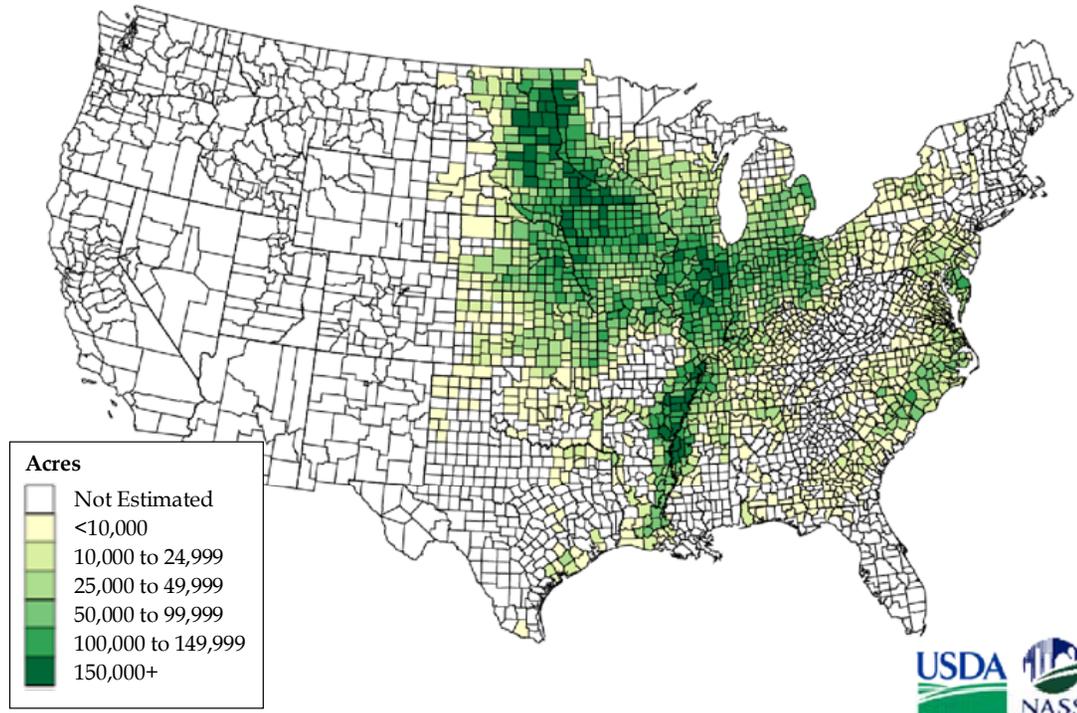


SEROps Phase I Summary

Regional Trends and Impacts

Evolving and New Freight Rail Markets...

Planted Acres of Soybeans (2004)



Source: U.S. Department of Agriculture, National Agriculture Statistics Service.



SEROps Phase I Summary

Chokepoints, Issues, and Constraints

Infrastructure and Operational Issues

- Capacity constrained rail yards
- Decreasing mainline capacity
- Limitations on handling 286k pound railcars
- Grade crossings
- Limited railcar availability
- Dispatching



SEROps Phase I Summary

Chokepoints, Issues, and Constraints

Institutional Challenges

- Balancing modes in transportation planning and programming
- Financing mega-projects
- Coordinating between states and private sector interests – e.g. rail, intermodal centers, ports



SEROps Phase I Summary

Next Steps

- Work collaboratively as a region to identify key rail chokepoints
 - Develop a better understanding of existing and planned rail improvements
 - Identify gaps where further investment would improve regional rail operations
 - List and prioritize regional rail improvements and evaluate estimated costs and potential benefits



SEROps Phase I Summary

Next Steps

- Better integrate rail freight and passenger issues throughout the transportation planning and programming process
- Educate legislators and other transportation decision-makers on the importance of rail to the region
- Actively participate in regional and national rail planning and policy efforts



SEROps Phase II

Outcome of October 2007 Steering Committee Meeting

Recommendation of Committee:

- The region needs list of rail improvements or chokepoints, selected using a scaled back version of the MAROps I process

and...

- The region needs a long term visioning effort that would maximize the region's rail use within the multimodal transportation system



What's Changed?

- Fuel costs – higher fuel costs are diverting more long-haul freight from truck to rail and will trigger restructuring of supply chains
- Rail plans – new railroad and state plans have been published or in progress
- Passenger ridership – has increased significantly, making expanded service probably
- Authorization – offers opportunities to define new directions



SEROps Phase II

Chokepoint Relief and Rail Enhancement

Objective: Develop near-term rail improvement program for the region based on the projects that are able to

- Close gaps between passenger and freight demand and transportation system supply
- Enhance multi-state movements of people and goods
- Meet benefit-cost criteria defined by the cooperating states and railroads



SEROps Phase II

Long-Term Rail Vision and Plan

Objective: Define a long range vision for the role of rail in the SEROps region that answers the following questions

- What is the appropriate role of rail within the region's multimodal transportation system?
- How can the Southeast I-95 Corridor rail system meet future needs of growing urban areas and ports?
- Which projects, including potential new routes and connections, will fulfill the long range rail vision and what level of investment will be needed to realize the vision?



SEROps Phase II

Next Steps

- Circulate SOW to Steering Committee for review and comment
- Determine course of action for SEROps Phase II
- If needed, identify funding for the visioning effort
- Begin work



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***Thank you for your continued
participation!***

I-95 Corridor Coalition

www.i95coalition.org