Mid-Atlantic Rail Operations Study

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Mid-Atlantic Rail Operations Study

presented by

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Coalition Region

- $3.6 trillion Gross Domestic Product (GDP)
- 3rd largest economy in the world
- 565 million long-distance trips
- 5.3 billion tons of freight
**Vision**

The transportation network in the corridor will be safe, efficient, seamless, intermodal and will support economic growth in an environmentally responsive manner.

**Mission**

We work together to improve multimodal transportation services in the region through information sharing and coordinated management and operations.
Transportation Issues in the Region

- Congestion
- Long-distance travel
- Mobility in rural areas
- Freight movement
- Emergency response and security
Guiding Principles

- Add value to member agency programs
- Leverage resources
- Coordinated deployments
- Neutral forum and honest broker
- Four C’s
Organizational Structure

Executive Board

Steering Committee

Program Track Committees

PTC #1 Program Management

PTC #2 Inter-regional Multimodal Travel Information

PTC #3 Coordinated Incident Management

PTC #4 Commercial Vehicle Operations

PTC #5 Intermodal Transfer of People and Goods

PTC #6 Electronic Payment Services
Administrative Framework

- No bylaws – guidelines
- “Virtual” organization
- Funds flow through members
- Loaned staff
- Consultant support team
Mid-Atlantic Rail Operations Study (MAROps)

- 3 railroads – CSX Transportation, Norfolk Southern, and Amtrak
- 5 states – Virginia, Maryland, Delaware, Pennsylvania, and New Jersey
- I-95 Corridor Coalition
Study Objectives

- Assess transportation conditions and needs
- Define rail system improvements to improve freight flows and reduce need for highway investments
- Identify benefits of multi-state rail program
- Develop innovative partnership and funding strategies
Mid-Atlantic Rail Network
Major Rail Links and Ownership
Limited North-South Intermodal Rail Service

Intermodal Rail Flows, Year 2000
(Millions of Tons)

- 1 - 3.75
- 3.75 - 7.5
- 7.5 - 15
- 15 - 30
- 30 - 60
- 60 - 228

Source: MAROps Study, prepared for the I-95 Corridor Coalition by Cambridge Systematics, Inc. using Reebie TRANSEARCH and FHWA Freight Analysis Framework data
Antiquated Rail Infrastructure

- Major choke points limit train throughput and speed
  - Antiquated bridges and tunnels
  - Lack of mainline capacity
  - Mix of passenger and freight traffic
- Weight and height limits restrict freight movements

Howard St. Tunnel, Baltimore
Congested Highways
Many Operating at Levels of Service “E” and “F” by 2020

Volume - To - Capacity
Levels of Service

- 0 - 0.30 (A)
- 0.31 - 0.50 (B)
- 0.51 - 0.71 (C)
- 0.72 - 0.89 (D)
- 0.9 - 1.15 (E)
- > 1.15 (F)

Source: FHWA HPMS Data, 2020 Estimates
MAROps Program

- $6.2B in capital and operational improvements identified jointly by study participants
  - $2.4B near-term – within 5 years
    *Immediate construction and project planning*
  - $1.9B medium-term program – 5 to 10 years
    *Major projects*
  - $1.9B long-term program – 10 to 20 years
    *System growth and expansion*
Near-Term Program – North End

Type of Project:
- Bridges and Tunnels -- $456 million
- Capacity -- $1,818 million
- Connections -- $70 million
- Clearances -- $50 million
- Grade Crossings, Stations, Terminals -- $16 million

Track Owner:
- Amtrak
- CSX
- NS
- CSX & NS

Map of the Northeastern United States showing key locations including Harrisburg, Reading, Philadelphia, Wilmington, Trenton, and Newark.
Near-Term Program – South End
Study Results

- States and railroads are implementing several high-priority projects
- States and railroads are advancing proposals for Regional Rail Investment Bank
- Study triggered AASHTO’s first *Freight-Rail Bottom Line Report* on national rail needs
- Study expanded awareness of freight issues, rail needs, and the Coalition
Lessons Learned

- Coalition provided a neutral table for the states and railroads
- Lengthy negotiation of the scope of work built rapport and stabilized expectations
- National funding provided flexibility
- Regional (multi-state) scale of the study matched the scale of freight-rail operations
Lessons Learned (continued)

- System view necessitated consideration of operational and capital improvements
- Study helped focus national reauthorization debate on the importance of rail, regional planning, and public-private partnerships
For additional Information:

- I-95 Corridor Coalition website at www.i95coalition.org
- MAROps Study Summary Report at http://65.221.1.122/pman/
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