2016 FRA Rail Program Delivery Meeting

Gulf Coast Working Group – Report to Congress

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U.S. Department of Transportation
Federal Railroad Administration
Overview

► FAST Act Requirement

► History of Gulf Coast Passenger Rail Service
  ► Southern Rail Commission’s efforts pre-FAST Act

► Gulf Coast Working Group’s efforts since FAST Act enactment
  ► Milestones & Current Status
FAST Act – Section 11304

- Required DOT/FRA to convene Gulf Coast Working Group (GCWG) 90 days after Dec. 4, 2015

- GCWG Membership:
  - FRA, Chair
  - Southern Rail Commission, CSX, Norfolk Southern, Amtrak, state & local governments, MPOs/RPCs, U.S. Coast Guard, etc.
Mission:
- Evaluate all options for restoring intercity rail passenger service in the Gulf Coast region.
- Submit report to Congress 9 months from FAST Act enactment date – Sept. 4, 2016.

Report content:
- Preferred option;
- Prioritized list of capital projects & other actions required to restore service;
- Costs & benefits of service in the region;
- Cost estimates; and
- Federal & non-federal funding sources
History of Gulf Coast Passenger Service
And SRC’s Efforts to Restore Service
History of Gulf Coast Passenger Service


- **1993**: Amtrak’s *Sunset Limited* route extended from L.A. to New Orleans...and onto Jacksonville, Orlando, and Miami (initially)
  - Tri-weekly trips
  - Many challenges (delays, on-time perf., declining ridership)

- **Aug. 2005**: Hurricane Katrina hits and *Sunset Limited* service was suspended east of New Orleans...
  - ...cost & challenges with restoring service shortly after Katrina.
History of Gulf Coast Passenger Service

Existing Infrastructure Map

Legend
- City of New Orleans (Union Terminal) - 3 miles
- Norfolk Southern - 3.5 miles
- CSX Signaled - 478 miles
- CSX Un-Signaled - 247 miles
- Florida DOT (SunRail) - 42 miles
  - Proposed Station
  - Other Points

New Orleans - Mobile
145 miles, 89% Single Trk.
12+ Freight Trains/Day
Aver. 67 mph speed limit
6 Sidings > 8000 ft.
7 Movable Bridges

Mobile - Flomaton
59 miles, 95% Single Trk.
14+ Freight Trains/Day
Aver. 62 mph speed limit
3 Sidings > 6000 ft.
5 Movable Bridges

Flomaton - Pensacola
45 miles, 100% Single Trk.
9+ Freight Trains/Day
Aver. 48 mph speed limit
1 Siding > 8000 ft.
No Movable Bridges

Pensacola - Tallahassee
202 miles, 100% Single Trk.
8+ Freight Trains/Day
Aver. 48 mph speed limit
4 Sidings > 8000 ft.
2 Movable Bridges

Tallahassee - Jacksonville
171 miles, 99% Single Trk.
7+ Freight Trains/Day
Aver. 52 mph speed limit
9 Sidings > 8000 ft.
No Movable Bridges

Jacksonville - Deland
103 miles, 94% Single Trk.
9+ Freight Trains/Day
Aver. 72 mph speed limit
8 Sidings > 8000 ft.
3 Movable Bridges

DeLand - DeBary
12 miles, 100% Single Trk.
9+ Freight Trains/Day
Aver. 74 mph speed limit
1 Siding > 8000 ft.
No Movable Bridges

Sanford - Orlando
26 miles, 66% Double Trk.
9+ Freight Trains/Day
40 Passenger Trains/Day
Aver. 50 mph speed limit
No Siding.
No Movable Bridges

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History of Gulf Coast Passenger Service

Many efforts to restore service since Hurricane Katrina/Aug. 2005


2010 - 2012: Mayors, business leaders, and civic organizations initiated discussions and provided recommendations for service

2014: SRC began leading efforts with local agencies & communities
GCWG’s efforts since Dec. 2015 & Milestones
GCWG’s Efforts since 12/2015 & Milestones

- FRA led ramp up efforts to form GCWG and set inaugural meeting
- GCWG consists of ~30 member organizations

February 16 -19, 2016: Inaugural Meeting in New Orleans
- GCWG agrees on preferred option
- Two-day inspection train travels the corridor

GCWG meets twice per month
- One in-person meeting and one teleconference
GCWG’s Efforts since 12/2015 & Milestones

Feb. 18 – 19, 2016
Amtrak Inspection Train

The preferred option analyzes daily roundtrip service between New Orleans to Orlando AND a new daily roundtrip, state-supported service between Atmore, AL and New Orleans.
GCWG’s Efforts since 12/2015 & Milestones

► May – early August 2016: Operations Modeling
  ► CSX & HDR, Inc. completed operations simulation/modeling

► July – Sept. 2016: Amtrak Station Assessment
  ► On-site condition assessment survey of 12 stations (MS, AL, & FL)
  ► Cost estimates: $7.8 – $13 million

► Sept 2, 2016 – Status update letter to Congress
  ► FRA sends GCWG status update letter to Congress, in lieu of the report
GCWG’s Efforts since 12/2015 & Milestones

► Current Status: In-depth Analysis In Progress…
  ► Continued collaborative discussions and technical meetings to refine the results of the operations modeling work.

► Near Future…
  ► Dec. 9, 2016: FRA will submit and second status update letter to Congress
  ► March/April 2017: Submit full report to Congress!
Thank you!

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