Project Goal

Produce a 40-year framework for the Midwest intercity passenger rail network, including a prioritization of corridors and investment projects, a governance structure, and funding strategy.
Study Participants

- Stakeholder Planning Group
  - Primary Midwest Rail Plan States (IL, IN, IA, KS, MI, MN, MO, NE, ND, OH, SD, WI)
  - Other stakeholders: host and operating railroads, MIPRC, MPOs and municipalities, advocacy groups
  - Complementary Jurisdictions: KY, NY (Buffalo), TN, PA (Pittsburgh), WV, Ontario
A Regional Intercity Passenger Rail Plan for the Midwest

- Summary of existing rail and transportation plans
- Assessment of existing and potential future passenger travel demand
- Analysis of the performance of each corridor as a standalone investment and as part of a potential network
- A high-level prioritization of Midwest corridors
- A Midwest governance structure that originates primarily from the Midwest state DOTs
- A benefit-cost analysis for the regional network
- Lessons learned to provide comprehensive regional rail planning guidance
FRA Regional Rail Planning Efforts

Midwest Regional Rail Plan

Southeast Regional Rail Plan

Southwest Regional Rail Plan
Southwest Study Outputs

Potential Core Express candidate corridors
- San Diego–S.F./Oakland
- Greater Los Angeles–Las Vegas
- Las Vegas–Salt Lake City
- Las Vegas–Reno
- Las Vegas–Tucson via Phoenix
- Greater Los Angeles–Phoenix
- San Diego–Phoenix

Potential Regional candidate corridors
- S.F./Oakland–Reno
- Phoenix–Tucson

Potential Feeder candidate corridors
- Phoenix–Albuquerque
- Reno–Salt Lake City

Recommended Network Connections between MSAs

Source: Southwest Multi-State Rail Planning Study
Stakeholder Engagement

1. **Lead Stakeholders (States)**
2. **Other Planning Group Stakeholders**
3. **All other interested parties**
Stakeholder Engagement Goals

• Inform the work being undertaken by FRA and the consultant team;
• Achieve support and consensus on the outcome of the planning study; and,
• Encourage on-going participation in advancing the projects and programs required to implement the Midwest framework.
High-level view of Plan process
Midwest Regional Rail Planning Study

**Strategic Plan** – Provides Framework for Investments
- Sets service goals
- Identifies Opportunities for Network Integration
Technical Approach

Three Elements of Integrated Rail Planning

- Market Demand
- Infrastructure Assessment
- Service Planning / Network Integration
Goals and Principles

Shared Regional Network Planning Goals

1) Maximize the utility of capital investment across the full range of potential markets and passenger types

2) Improve regional and intercity rail connections between small/mid-sized cities and large metropolitan areas; and among mid-sized cities within the Midwest

3) Advance corridors that maximize ridership (new)

4) Build toward the maximum viable service tier for corridors in network

5) Encourage capital investment in the short-term that is consistent with state’s plans and the long-term network vision

6) Support improvements that are mutually beneficial to passenger and freight rail (new)

7) Minimize the friction of passenger transfers

8) Progress regional networks that support national and urban needs (new)

9) Maximize economic opportunities from passenger rail corridor development (new)

10) Consider regional and intercity rail connections to major airports within the region
## Goals and Principles

### Service Principles – Service Tiers

<table>
<thead>
<tr>
<th>Corridors</th>
<th>Top Speeds (mph)</th>
<th>Other Common Characteristics</th>
<th>Primary Markets Served</th>
<th>Minimum Reliability Target (On-time Performance)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Core Express</strong></td>
<td>over 125</td>
<td>Frequent service; dedicated tracks, except in terminal areas; electric-powered</td>
<td>Serving major metropolitan centers</td>
<td>99%</td>
</tr>
<tr>
<td><strong>Regional</strong></td>
<td>90–125</td>
<td>Frequent service; dedicated and shared tracks; electric- and diesel-powered</td>
<td>Connecting mid-sized urban areas with each other or with larger metropolitan areas</td>
<td>95%</td>
</tr>
<tr>
<td><strong>Emerging/Feeder</strong></td>
<td>Up to 90</td>
<td>Shared tracks</td>
<td>Connecting mid-sized and smaller urban areas with each other or with larger metropolitan areas</td>
<td>85%</td>
</tr>
</tbody>
</table>
Why is Governance Important?

• The implementation of a Regional Rail Plan requires extensive coordination

• A governance structure can facilitate the coordination and implementation of the plan and its projects across multiple jurisdictions
  • Formalize roles and responsibilities
  • Develop protocols and decision-making procedures
  • Establish accountability and oversight
  • Represent individual states’ and other stakeholders’ objectives

• A functioning governance framework can sustain the momentum of the regional plan
Governance Models

Based on Collaboration or Agreement
- Coordinated State Efforts
- Coalition/Partnership
- Single State Agency Contracting with/on behalf of other States

Agreement
- Public/Private Partnership

Authorized by Legislation
- Multi-State Commission
- Multi-State Special Authority
- Federal-State Commission
Next Steps

- Complete initial runs of building block networks to include ridership and operating & maintenance cost considerations
- Select subset of options for additional refinement based on markets, network effects, and cost recovery ratio
- Finalize building block analysis and present at Workshop #3, September 13
- Prepare for Governance discussion as part of Workshop #3 to include:
  - Case study examination, e.g., South of the Lake
  - Optimization of Midwest rail service and brand
  - Elevation of MIPRC standing
- Continued outreach to stakeholders, including railroads
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ENVISIONING A NETWORK

The Midwest Regional Rail Planning Study