Passenger Rail Service in Florida

Treasure Coast
Regional Planning Council
Meeting

July 18, 2008
• Current Amtrak Long Distance Service in Florida
• Intercity Travel Markets in Florida and the Need for Intercity Passenger Rail Corridor Service.
• Summary of the Department’s Intercity Passenger Rail “Vision” Plan.
• 2008 Rail Plan Update
• Central Florida Commuter Rail
Current Amtrak Facts

- Approximately 950,000 total annual riders in Florida
- 70% of all riders have one trip end in Florida
- 30% of Florida riders are intra state riders
- Silver Service and Auto Trains considered very successful with 69% and 89% direct operating cost recovery factors. (Sunset Limited 24%)
- Amtrak’s Future: Getting brighter with Congress passage of Amtrak’s 5 year Reauthorization Bill
Need for Intercity Passenger Rail Service in Florida

- Growth in resident and visitor population
- Tremendous growth in intercity travel markets
- Lack of alternatives for intercity travel in Florida
  - Air service
  - Amtrak
  - Automobile
Intercity Passenger Rail Vision Plan

- **System Focus**
  - Incremental approach to development of higher speed rail service.

- **System Assumptions**
  - Use existing rail and highway right of way
  - No adverse impact to rail freight service

- **Route options**
  - Inland
  - Coastal
Proposed Improvements

- Upgrade Auburndale to WPB to Class 6 Track
- Build new dedicated passenger track from Auburndale to Tampa
- Improve 102 crossings with Quad Gates
- Build or Renovate 9 stations
- Build approximately 60 miles of passing siding
Phase 1 Inland Option
Tampa-Orlando-Miami Service

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<tr>
<th>Description</th>
<th>Value</th>
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<tr>
<td>Passengers</td>
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<tr>
<td>Ticket Revenue</td>
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<td>Operating Ratio</td>
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<tr>
<td>Capital Cost</td>
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KEY:
- 79-mph
- 110-mph
- 125-mph
Phase 2 Inland
Extension to Jacksonville

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<th>2.4 Mill</th>
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<tr>
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<tr>
<td>Capital Cost</td>
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KEY:
- 79-mph
- 110-mph
- 125-mph

2:35
3 trains

1:30
3 trains

3:30
4 trains

3:40
5 trains

Passengers - 2.4 Mill
Ticket Revenue - $ 101 Mill
Operating Ratio - 1.30
Capital Cost - $ 1,244 Mill
Phase 1 Coastal
Jacksonville – Orlando – Miami

- Double track from Cocoa to WPB (124 miles)
- Build new double track along Beachline expressway
- Improve 156 crossings with Quad Gates
- Provide 8 new stations
Phase 1 Coastal
Jacksonville – Orlando – Miami

Passengers - 1.95 Mill
Ticket Revenue - $73 Mill
Operating Ratio – 1.07
Capital Cost - $2,144 Mill

KEY:
- Blue: 79-mph
- Red: 110-mph
- Orange: 125-mph
Phase 2 Coastal Extension to Tampa

Passengers - 5.5 Mill
Ticket Revenue - $205 Mill
Operating Ratio – 1.43
Capital Cost - $4,031 Mill

KEY:
- 79-mph
- 110-mph
- 125-mph
Intercity Rail Vision Plan
Next Steps

- Work with Amtrak on further development and refinement of plan.
- Begin discussions with freight railroads and conduct detailed assessment of line capacity needs.
- Expand engineering analysis to further develop and refine cost estimates of base system and new capacity options.
2008 Rail Plan Update

- Integrated and Comprehensive Rail Plan that looks at:
  - Intercity passenger service
  - Intraregional and local rail transit service
  - Freight service
  - How all 3 interact to move goods and people

- Plan will be developed with assistance of Expanded Rail Stakeholder Advisory Committee
Rail Stakeholder Advisory Committee

• Purpose: Provide input to Rail Plan policy development
• Chaired by Asst. Secretary Debbie Hunt
• 30 members with representatives from:
  - Rail industry
  - Shippers (ports, large shippers)
  - Passenger rail agencies
  - Legislature, state and local government entities
  - Growth management/environmental interests
• Anticipate 4 meetings around the state
  - 1st meeting July 29-30 in Tampa (Hilton Airport Hotel)
  - Other meetings in Panama City, Ft. Lauderdale and Jacksonville
• Plan completion date 6/30/09
Central Florida Commuter Rail Project

- **Phase I** – DeBary to Sand Lake Road
  - 31 miles, 12 stations
  - Operational 2011

- **Phase II** – Sand Lake to Poinciana and DeBary to Deland Segments
  - 30 miles, 5 stations
  - Operation by 2013

Agreement to Purchase 61 mile corridor Reached with CSX
CFCR Capital and O&M Costs

- Capital Costs $605 million including:
  - Double Tracking of 61 mile corridor
  - Signal communication and control Systems
  - Stations
  - Trains/Equipment
- Capital cost allocation
  - Federal pays 50%
  - State pays 25%
  - Locals pay 25%
- O and M Costs
  - To be paid by FDOT over first 7 years
  - Paid by locals thereafter
Questions?

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