Miami – Orlando Passenger Rail Project Overview
The Historical Significance of Florida East Coast Industries

- Henry Flagler transformed Florida when he built his railroad
  - FEC Railway connected cities along the east coast of Florida
  - Introduced freight and passenger service
  - Provided economic development opportunities
    - Stations were tied to real estate development (e.g. hotels)
  - Existing right-of-way can be leveraged to provide a transportation alternative
  - Reintroduction of passenger service has been discussed for decades
Executive Summary

• FECI is building a privately owned, operated and maintained intercity passenger rail system from South Florida to Orlando
  – System will travel 230 miles
    • Tracks already in place for approximately 200 miles
  – Stations in Miami, Fort Lauderdale, West Palm Beach and Orlando
  – Significant transit oriented development opportunities
Service Offering

- Faster, cheaper, cleaner, safer and more enjoyable than other modes of transportation
  - Up to 110 m.p.h.; possibly 125 m.p.h.
  - Frequent, regularly scheduled round trip trains (potential service hours: 6 a.m. to 9 p.m. departures)
  - High quality of service
    - First and economy classes
    - Wi-Fi
    - Quality meal service
    - Downtown departure locations
Market Opportunity

- **Orlando – South Florida: One of the most compelling markets in the U.S. for intercity passenger rail**
  - Approximately 50 million people transit the corridor annually\(^1\)
    - 95% travel by car
    - 4+ hour average drive on highly congested roads versus 3 hours via All Aboard Florida
  - Other market factors:
    - Orlando is the most visited city in the nation with 52 million visitors annually
    - Orlando is home to one of the largest convention centers in the country with over 1.5 million annual visitors
    - University of Central Florida (located in Orlando) is the second largest university in the U.S.
    - Miami – Dade County is the most populous county in Florida; 7\(^{th}\) most populous county in the U.S.
    - Miami is the cruise ship capital of the world; Port Everglades is a major cruise port as well
    - ~70% of the State’s population will be served by the train once all phases built

\(^1\) Excludes travelers transiting within counties or between adjacent counties
Due Diligence Phase Completed

- Announcement on March 22 allowed All Aboard Florida to begin stakeholder discussions and complete due diligence phase
  - Engineering
    - Ongoing work to determine route alignment, travel time, and construction cost (via a 30% design of system)
  - Investment grade ridership study
  - Environmental
  - Identifying station locations
  - Rolling stock options
Service Offering will tie into Existing and Future Infrastructure

- 4 stations with significant transit oriented development opportunities
- Direct connections to Metrorail (MIA), SunRail (ORL), Miami People Mover, future Fast Start/SFECC passenger rail service (South Florida), and future Wave service (Fort Lauderdale)
- Express connection to existing Tri-Rail service and Amtrak stations
- Significant additional ridership with potential future extension to Tampa and Jacksonville
- Other passenger rail projects can still function in existing right-of-way
West Palm Beach Station
SOUTH TERMINAL CONCEPT

- Future Landside Terminal
- 3,500 Car Parking Garage
- Bus Terminal
- Commuter Rail
- Passenger Rail Station
- APM
- Ground Transportation
Impact on Florida

The creation of an intercity passenger rail network in Florida will have a transformational effect on the state.

- Over 6,000 new rail construction jobs
- Over 1,000 new permanent jobs
- Substantial environmental benefits
- Relieve road congestion
- Reduce accidents
- Decrease highway maintenance

Immediate Benefits

- 1,000’s of additional indirect jobs
- Increase in property values
- Increased opportunities for tourism, employment and development

Additional Benefits

ALL ABOARD FLORIDA
Project Timeline and Costs

• Timeline
  – Released public announcement of the project March 22, 2012
  – Completed ridership, engineering, and environmental reviews in Q2 2012
  – Final corridor selection and funding in 3Q and 4Q 2012
  – Construction commence in 2013
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