

# Intercity Passenger Rail in Florida

Transplex  
Conference  
Orlando, Florida  
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# Presentation Overview

- Intercity travel markets in Florida and need for intercity passenger rail.
- Status of the Florida high speed rail project.
- Summary of the Department's Intercity Passenger Rail "Vision" plan.

# Need for Intercity Passenger Rail Service in Florida

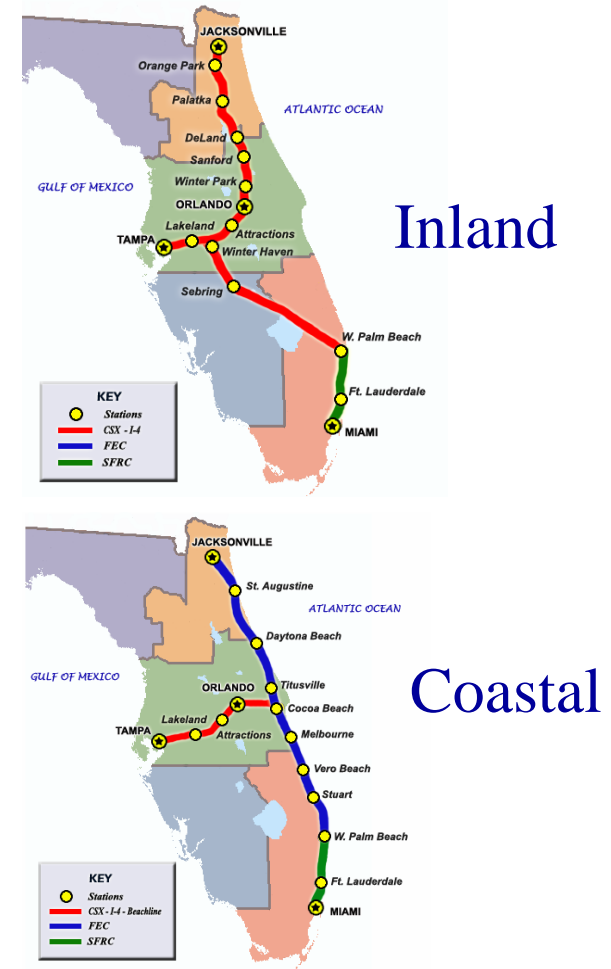
- Lack of alternatives for intercity travel in Florida
  - Air service
  - Amtrak
  - Automobile
- Growth in resident and visitor population
- Tremendous growth in intercity travel markets

# Florida High Speed Rail

- Florida High Speed Rail Authority
- Authority's focus: Orlando-Tampa project
- Final EIS approved by FRA in August 2005
- Two private sector proposals remain before the Authority
- Project is currently on hold.

# 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 freight service
- Route options
  - Inland
  - Coastal



# Phase 1 Inland




## Orlando – Tampa - Miami

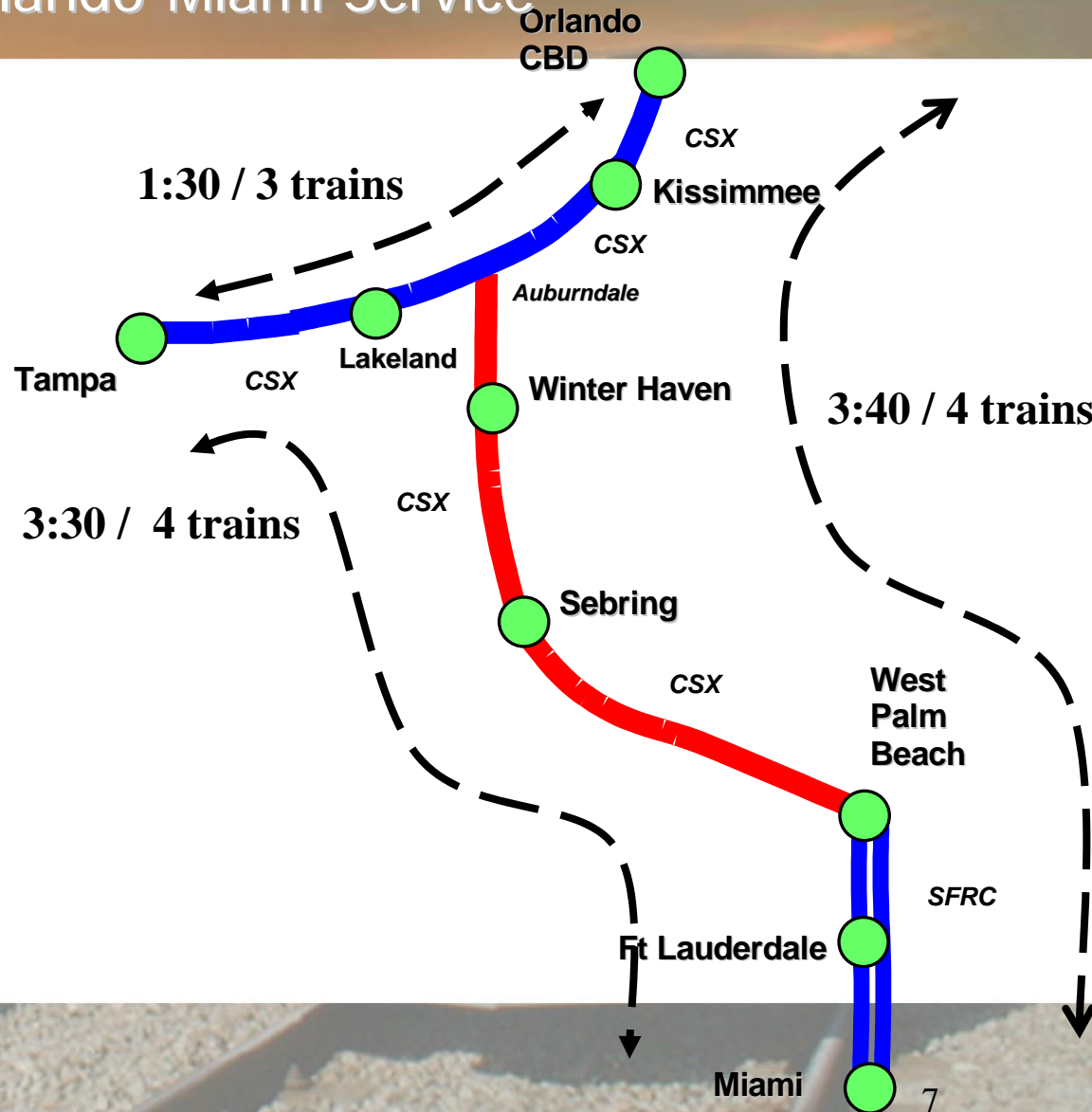
### Proposed Improvements

- Upgrade Auburndale to WPB to Class 6 Track
- Build new dedicated passenger track from Auburndale to Tampa
- Build a new Rail Bridge in the Lakeland area.
- 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

Passengers -	1.79 Mill
Ticket Revenue -	\$ 65 Mill
Operating Ratio -	1.02
Capital Cost -	\$1,110 Mill




KEY:	
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	110-mph
	125-mph

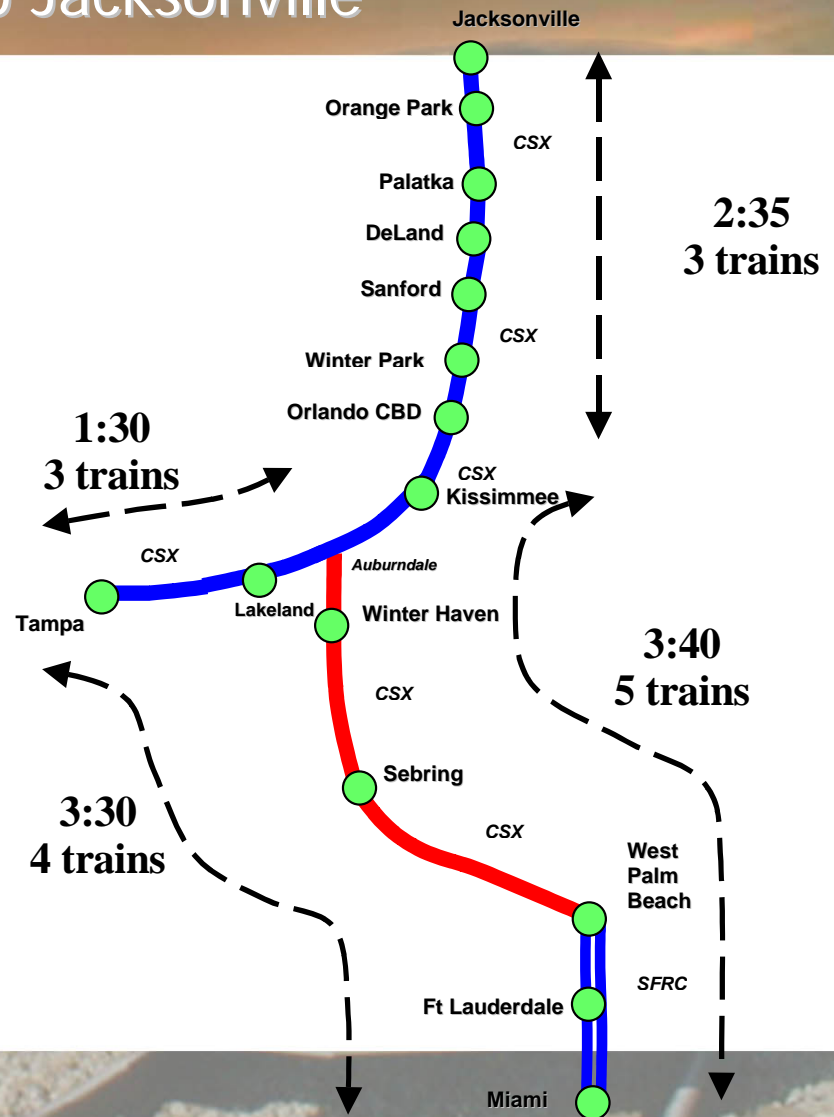


# Phase 2 Inland

## Extension to Jacksonville

Passengers -	2.4 Mill
Ticket Revenue -	\$ 101 Mill
Operating Ratio -	1.30
Capital Cost -	\$ 1,244 Mill




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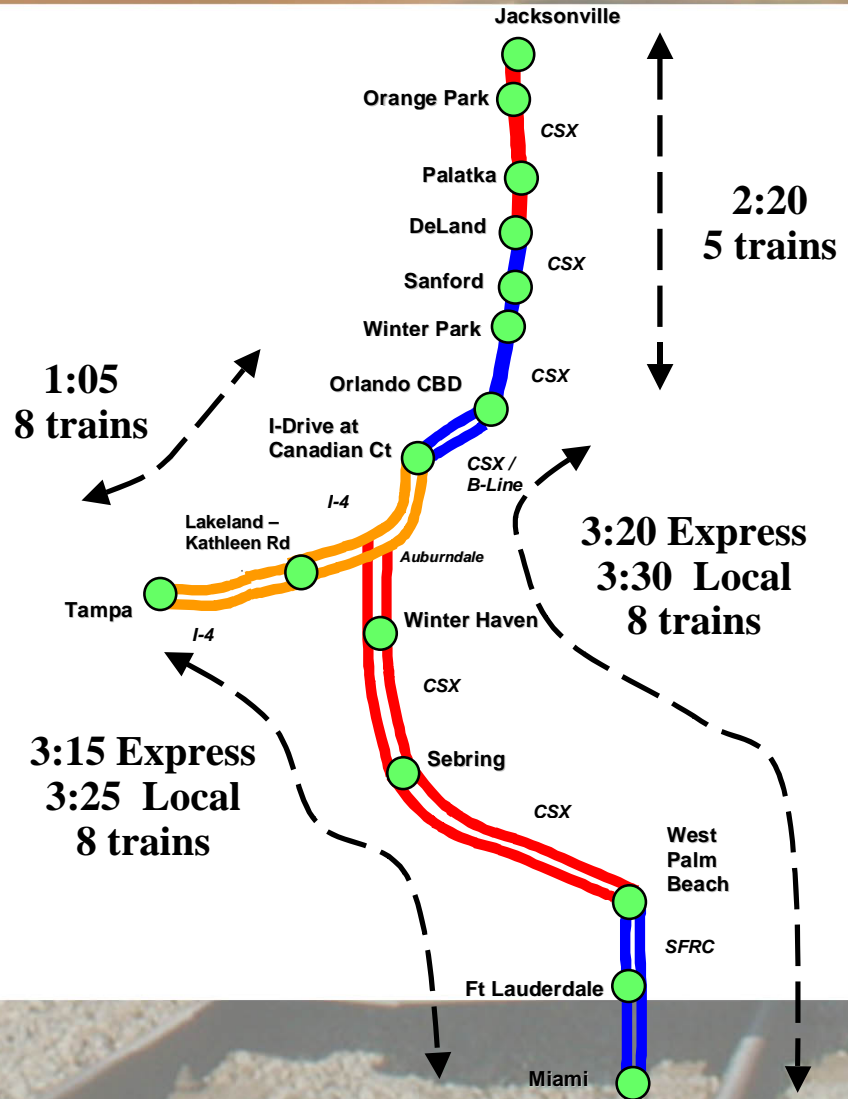


# Phase 3 Inland

Jacksonville – Orlando – Tampa – Miami using I-4

Passengers -	4.4 Mill
Ticket Revenue -	\$ 175 Mill
Operating Ratio -	1.34
Capital Cost -	\$ 3,520 Mill

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	110-mph
	125-mph



# Phase 1 Coastal

Jacksonville – Orlando – Miami




## Proposed Improvements

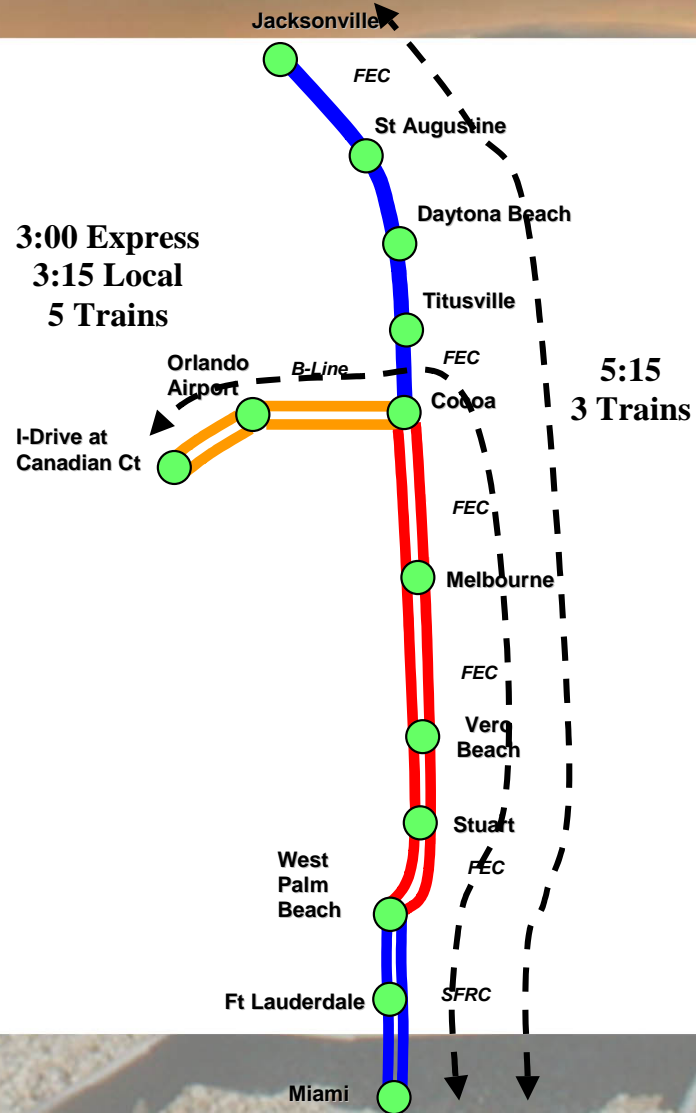
- Double track FEC railroad from Cocoa to WPB
- Build new double track along Beachline expressway
- Improve 156 crossings with Quad Gates
- Provide 8 new stations

# Phase 1 Coastal

## Jacksonville – Orlando – Miami




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

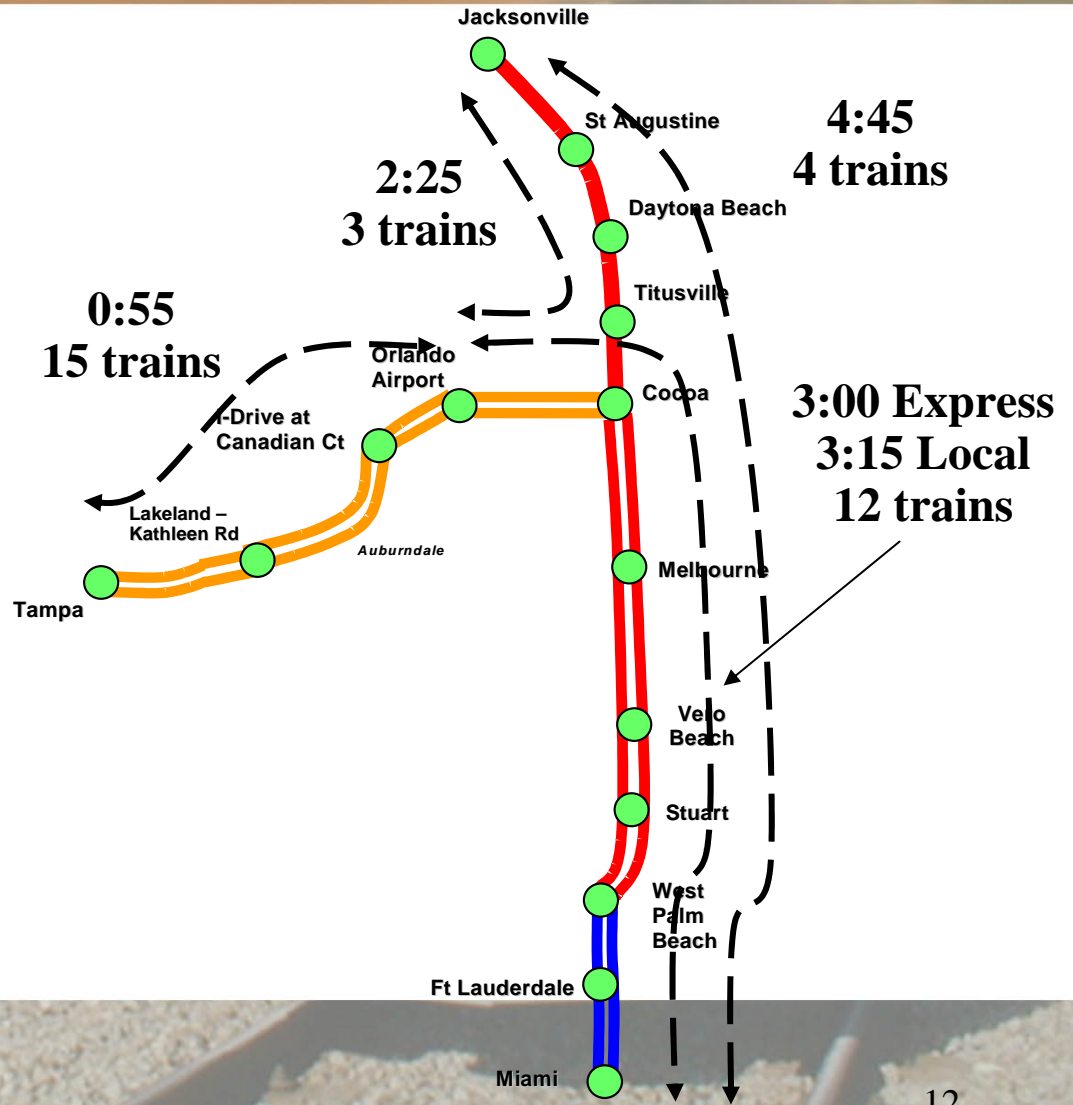
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# Phase 2 Coastal Extension to Tampa

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

KEY:	
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	110-mph
	125-mph



# Next Steps

- Work with Amtrak on further development and refinement of plan.
- Begin tiered environmental documentation for both FEC and CSX alternative concepts.
- Continue 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.

# Questions???????

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