

Rail Traffic Evaluation

Status Meetings
September 2008

FDOT District 1

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FDOT Rail Traffic Evaluation



Agenda

- Scope of Study
- Update on Work Status
- Technical Areas Methodologies
 1. Identify Impacts /Develop Mitigation
 2. Evaluate Freight Routing
 3. Passenger Rail Feasibility Assessment
- Next Steps

Scope of Work

- Four Work Elements
 1. Identify Impacts / Develop Mitigation
 2. Evaluate Freight Routing
 3. Passenger Rail Feasibility Assessment
 4. Public/Stakeholder Outreach

Project Update

Completed Work Tasks To Date

- Initiated Stakeholder Outreach
- Review of Previous Studies and Available Information
- Collection of Supplemental Data
- Documentation of Existing Conditions
- Development of Methodologies

Upcoming Work Tasks

- Finalization of Methodologies Based on Stakeholder Input
- Finalization of Future Condition for Basis of Study Analyses
- Initiate Technical Evaluations Based on Established Future Conditions

Impacts and Mitigation Methodologies

Impacts/Mitigation Methodology

- Existing Condition (2008)
 - 16 trains per day
 - Existing traffic volumes
- Baseline Condition (2030)
 - Adjust traffic using agreed upon growth rate
 - 20 trains per day
- Screening Long List of Grade Crossings

Impacts/Mitigation Methodology

- Future Conditions (2030) Analysis
 - Low – ILC Development and CSX's Strategic Business Plan
 - 20 trains per day through Polk County (16 existing plus 4 additional)
 - Medium – Partial Build Out (With ILC and some surrounding development)
 - ? trains per day
 - ? square feet of development
 - High – Full Build Out (With ILC and full build-out of surrounding development)
 - ? trains per day
 - ? square feet of development

Impacts/Mitigation Methodology

- Next Steps
 - Perform Analysis on Future Year Conditions
 - Determine Impacts
 - Identify Mitigation- Where Needed

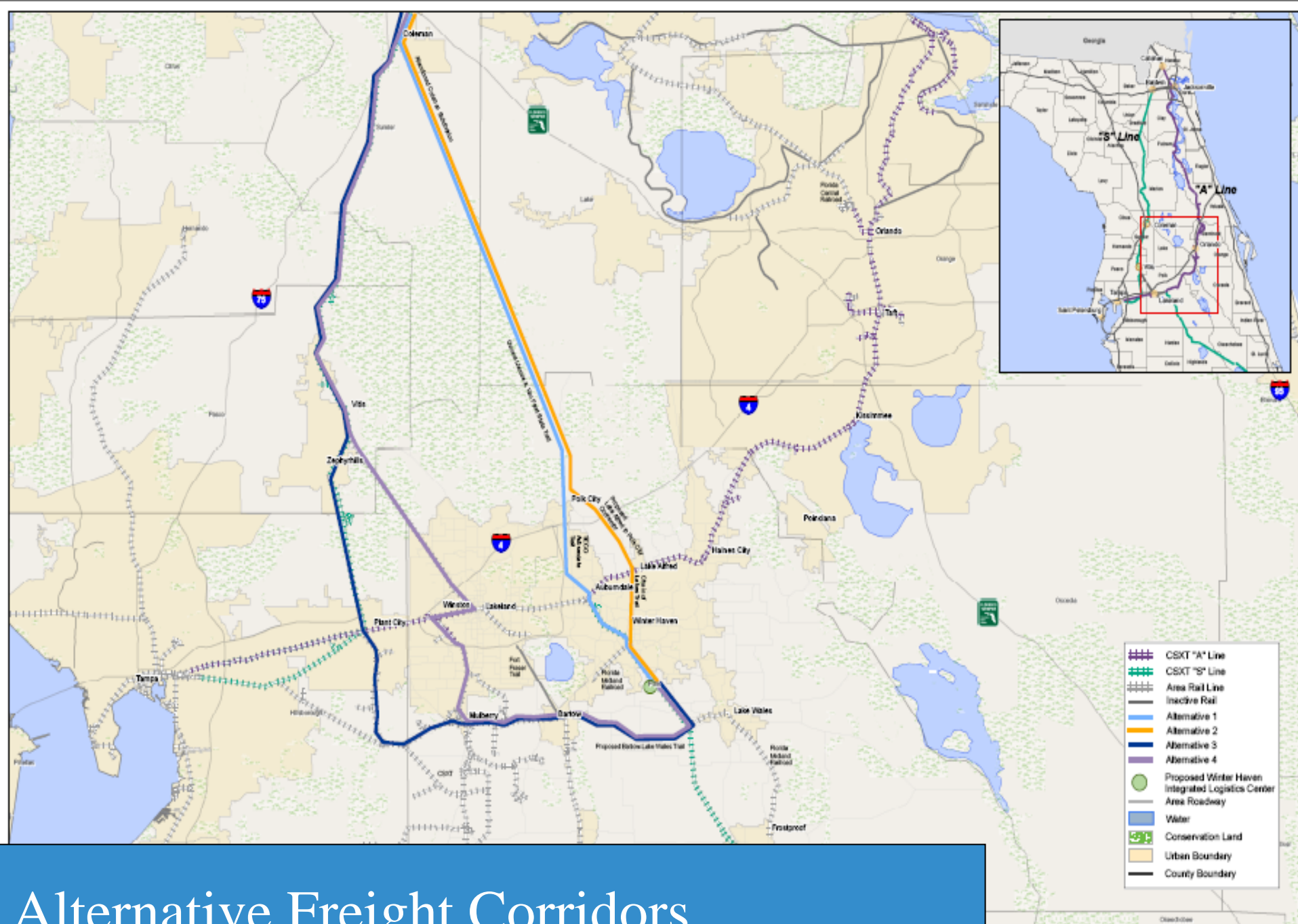
Freight Rail Routing Methodologies

Freight Corridors Methodology

- Basis of Analysis
 - Meet Delivery Needs of CSXT & Its Customers
 - Serve the ILC in Winter Haven
 - Maintain CSX Through Routes between Jacksonville and Points South (Miami/Tampa)
 - Assessing Alternative Routes to Current Proposal

Freight Corridors Methodology

- Long List of Corridors Have Been Screened
 - Active Rail Rights-of-Way
 - Underutilized & Abandoned Rail Rights-of-Way
 - Utility Rights-of-Way
 - Existing & Planned Roadway Rights-of-Way
 - New Corridors
 - Operational Changes



- CSX "A" Line
- CSX "S" Line
- Area Rail Line
- Inactive Rail
- Alternative 1
- Alternative 2
- Alternative 3
- Alternative 4
- Proposed Winter Haven Integrated Logistics Center
- Area Roadway
- Water
- Conservation Land
- Urban Boundary
- County Boundary

Alternative Freight Corridors



Freight Corridors Methodology

- Next Steps
 - Input on These Draft Corridors
 - Feasibility
 - Other Options to be Explored
 - Refine List of Final Corridors
 - Define Corridor Characteristics in More Detail
 - ROW Availability/Requirements
 - Physical Conditions
 - Operational Considerations
 - Conceptual Costs
 - Institutional Issues

Passenger Rail Feasibility Methodologies

Passenger Rail Service Methodology

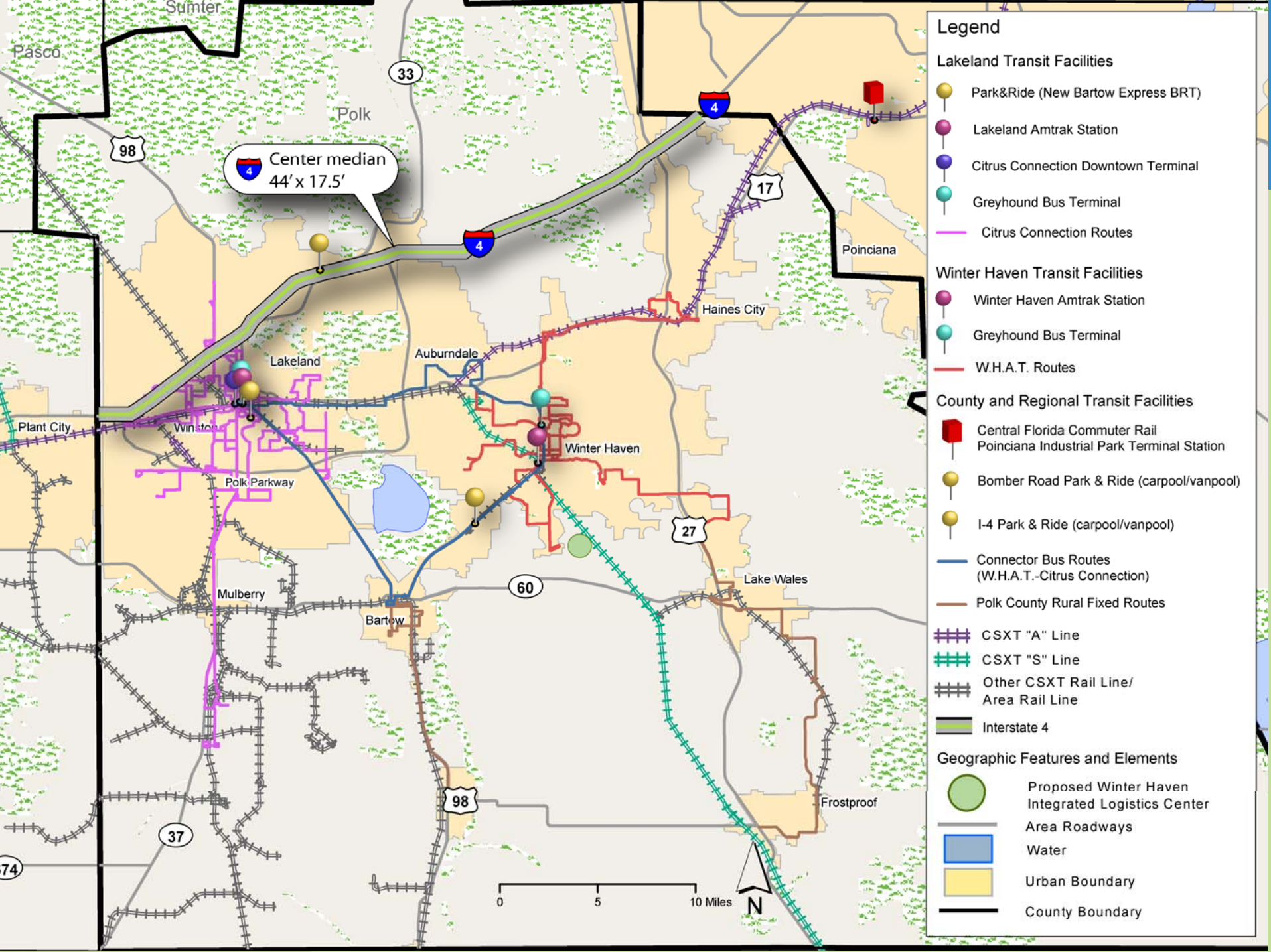
- This is a *Feasibility Assessment*, not an Alternatives Analysis
 - The Difference Between the 2 is Important in Understanding:
 - Methodologies to be Applied
 - Expectations for the Study Findings

Passenger Rail Service Methodology

- Ridership
 - Will Identify the Market Segments and Their Strengths
 - Polk County to Tampa Commuter Market
 - Polk County to Orlando Commuter Market
 - Tampa/Orlando Intercity Market (Business, Recreation Trip Types)
 - Will Apply Modal Splits and Determine Ridership Ranges

Passenger Rail Service Methodology

- Screen a Range of Alternatives
 - Intercity (Amtrak) Type Options
 - Tampa-Lakeland-Orlando Market
 - CSX Corridor
 - High Capacity (Rail or BRT) Type Options
 - Commuter & Intercity Market
 - I-4 Corridor
 - Commuter Rail Options
 - Extension of TBARTA system to Lakeland from Tampa
 - Extension of Central Florida DMU Service to Lakeland from Orlando



Center median
44' x 17.5'

- ### Legend
- Lakeland Transit Facilities**
 - Park&Ride (New Bartow Express BRT)
 - Lakeland Amtrak Station
 - Citrus Connection Downtown Terminal
 - Greyhound Bus Terminal
 - Citrus Connection Routes
 - Winter Haven Transit Facilities**
 - Winter Haven Amtrak Station
 - Greyhound Bus Terminal
 - W.H.A.T. Routes
 - County and Regional Transit Facilities**
 - Central Florida Commuter Rail Poinciana Industrial Park Terminal Station
 - Bomber Road Park & Ride (carpool/vanpool)
 - I-4 Park & Ride (carpool/vanpool)
 - Connector Bus Routes (W.H.A.T.-Citrus Connection)
 - Polk County Rural Fixed Routes
 - CSXT "A" Line
 - CSXT "S" Line
 - Other CSXT Rail Line/ Area Rail Line
 - Interstate 4
 - Geographic Features and Elements**
 - Proposed Winter Haven Integrated Logistics Center
 - Area Roadways
 - Water
 - Urban Boundary
 - County Boundary



Passenger Rail Service Methodology

- Next Steps
 - Refine Alternatives List for Testing Based on Input
 - Develop Average Travel Times for Alternatives
 - Determined Ridership Potential
 - Estimate Order of Magnitude Capital Cost and Annual Operating and Maintenance Costs
 - Identify Institutional Challenges

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