

# Rail Traffic Evaluation

Status Meetings  
September 2008

*FDOT District 1*

[www.fdotrailtrafficevaluation.com](http://www.fdotrailtrafficevaluation.com)

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

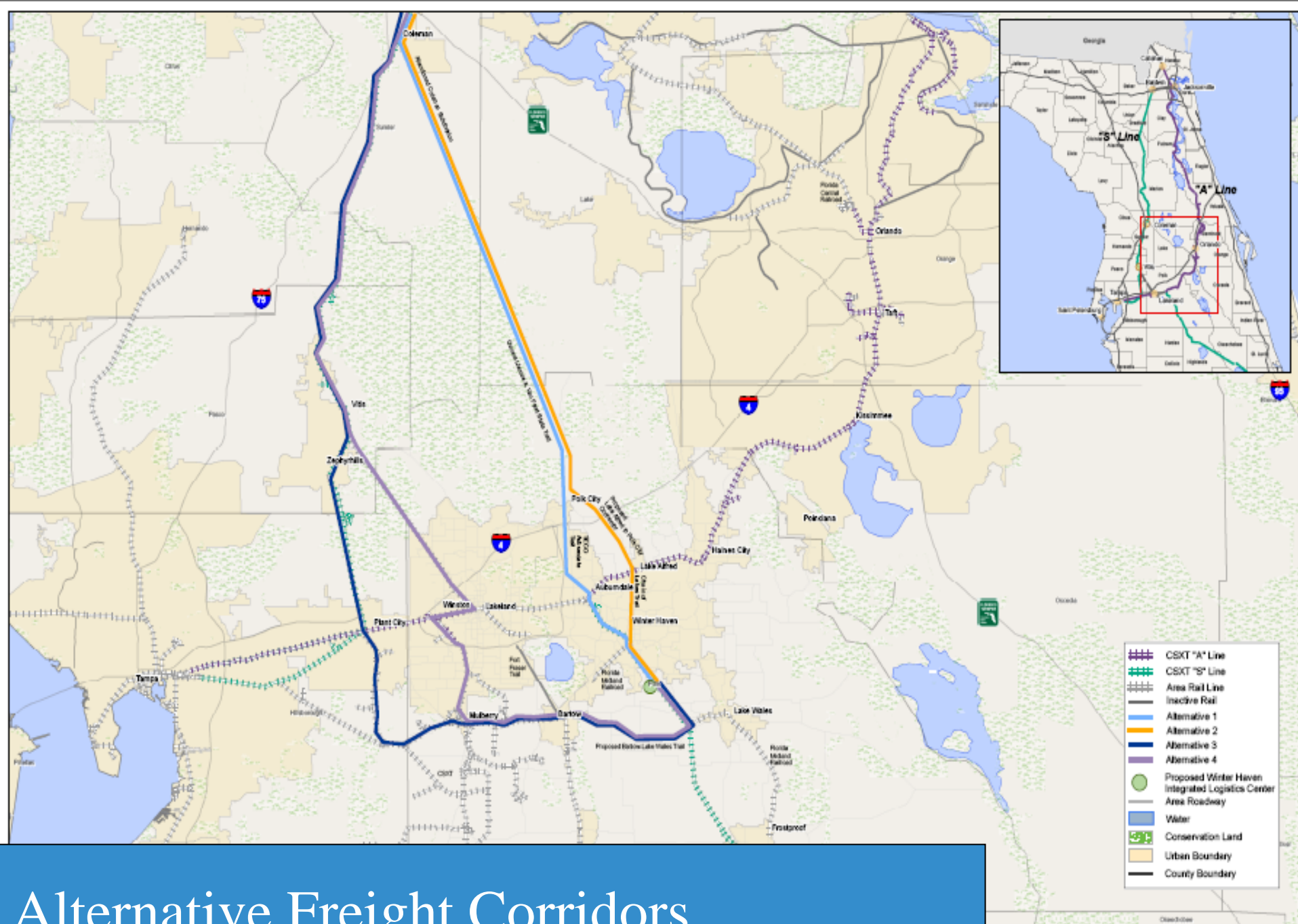
# Freight Rail Routing Methodologies

# 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



# 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

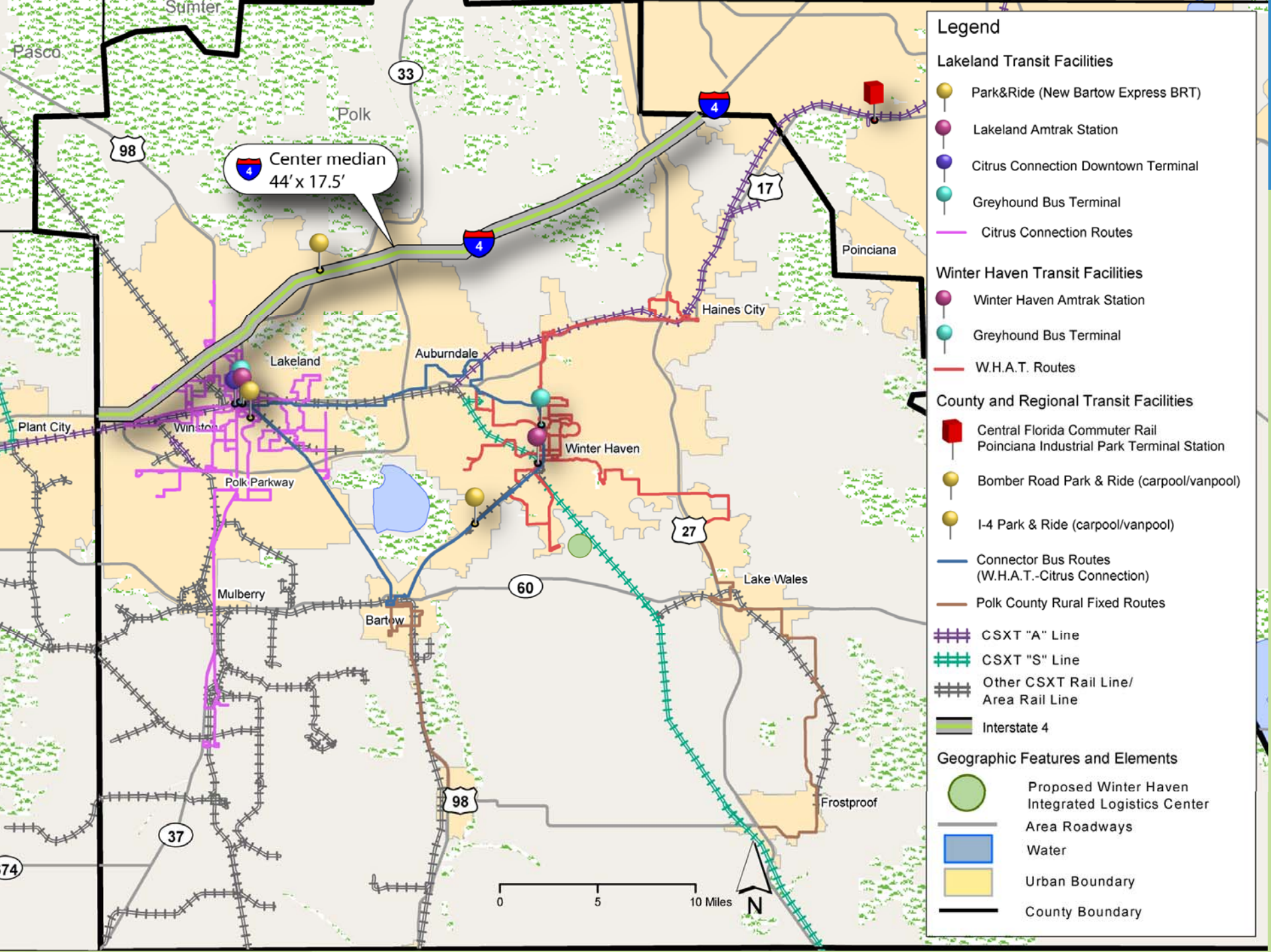
- This is a *Feasibility Assessment*, not an Alternatives Analysis
  - The Difference Between the 2 is Important in Understanding:
    - Methodologies to be Applied
    - Expectations for the Study Findings

# 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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