November 16, 2021

AGENDA ITEM 7B

RAIL DISCUSSION

TYPE OF ITEM: Action

STATEMENT OF ISSUE

This item provides a discussion of rail by Rickey Fitzgerald, Florida Department of Transportation Freight and Multimodal Operations Office.

ATTACHMENT

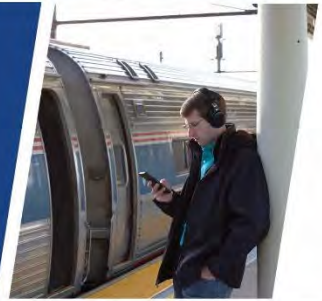
Attachment 1: Draft Presentation

ATTACHMENT 1

State Rail Discussion

November 16, 2021

FDOT



GULF COAST RAIL

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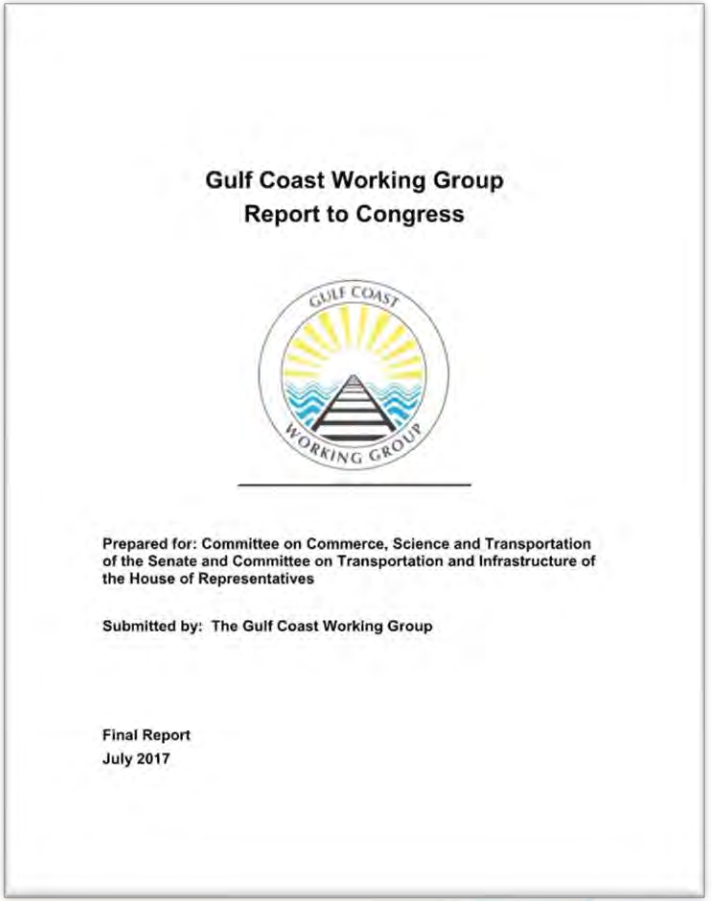
Background

- **2005:** Amtrak service along Gulf Coast, suspended after Hurricane Katrina
- **Mid-2015:** the Southern Rail Commission asked Amtrak to evaluate potential restoration options
- **December 2015:** the Fixing America's Surface Transportation (FAST) Act mandated the creation of the Gulf Coast Working Group (GCWG) to complete a report to Congress on Gulf Coast passenger rail restoration
- **2016:** CSX and GCWG completed separate feasibility and cost estimates studies


Gulf Coast Working Group
Report to Congress

Prepared for: Committee on Commerce, Science and Transportation of the Senate and Committee on Transportation and Infrastructure of the House of Representatives

Submitted by: The Gulf Coast Working Group

Final Report
July 2017

Gulf Coast Route: New Orleans to Orlando

New Orleans – Mobile: 137.7 miles CSX
Mobile – Flomaton: 59 miles CSX
Flomaton – Pensacola: 45 miles CSX
Pensacola – Tallahassee: 202 miles FGA
Tallahassee – Baldwin 150 miles FGA
Baldwin – Jacksonville 21 miles CSX
Jacksonville – Deland 109 miles CSX
Deland – Orlando 61 miles FDOT

Corridor Infrastructure Characteristics

- **New Orleans to Flomaton**
  - 196 miles
  - 39.2 miles of 2nd track
  - signaled with PTC
- **Flomaton to Jacksonville**
  - 393 miles
  - 32.9 miles of 2nd track
  - non-signaled without PTC (243 miles)
  - signaled without PTC (150 miles)
- **Jacksonville to Deland**
  - 127 miles
  - 21.3 miles of 2nd track
  - signaled with PTC
- **Deland to Orlando**
  - 41.8 miles
  - 28.3 miles of 2nd track
  - signaled with PTC

Corridor Operational Characteristics

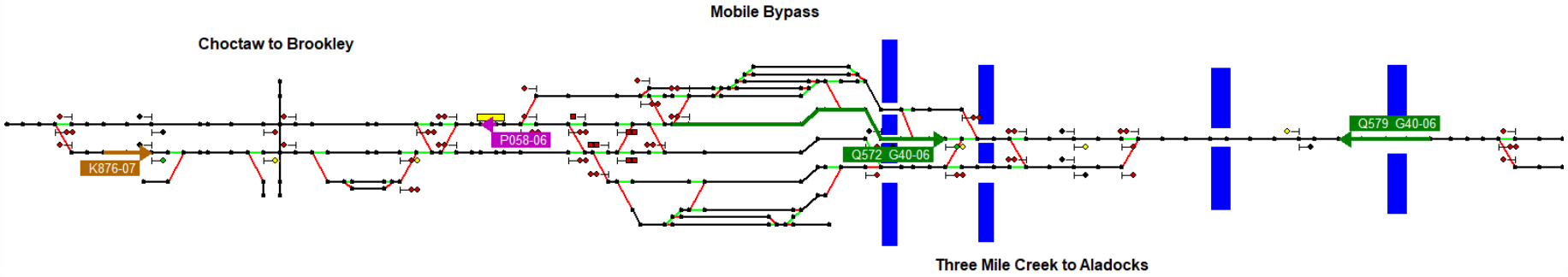
- **New Orleans to Flomaton**
  - 11-13 thru freight trains per day
  - 2-6 local trains per day
- **Flomaton to Jacksonville**
  - 7-8 thru freight trains per day
  - 8 local freight trains per day
- **Jacksonville to Deland**
  - 4 thru freight trains per day
  - 4 Amtrak trains per day
  - 1 local freight train per day
- **Deland to Orlando**
  - 4 thru freight trains per day
  - 4 Amtrak trains per day
  - 40 SunRail trains per day

Moveable bridges are a major constraint

- 17 moveable bridges
- Marine traffic has priority, open and close independent of freight traffic
- Occasional mechanical failures
- Manned with bridge tenders, some require track time to reach bridge

Factors Impacting Costs

- On-Time Performance (OTP)
- Average Speed (mph)
- Delay

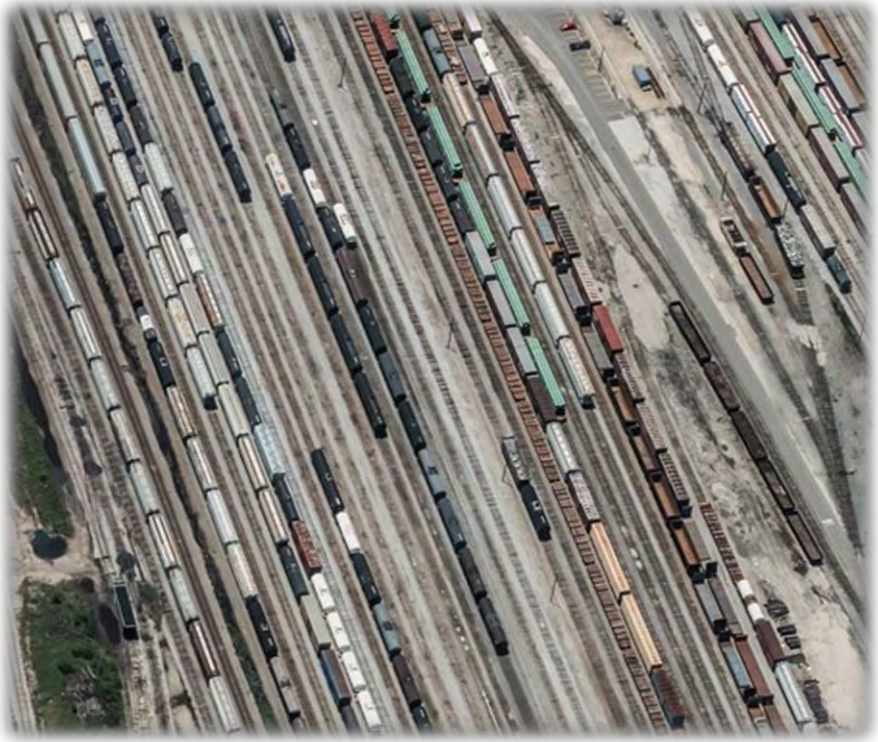


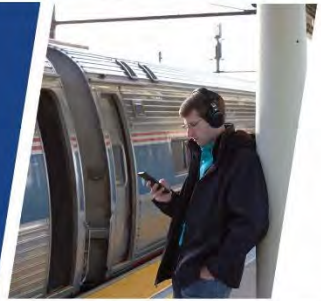
Adding Gulf Coast Passenger Rail Requires Significant Investment

- Cost estimate to reinstate and sustain Amtrak:

  Up to $2.254B

- Required to have high passenger OTP while maintaining freight level of service
- Operational challenges:
  - Congested terminal areas
  - Trains holding on mainline to serve customers and yards
  - Sparse sidings
  - Moveable bridges
- Limited access and marshy terrain makes construction costly





PASSENGER RAIL STRATEGY DEVELOPMENT

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Working Group Objectives

- Define role in passenger rail
  - Vision and policy position
  - Organizational structure and resource needs
  - Projects and opportunities
  - Partnership approaches and funding strategies

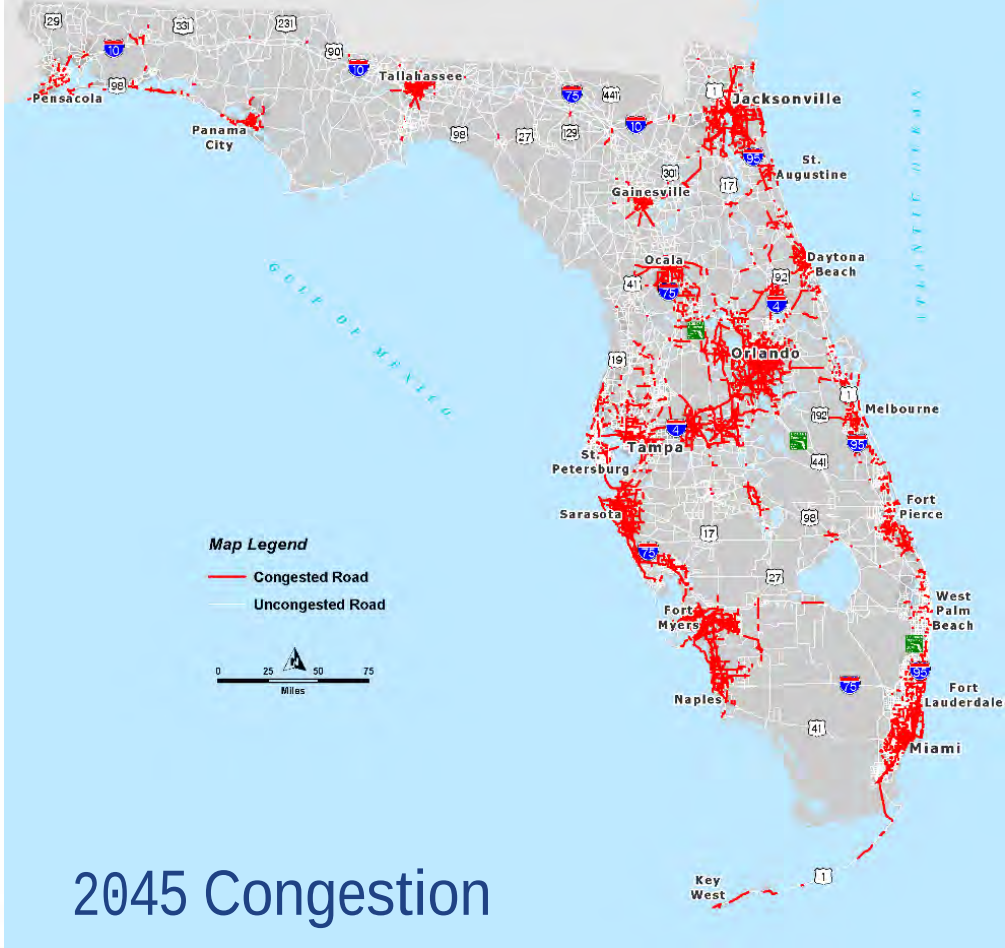
Intercity

Regional

Urban

Why?

- Robust multimodal transportation system vision
- Florida's unique geography and development patterns
- Mobility needs of a growing state
- Multimodal connectivity – systems approach
- Safer and cleaner mode of travel
- Economic development
- Equity and accessibility



2045 Congestion

Lessons Learned From Other States

- Clearly define the role that passenger rail should play in state mobility
- Political support is critical to success
- Have a dedicated source of ongoing, sustainable funding for passenger rail
- Connections strengthen transportation systems
- Existing freight corridors are not guarantees of available alignment or track capacity

Funding

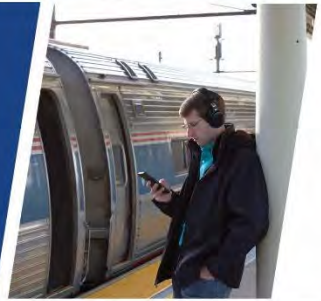
- Conduct needs assessment and develop financial plan to support the vision.
- Opportunity cost of current obligations

Partnerships

- Develop shared vision – early coordination is critical
- Intercity
- Regional and Urban
- Class I Freight Railroads
  - Capacity investments and incentives are needed to ensure reliable freight and passenger operations
- Partner with other states

Next Steps

- Passenger rail strategy
- Stakeholder interviews
- Research white paper
- Visual summary report
- Executive presentation

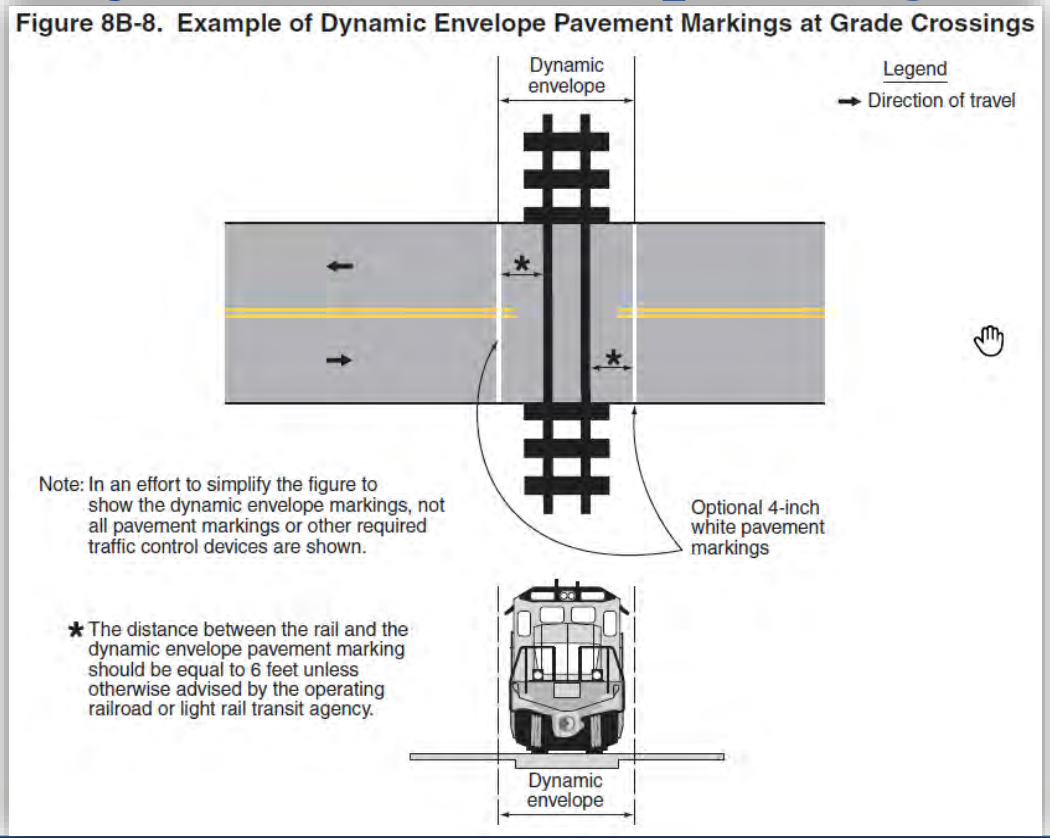


SAFETY GOAL ACHIEVEMENT

CLEARING THE PATH FOR A SAFER JOURNEY.

Dynamic Envelopes pavement markings are used to decrease unsafe stopping behavior for motorists, bicyclists, and pedestrians near railroad crossings. These white markings, coated with reflective glass powder, indicate the clearance needed for trains to safely pass.

Dynamic Envelope Projects: Planning



Implemented statewide:

- Improve behavior at grade crossings
- Increase awareness of rail infrastructure and safety

Partnerships (District, & RRs):

- New or updated agreements
- Plans development, review, and recommendations

Dynamic Envelope Projects: Identifying and Prioritizing

Dynamic Envelope Projects: Signage & Pavement Markings

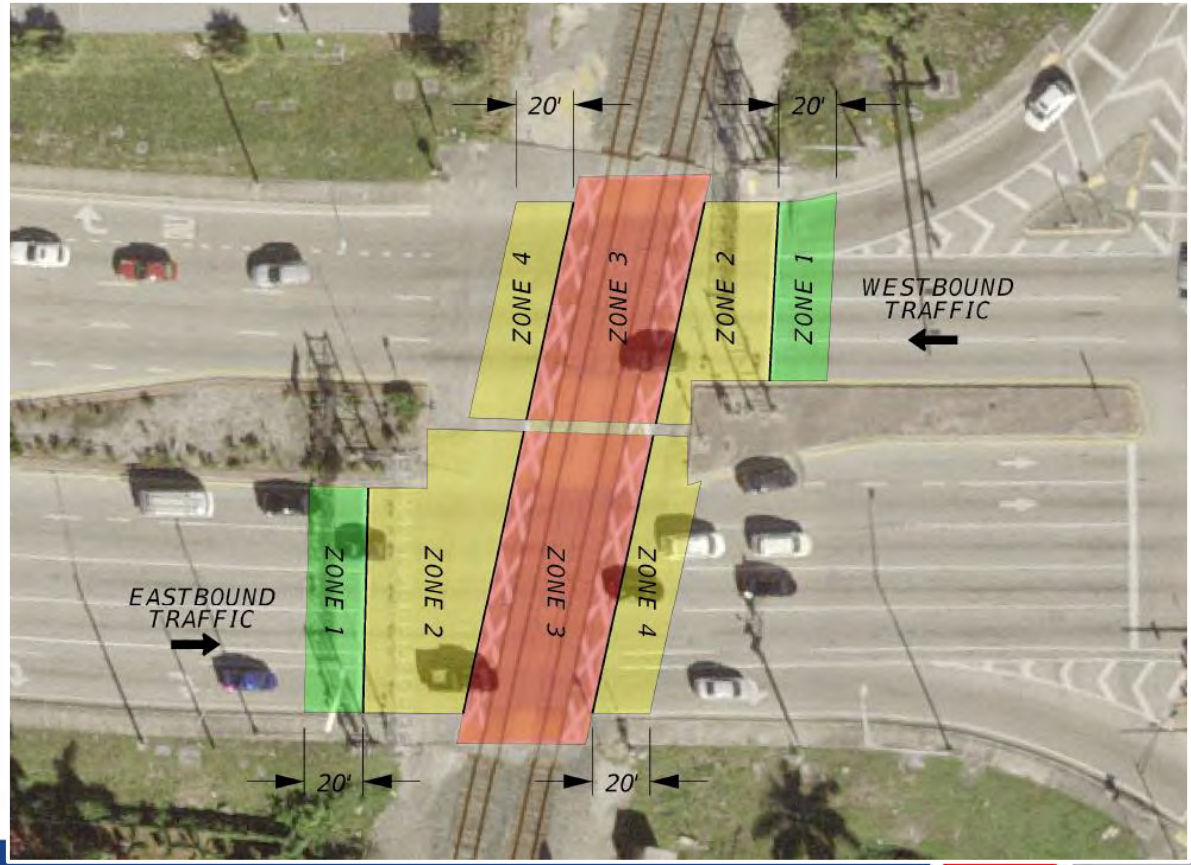
Dynamic Envelope Projects: Outreach

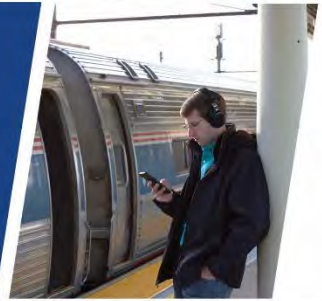
Business Outreach: focused on surrounding business and communities within a 1 mile radius

Digital Outreach: use of websites and social media sites

Dynamic Envelope Projects: Effectiveness Evaluation

- **Zone 1:** 20’ behind stop bar and gate arm
- **Zone 2:** Downstream of stop bar but upstream of track foul zone
- **Zone 3:** On the tracks foul zone
- **Zone 4:** 20’ immediately downstream outside of track foul zone





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