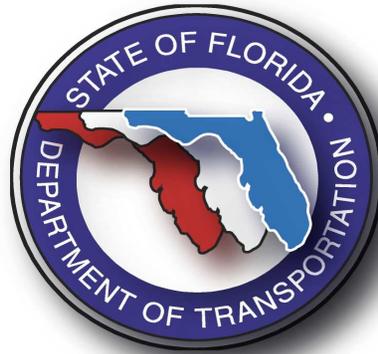


Long Range Trends in Florida



Florida Rail System Plan

Rail Stakeholder Advisory Committee Meeting #1

Bob Romig, Senior Associate

Tampa, Florida

July 29, 2008

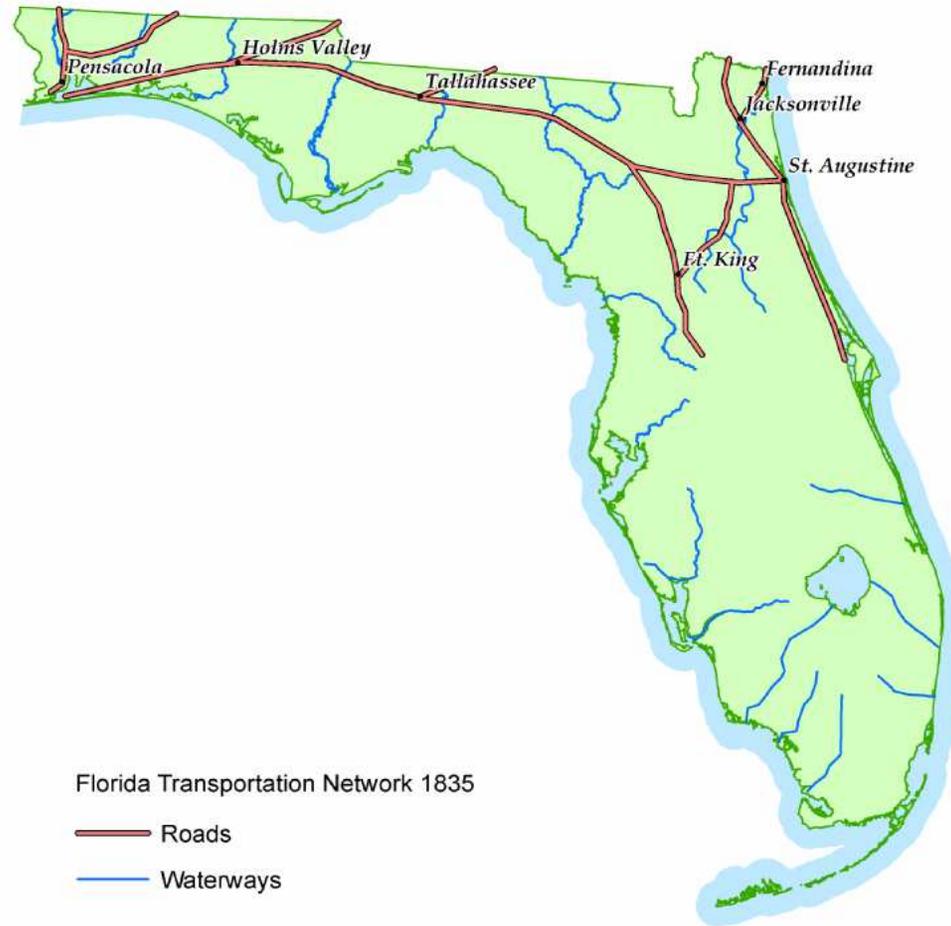


Presentation Overview

- ▼ Evolution of our Transportation System
- ▼ A Look Ahead: Key Trends Affecting Demand for Rail Services
- ▼ How Has Florida Responded?
- ▼ Policy Considerations



1800s: the Water Era

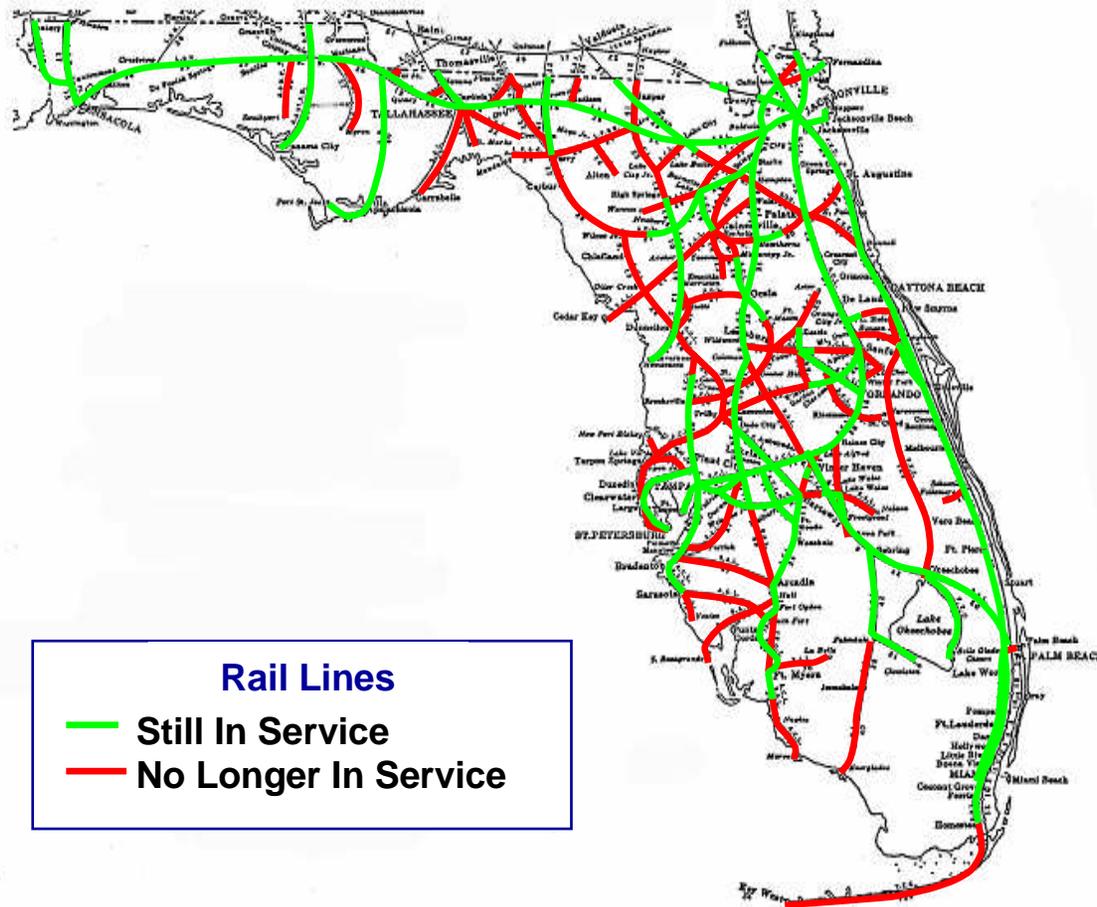


Florida Transportation Network 1835

- Roads
- Waterways



The Rail Era



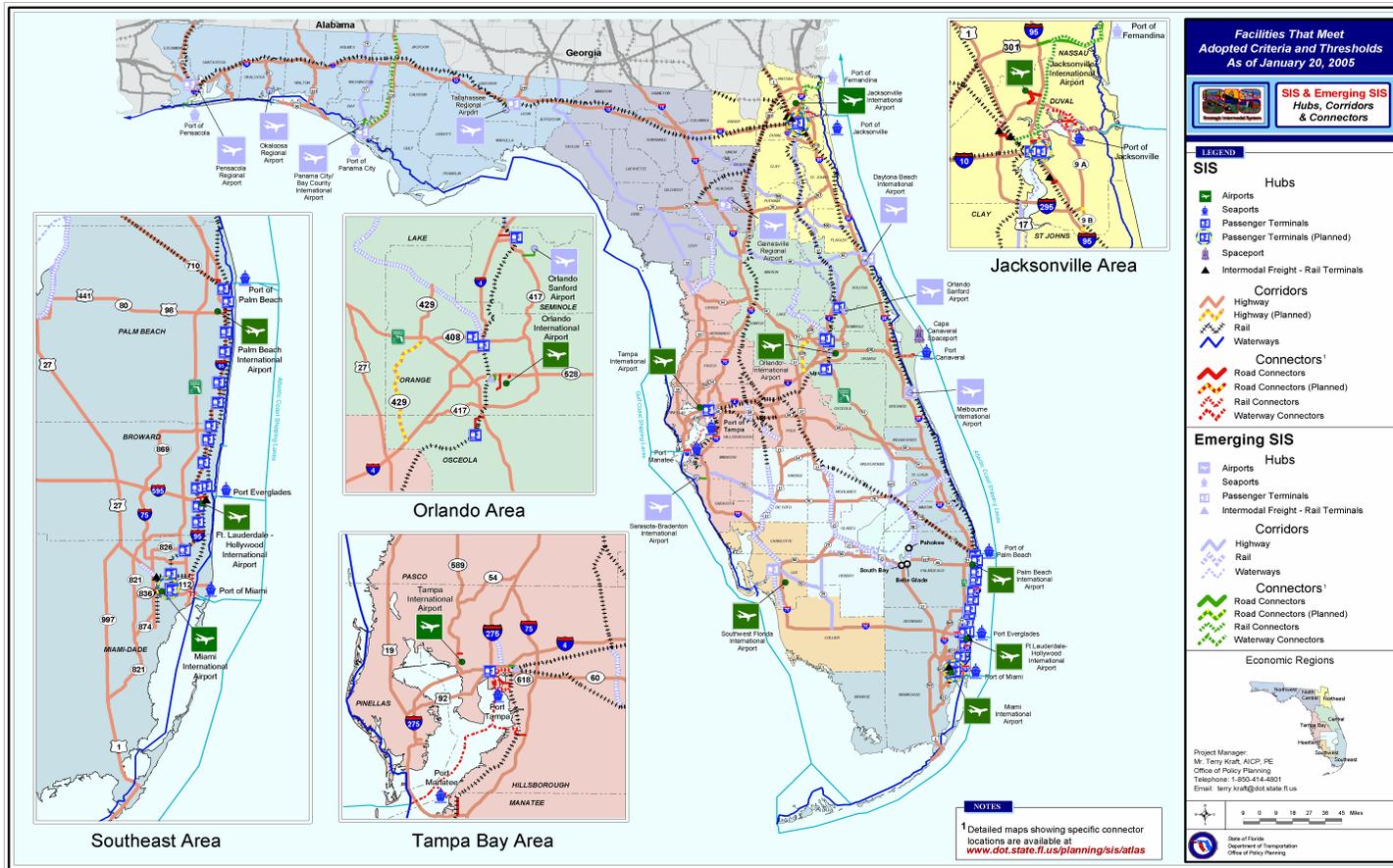
Late 1900s: Highway Era

Florida Intrastate Highway System



Early 21st Century: Multimodal Era

Strategic Intermodal System



A Look Ahead: Key Trends Affecting Demand for Rail Services

- ▼ Population and the Economy
- ▼ Shift Toward Service-Related Industries
- ▼ Continued Concerns About Growth Management and Environmental Stewardship
- ▼ The Perfect Storm: Declining Revenues and Cost Increases



Population Growth

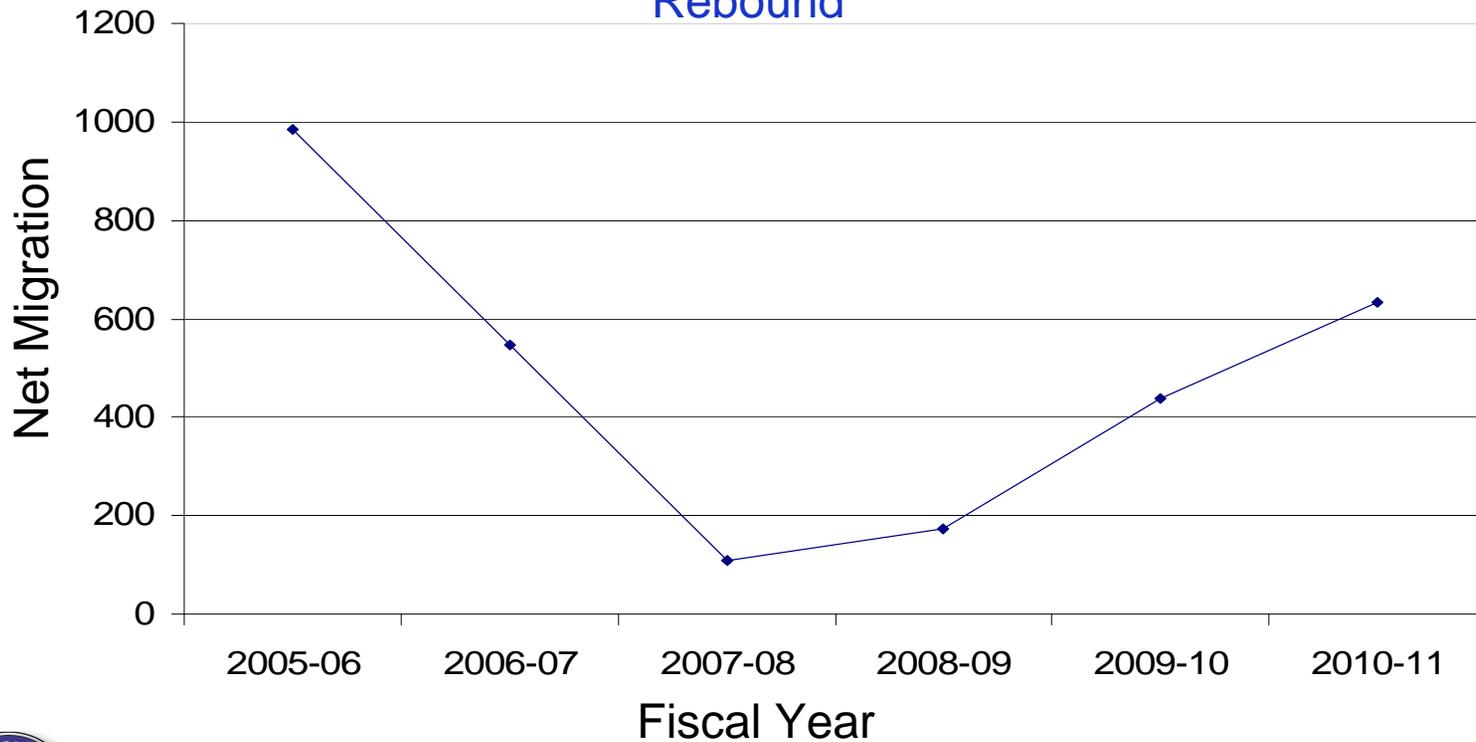
- ▼ Slower population growth is expected between April 1, 2007 and April 1, 2008
- ▼ Florida is still on track to break the 20 million mark by 2013 and become the third most populous state – surpassing New York
- ▼ Between 2010 and 2018 the population is expected to average 301,795 net new residents per year--like adding a city the size of Tampa every year



Source: Office of Economic and Demographic Research, Florida Legislature
Demographic Estimating Conference July 9, 2008

Population Growth Net Daily Migration

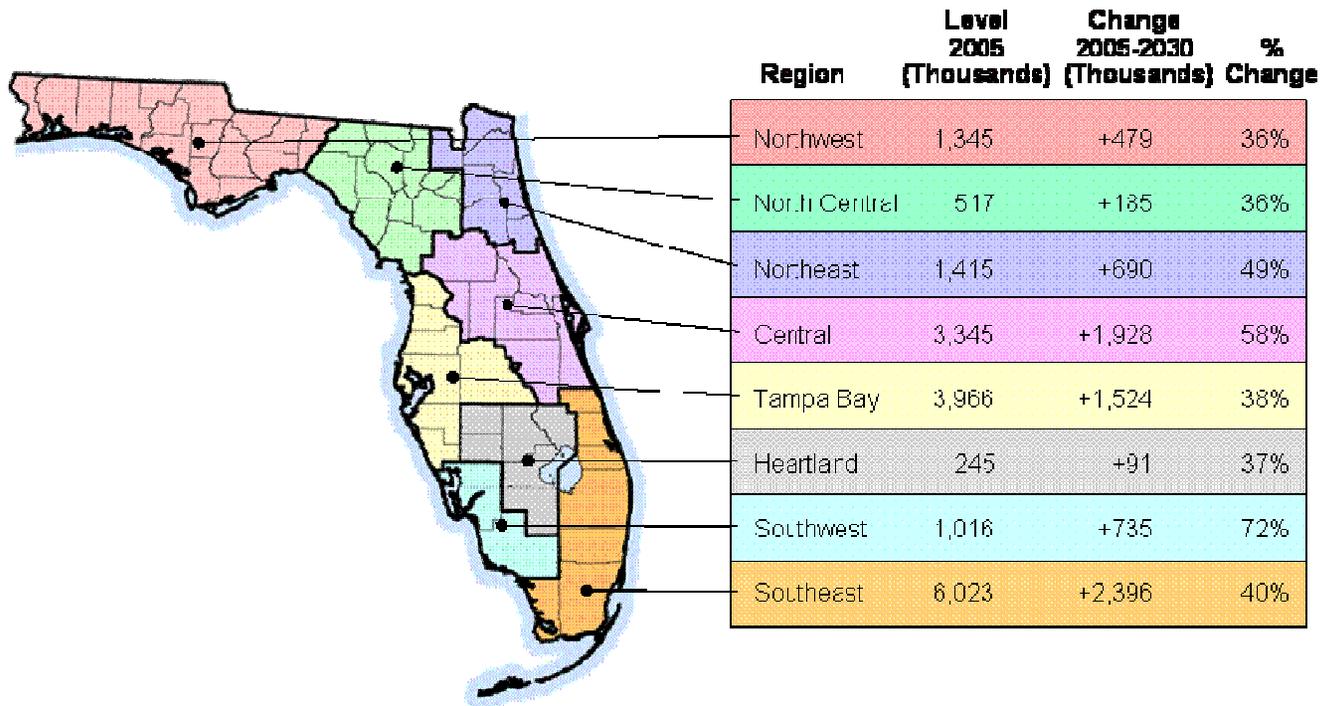
Net Daily Migration is Decreasing in the Short-term But Expected to Rebound



Source: Calculated from data from the Office of Economic and Demographic Research, Florida Legislature "Florida Population and Components of Change" July 9, 2008

All Economic Regions Growing

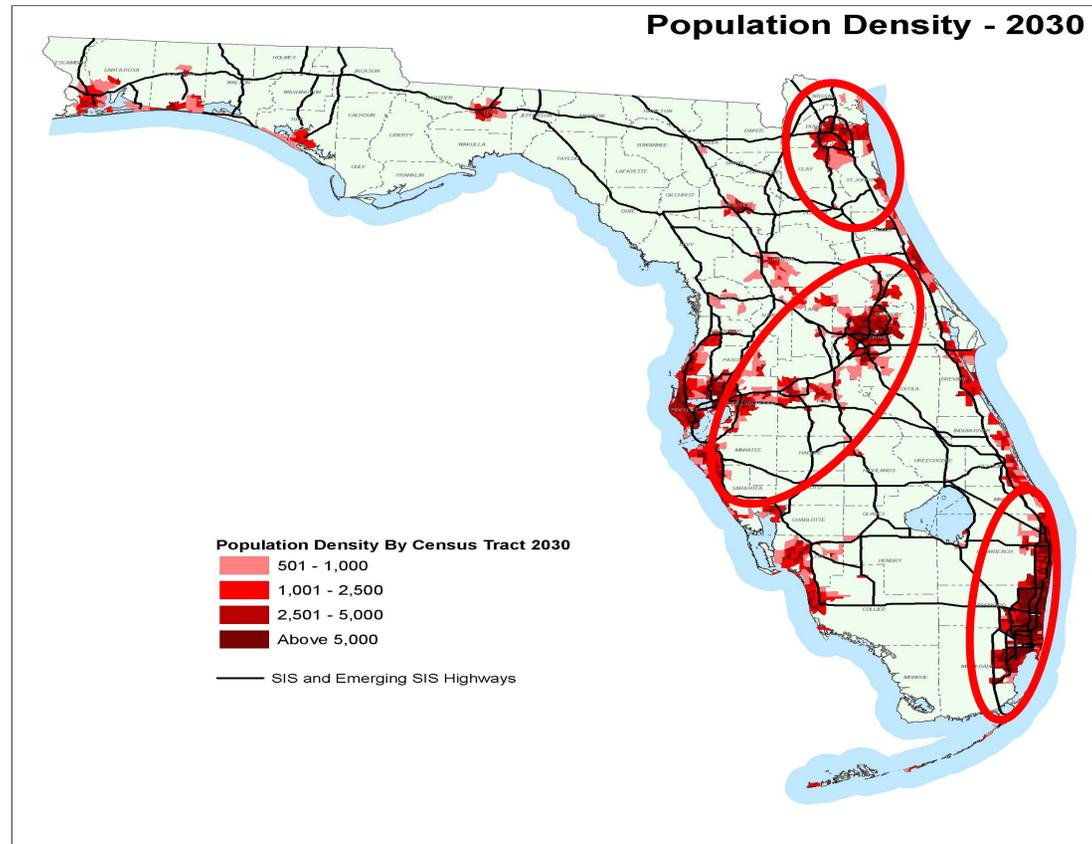
Population Change from 2005 to 2030



Source: Enterprise Florida, Florida's Strategic Plan for Economic Development; U.S. Census Bureau; and Florida Department of Transportation.

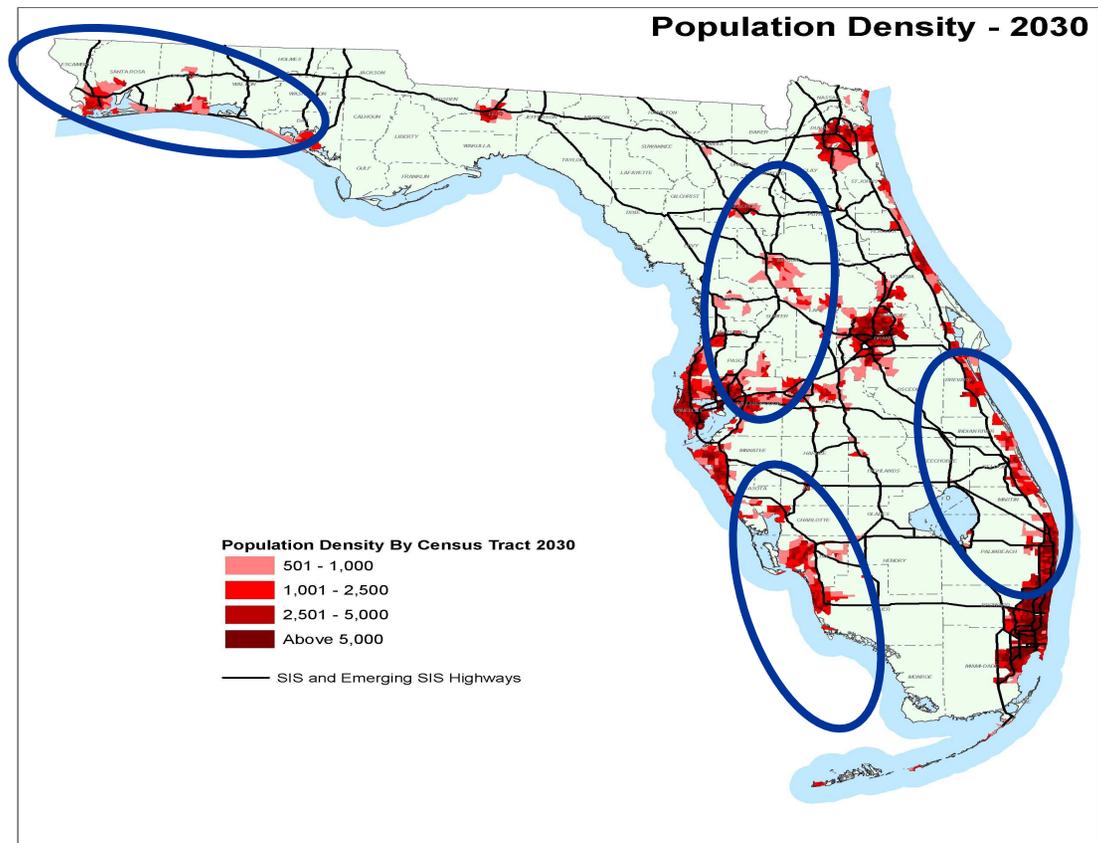
Projected 2030 Population Densities

- Existing large economic centers
 - ✓ Capacity
 - ✓ Bottlenecks



Source: University of Florida Bureau of Economic and Business Research (BEBR)

Projected 2030 Population Densities

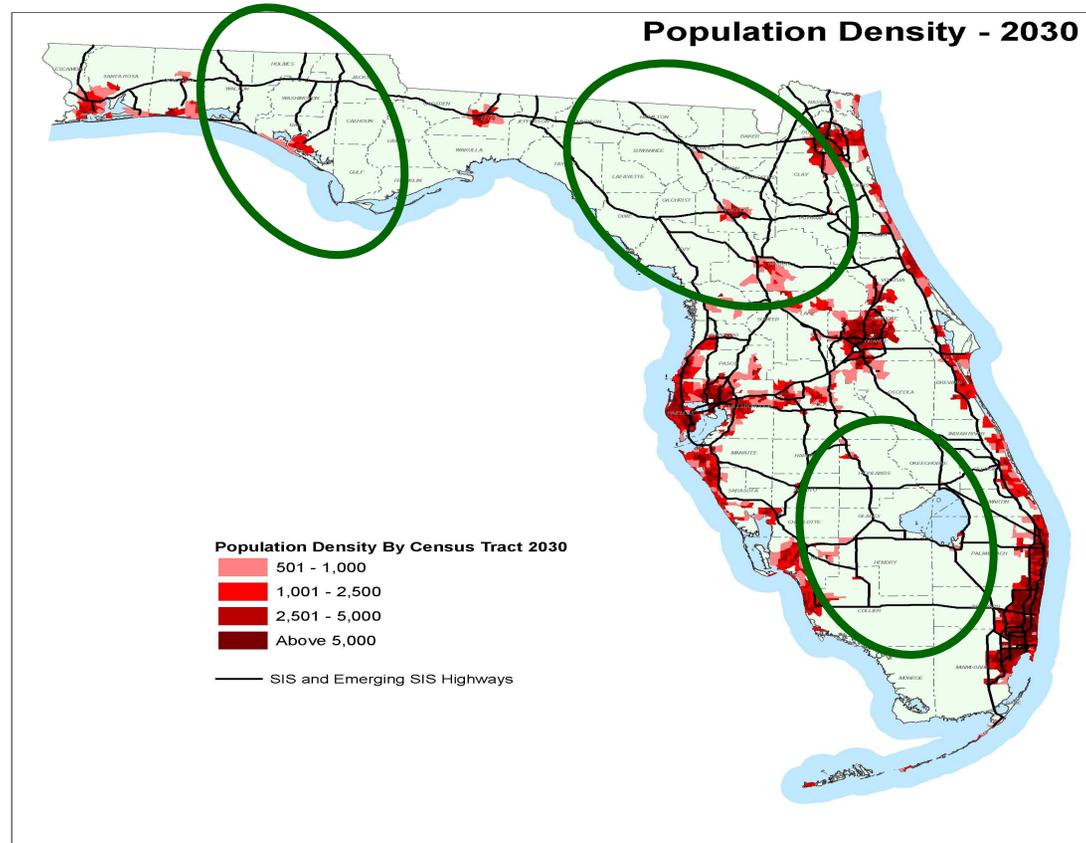


- ▼ Emerging centers
 - ✓ Intercity corridors
 - ✓ Modal options



Source: University of Florida Bureau of Economic and Business Research (BEBR)

Projected 2030 Population Densities



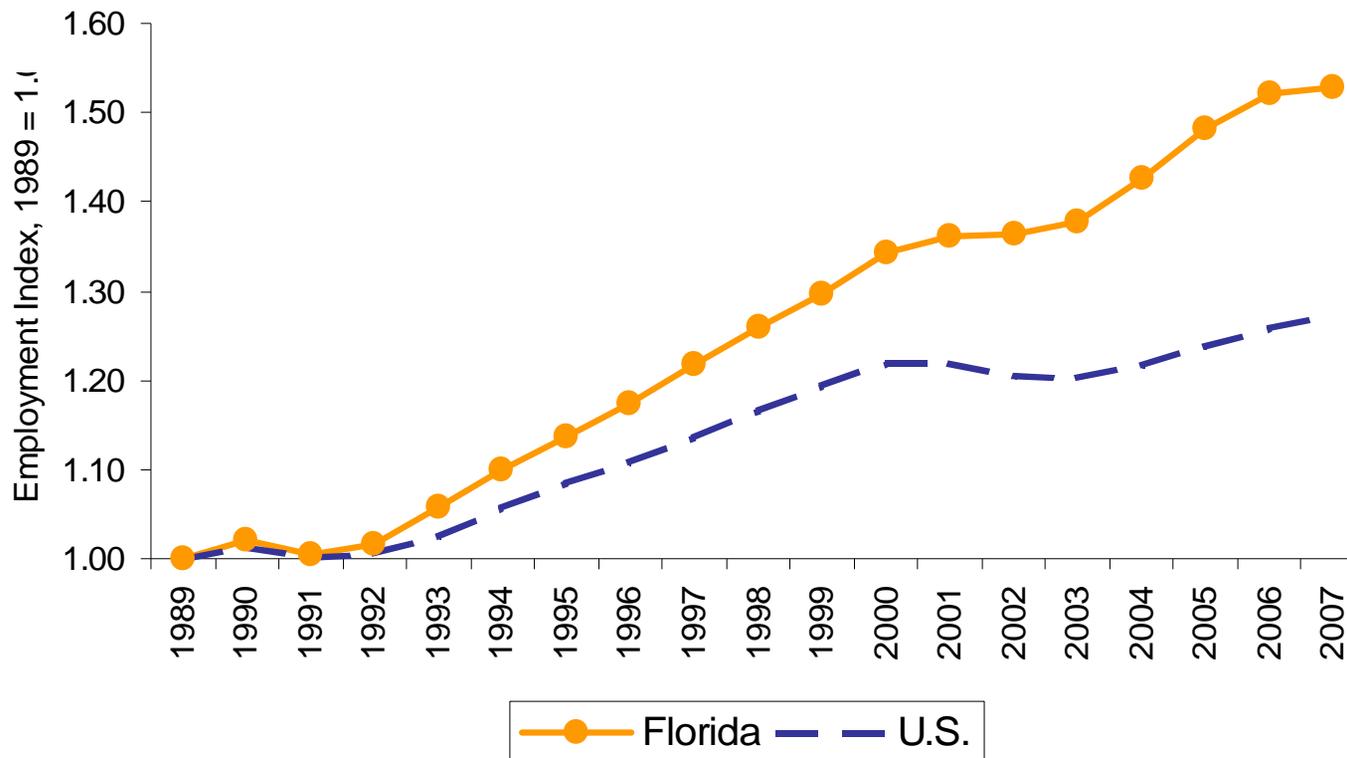
- ▼ Rural Areas of Critical Economic Concern
 - ✓ Catalysts for growth



Source: University of Florida Bureau of Economic and Business Research (BEBR)

Job Growth

Florida Has Added Jobs at a Faster Rate Than the United States Average



Source: Bureau of Labor Statistics.

Florida's Economy

Florida is More Dependent on Services-Related Industries

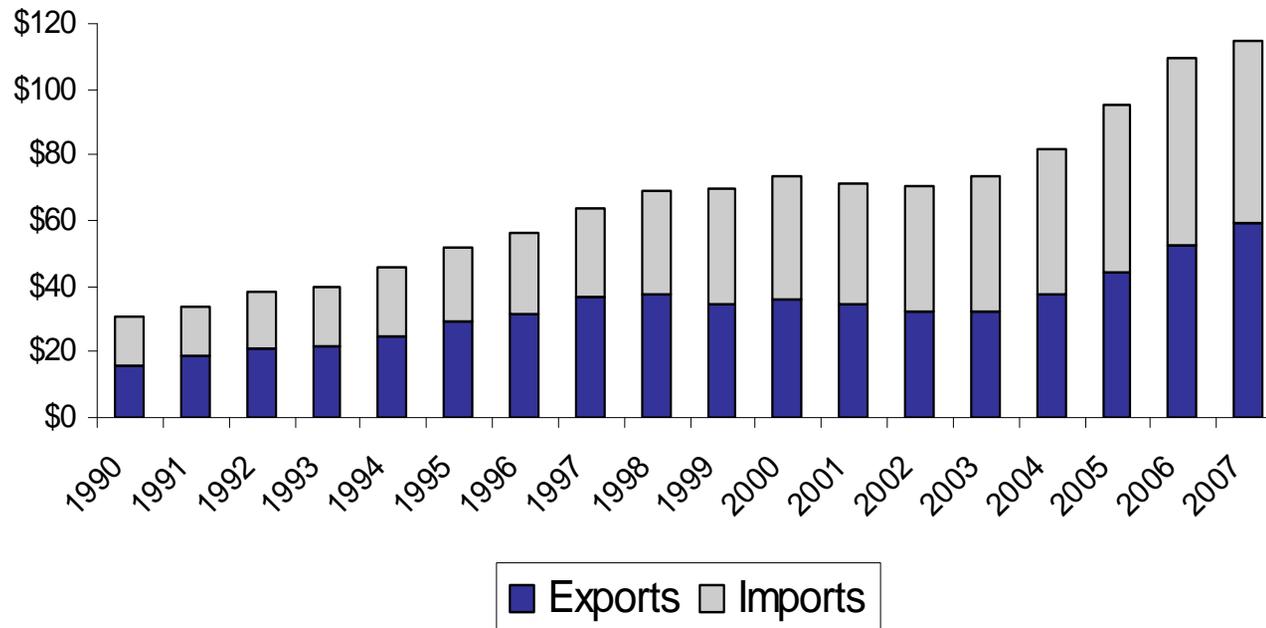
- ▼ Manufacturing has a relatively low contribution to gross state product compared to trade and services
 - ✓ Requires greater than average amount of imported goods
- ▼ Service industries tend to move higher value, more time sensitive goods
 - ✓ Requires a dependable supply chain
- ▼ Containers and trailers filled with goods supporting service industries exhibit the greatest growth rate in the rail industry



Trade and Distribution

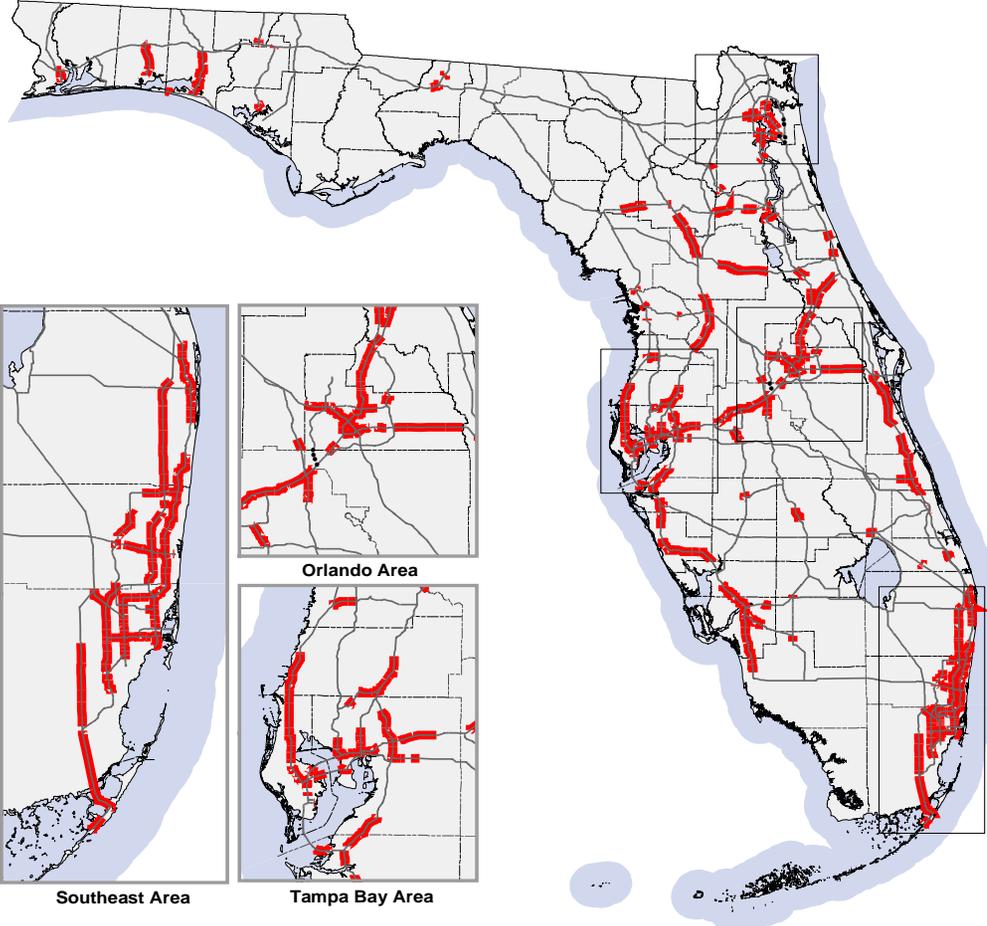
Value of Florida International Trade (Exports and Imports) 1995-2007

Value of Trade (in Billion \$)



Source: U.S. Census Bureau

Congested Corridors, 2005



SIS Highways Not Meeting Level of Service Standards in 2005

State of Florida
Department of Transportation

LEGEND

 Highways Not Meeting Standards as of Year 2005*

Other Facilities:

 Existing SIS/ESIS Facilities

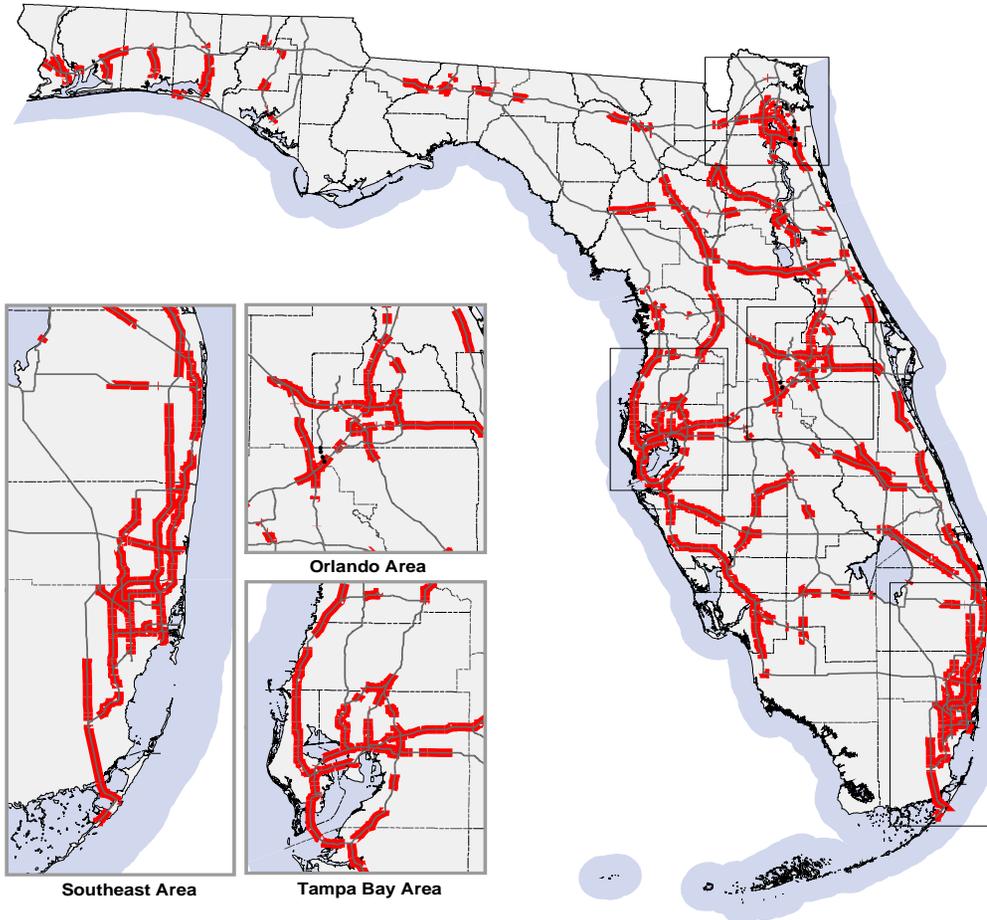
 Planned SIS/ESIS Facilities

NOTES

* SIS Highways not meeting standards are defined as those facilities operating below FDOT's statewide minimum level of service standards as specified in "Rule Chapter No. 14-94".



Congested Corridors, 2015



SIS Highways Not Meeting Level of Service Standards in 2015*

State of Florida
Department of Transportation

LEGEND

 Highways Not Meeting Standards as of Year 2015**

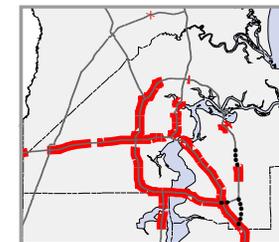
Other Facilities:

 Existing SIS/ESIS Facilities
 Planned SIS/ESIS Facilities

NOTES

* Includes lanes added as a result of constructing the Ten-Year Plan through 2015 with Growth Management funds.

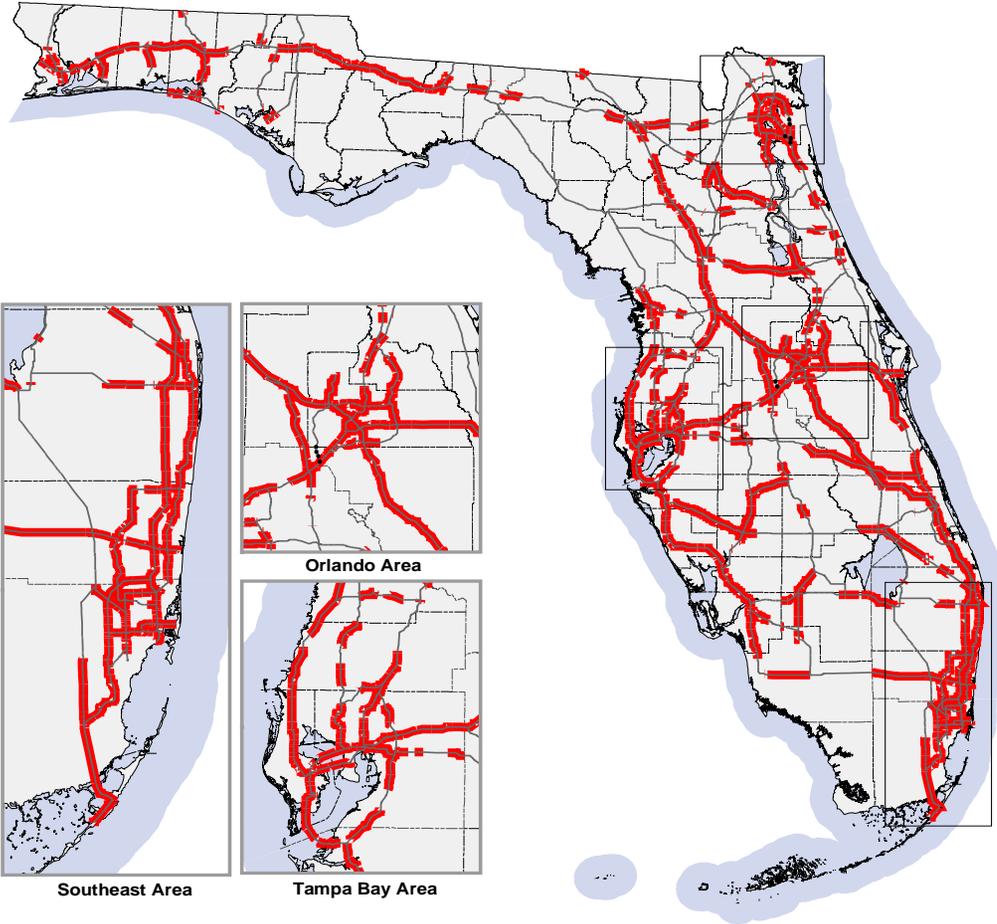
** SIS Highways not meeting standards are defined as those facilities operating below FDOT's statewide minimum level of service standards as specified in "Rule Chapter No. 14-94".



Jacksonville Area



Congested Corridors, 2025



SIS Highways Not Meeting Level of Service Standards in 2025*

State of Florida
Department of Transportation

LEGEND

— Highways Not Meeting Standards as of Year 2025**

Other Facilities:

— Existing SIS/ESIS Facilities

..... Planned SIS/ESIS Facilities

NOTES

* Includes lanes added as a result of constructing the Ten-Year Plan through 2015 with Growth Management funds and the FIHS Cost Feasible Plan through 2025.

** SIS Highways not meeting standards are defined as those facilities operating below FDOT's statewide minimum level of service standards as specified in "Rule Chapter No. 14-94".



Increases in Passenger Rail Ridership

- ▶ AMTRAK National Long-Distance Service
 - ✓ 10% increase each year in the past 2 years
- ▶ AMTRAK Intercity Passenger Rail Corridor Service*
 - ✓ Milwaukee-Chicago +33%
 - ✓ Raleigh-Charlotte +40%
 - ✓ St. Louis-Kansas City +84%
- ▶ California Corridor Services
 - ✓ 20% increase in the past year

*May 2007-May 2008



Sources: American Public Transportation Association: Transit Ridership Report June 27, 2008
AMTRAK and New York Times

Increases in Transit Ridership

- ▶ Transit: 1st Quarter of 2008 vs. 1st Quarter 2007
 - ✓ Light Rail Systems +10.3%
 - ✓ Commuter Rail Systems +5.7%
 - ✓ Bus Ridership +2.2%

- ▶ In Florida, Tri-Rail experienced a 20.8% increase in ridership in the first half of 2008.



Sources: American Public Transportation Association: Transit Ridership Report June 27, 2008
South Florida Regional Transportation Authority Press Release Posted July 9, 2008

Transportation Cost Increases

▼ Cost increases

- ✓ Affect all levels of government and private sector
- ✓ Lead to project delays and deferrals in Work Program and local capital improvement plans

▼ Considerations

- ✓ Global competition for materials
- ✓ Rising energy costs
- ✓ Hurricane rebuilding
- ✓ Labor shortages
- ✓ Aggregates supply



The 2025 Florida Transportation Plan

- ▼ “Significant additional capacity is needed in rail and urban transit systems to provide viable options for moving people and freight within and between urban areas.”
- ▼ “Promote more effective use of existing rail and water corridors to move both people and freight.”

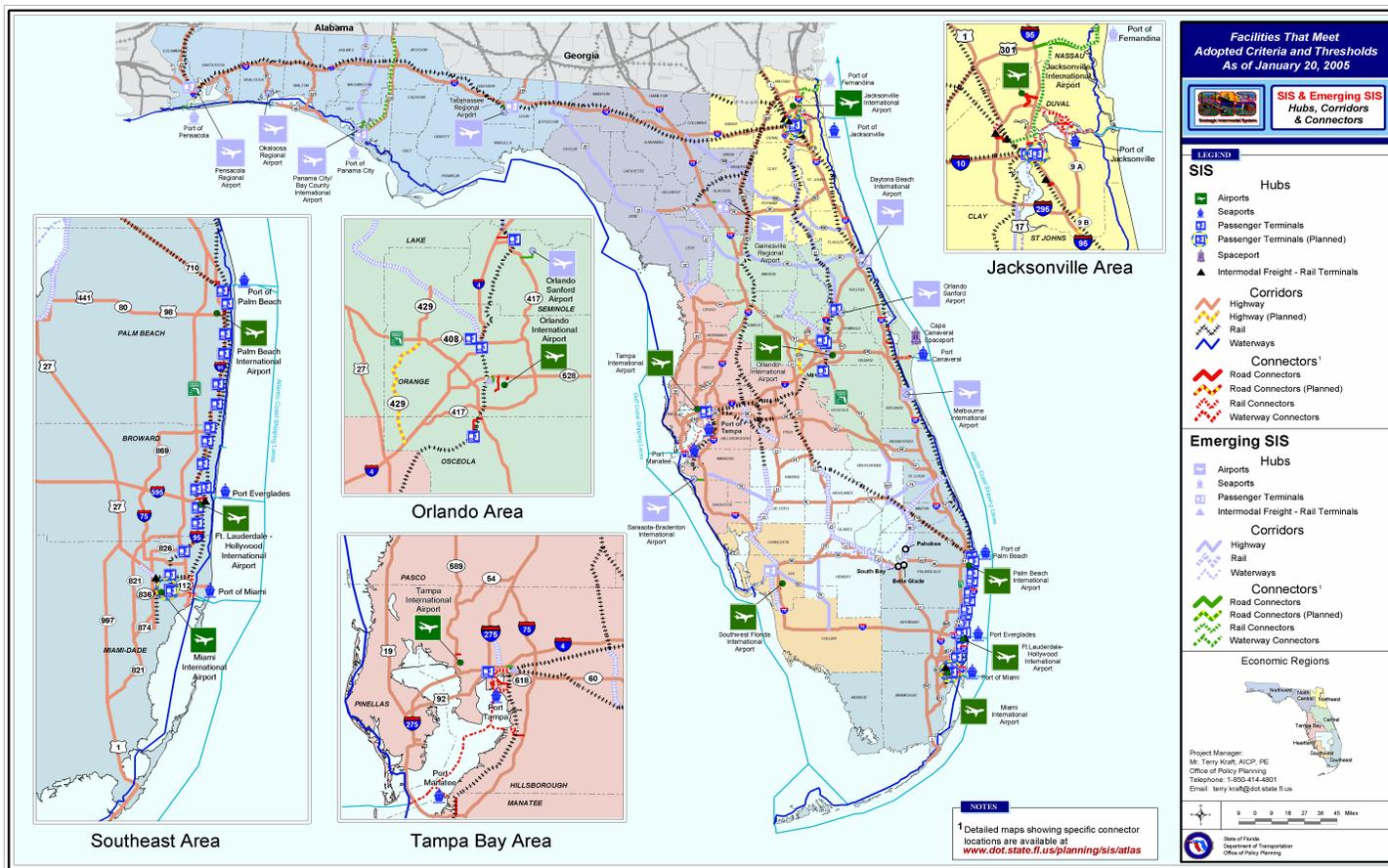


How Has Florida Responded?

From...	To...
Individual modes and facilities	Complete end-to-end trip
Individual jurisdictions	Economic regions and trade corridors
Physical capacity	Operational performance, flexibility, and reliability
Reacting to economic growth and community and environmental impacts	Proactive planning for economic, community and environmental goals



Strategic Intermodal System



What is the Strategic Intermodal System?

- ▼ Statewide system of high-priority transportation hubs, corridors and connectors
- ▼ Focus on moving people and freight
 - ✓ Between Florida and other states and nations
 - ✓ Between regions within Florida
- ▼ Designated based on objective measures of transportation and economic activity

“...it is the intent of the Legislature that the Strategic Intermodal System consist of transportation facilities and services that meet a strategic and essential state interest and that limited resources available for the implementation of statewide and interregional transportation priorities be focused on that system.”

s. 339.61(2), Florida Statutes



Significance of the Strategic Intermodal System

Facility Type	Measure	% of Florida
Airports	Passenger enplanements	99%
	Air cargo tonnage	99%
Seaports	Home-port cruise passengers	>99%
	Waterborne freight tonnage	>99%
Rail Corridors	Interregional passengers	100%
	Freight rail tonnage	>90%
Highways	All traffic on State Highway System	54%
	Truck traffic only	68%



Policy Issues for Consideration

- ▼ Safety and Security
 - ✓ To what extent will diversion of passengers and freight to railroads have an effect on highway safety?
 - ✓ What is the role of rail in increasing security by offering options during times of emergency?
- ▼ Maintenance and Preservation
 - ✓ What consideration should be given to the purchase of corridors and possible joint use of utility corridors to ensure long-term preservation for passenger and freight rail services?
- ▼ Economic Competitiveness
 - ✓ What is the role of rail transportation in supporting Florida's Strategic Plan for Economic Development, as well as local and regional economic initiatives?



Policy Issues for Consideration

- ▼ Environmental and Community Impacts
 - ✓ What will it take for rail to be consistent with local comprehensive plans and long-range visions? What are the differences between passenger and freight rail development?
 - ✓ How does rail benefit the environment? What are the negative impacts?

- ▼ Funding
 - ✓ How can the “public benefit” of investment in rail freight projects best be demonstrated?
 - ✓ How can Florida leverage available state funding with private capital in public-private partnerships to develop a sustainable passenger and freight rail transportation system?



Questions?

