

**System Requirements and Performance (Dollars are in millions except as noted.)**

<b>Florida</b>	<b>90</b>	<b>110</b>	<b>125F</b>	<b>125E</b>	<b>New HSR</b>	<b>Maglev</b>
<b>Physical, production, and traffic factors</b> <i>(traffic data is for the year 2020)</i>						
Route-miles	306	306	306	306	317	317
Trip-time, hours, Miami-Tampa	3.4	3.0	2.9	2.7	2.6	1.9
Average train speed (mph)	74	85	89	92	120	171
Average fare per passenger-mile (dollars)	0.213	0.226	0.224	0.223	0.274	0.337
Trains per day in each direction	8	9	9	9	30	59
Passengers, Millions of Trips (2020)	3.2	3.3	3.6	3.6	7.0	7.1
Passenger-Miles, Millions (2020)	406	456	487	507	937	984
Average trip length (miles)	129	136	137	140	134	139
Average trip length as % of route length	42%	45%	45%	46%	42%	44%
HSGT traffic density per route-mile (millions of passenger-miles per route-mile)	1.3	1.5	1.6	1.7	3.0	3.1
Percent of air traffic diverted	6.1%	7.7%	8.1%	8.5%	20.8%	25.1%
Percent of intercity auto traffic diverted	1.9%	2.1%	2.2%	2.3%	4.0%	3.8%
Percent of HSGT traffic by source:						
Diverted from air	14%	17%	16%	17%	24%	28%
Diverted from auto	71%	69%	69%	69%	65%	62%
Diverted from conventional rail	4%	4%	4%	4%	2%	2%
Diverted from bus	2%	2%	2%	2%	1%	1%
Induced	9%	9%	9%	9%	8%	8%
<b>Operating efficiency factors, 2020</b>						
Train-miles, millions	3.2	3.6	3.7	3.9	6.9	13.6
Passenger-miles per train mile	126	127	133	131	135	72
Seat-miles, millions	852	951	969	1,019	1,969	2,045
Load factor	48%	48%	50%	50%	48%	48%
Gross ton-miles, millions	1,168	1,247	1,196	1,220	2,717	1,227
Passenger-miles per gross ton-mile	0.35	0.37	0.41	0.42	0.34	0.80
Train-hours, millions	0.04	0.04	0.04	0.04	0.06	0.08
Passenger-miles per train hour	9,354	10,778	11,753	12,051	16,245	12,316
Operating ratio	64%	58%	56%	61%	48%	38%
<b>Operating results for 2020</b>						
Revenues:						
Passenger transportation revenue	\$87	\$103	\$109	\$113	\$256	\$332
Income from ancillary activities	\$4	\$4	\$4	\$4	\$9	\$10
System revenues	\$90	\$107	\$113	\$117	\$266	\$342
<i>Percent of system revenues from ancillary activities</i>	<i>4%</i>	<i>4%</i>	<i>4%</i>	<i>4%</i>	<i>4%</i>	<i>3%</i>
Operating and maintenance expenses:						
Maintenance of way	\$3	\$3	\$3	\$8	\$18	\$15
Maintenance of equipment	\$7	\$8	\$8	\$8	\$16	\$9
Transportation	\$12	\$14	\$13	\$16	\$23	\$35
Passenger traffic and services	\$17	\$18	\$19	\$19	\$35	\$38
General and administrative	\$16	\$17	\$18	\$18	\$31	\$29
Total O&M expense	\$55	\$60	\$61	\$68	\$122	\$127
<i>Per passenger-mile (dollars):</i>						
Maintenance of way	<i>\$0.006</i>	<i>\$0.006</i>	<i>\$0.006</i>	<i>\$0.015</i>	<i>\$0.019</i>	<i>\$0.015</i>
Maintenance of equipment	<i>\$0.018</i>	<i>\$0.017</i>	<i>\$0.017</i>	<i>\$0.015</i>	<i>\$0.017</i>	<i>\$0.010</i>
Transportation	<i>\$0.030</i>	<i>\$0.030</i>	<i>\$0.028</i>	<i>\$0.031</i>	<i>\$0.024</i>	<i>\$0.035</i>
Passenger traffic and services	<i>\$0.042</i>	<i>\$0.040</i>	<i>\$0.039</i>	<i>\$0.038</i>	<i>\$0.037</i>	<i>\$0.039</i>
General and administrative	<i>\$0.039</i>	<i>\$0.037</i>	<i>\$0.036</i>	<i>\$0.036</i>	<i>\$0.033</i>	<i>\$0.029</i>
Total O&M expense	<i>\$0.135</i>	<i>\$0.131</i>	<i>\$0.126</i>	<i>\$0.135</i>	<i>\$0.130</i>	<i>\$0.129</i>
Operating surplus	\$35	\$48	\$52	\$49	\$144	\$215
<i>Operating surplus per passenger-mile (dollars)</i>	<i>\$0.087</i>	<i>\$0.105</i>	<i>\$0.107</i>	<i>\$0.096</i>	<i>\$0.153</i>	<i>\$0.219</i>
Year showing first operating surplus	Year 2000					

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<i>Life-Cycle Measures</i> (All amounts are present values, as of the year 2000, of cash inflows/outflows between 2000 and 2040. )						
Revenues:						
Passenger Transportation Revenues	\$636	\$759	\$802	\$833	\$1,986	\$2,641
Income from Ancillary Activities	\$28	\$31	\$32	\$33	\$73	\$77
System Revenues	\$663	\$790	\$834	\$865	\$2,060	\$2,718
Less: Total O&M expenses	\$462	\$482	\$499	\$562	\$1,028	\$1,091
Operating surplus	\$201	\$307	\$334	\$303	\$1,032	\$1,627
Less: Continuing investments	\$49	\$64	\$64	\$65	\$116	\$75
Surplus after continuing investments	\$152	\$244	\$270	\$239	\$915	\$1,552
Initial investment:						
Initial vehicle investment	\$218	\$198	\$198	\$198	\$339	\$241
Initial infrastructure investment	\$1,011	\$1,101	\$1,290	\$1,837	\$3,961	\$6,796
Initial investment for ancillary activities	\$6	\$6	\$6	\$6	\$17	\$17
Initial investment, Total	\$1,235	\$1,305	\$1,494	\$2,041	\$4,316	\$7,054
Percent of total initial investment pertaining to--						
Vehicles	18%	15%	13%	10%	8%	3%
Infrastructure	82%	84%	86%	90%	92%	96%
Ancillary activities	0%	0%	0%	0%	0%	0%
Total initial investment per route-mile	\$4.0	\$4.3	\$4.9	\$6.7	\$13.6	\$22.3
Portion of initial investment that is <u>not</u> covered by surplus after continuing investments	\$1,082	\$1,061	\$1,224	\$1,802	\$3,401	\$5,502
Percentage of initial investment covered by surplus after continuing investments	12%	19%	18%	12%	21%	22%
<b>Comparison of Benefits and Costs; Assessment of Partnership Potential</b>						
<b>Surplus after continuing investments</b>	<b>\$152</b>	<b>\$244</b>	<b>\$270</b>	<b>\$239</b>	<b>\$915</b>	<b>\$1,552</b>
Total benefits:						
Benefits to HSGT users:						
System revenues	\$663	\$790	\$834	\$865	\$2,060	\$2,718
Users' consumer surplus	\$681	\$787	\$847	\$886	\$2,435	\$2,781
Total benefits to HSGT users	\$1,344	\$1,577	\$1,680	\$1,752	\$4,494	\$5,499
Benefits to the public at large:						
Airport congestion delay savings						
Operation delays	\$73	\$89	\$95	\$98	\$193	\$232
Passenger delays	\$127	\$157	\$165	\$173	\$338	\$405
Total airport congestion delay savings	\$199	\$247	\$260	\$271	\$530	\$637
Highway delay savings	\$383	\$398	\$422	\$430	\$561	\$608
Emission savings	\$15	\$31	\$30	\$43	\$85	\$74
Total benefits to the public at large	\$597	\$675	\$712	\$743	\$1,176	\$1,319
<b>Total benefits</b>	<b>\$1,941</b>	<b>\$2,252</b>	<b>\$2,392</b>	<b>\$2,495</b>	<b>\$5,671</b>	<b>\$6,818</b>
Total costs:						
Initial investment	\$1,235	\$1,305	\$1,494	\$2,041	\$4,316	\$7,054
O&M expense	\$462	\$482	\$499	\$562	\$1,028	\$1,091
Continuing investments	\$49	\$64	\$64	\$65	\$116	\$75
<b>Total costs</b>	<b>\$1,746</b>	<b>\$1,850</b>	<b>\$2,057</b>	<b>\$2,668</b>	<b>\$5,461</b>	<b>\$8,220</b>
Incidence of total costs:						
Costs borne by users	\$663	\$790	\$834	\$865	\$2,060	\$2,718
Publicly-borne costs	\$1,082	\$1,061	\$1,224	\$1,802	\$3,401	\$5,502
<b>Total benefits less total costs</b>	<b>\$195</b>	<b>\$402</b>	<b>\$335</b>	<b>(\$173)</b>	<b>\$210</b>	<b>(\$1,402)</b>
Benefits to HSGT users less costs borne by users	\$681	\$787	\$847	\$886	\$2,435	\$2,781
Benefits to the public at large less publicly-borne costs	(\$486)	(\$385)	(\$512)	(\$1,059)	(\$2,225)	(\$4,183)
<b>Ratio of total benefits to total costs</b>	<b>1.11</b>	<b>1.22</b>	<b>1.16</b>	<b>0.94</b>	<b>1.04</b>	<b>0.83</b>

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Ratio of benefits to HSGT users, to costs borne by users	2.03	2.00	2.02	2.02	2.18	2.02
Ratio of benefits to the public at large, to publicly-borne costs	0.55	0.64	0.58	0.41	0.35	0.24
<b>Does this case meet the threshold tests for "partnership potential"?</b>	YES	YES	YES	NO	YES	NO