

4.0 Rail Needs

■ 4.1 Overview

A key element to a robust, efficient, and well-connected rail system in Florida is the identification of infrastructure issues and concerns facing railroads as well as railroad operators and users in the State. To that end, the FDOT developed an on-line rail survey questionnaire to seek input from a variety of stakeholders including the various modal offices at FDOT, the FDOT district offices, freight and passenger railroads, metropolitan planning organizations, counties, regional planning organizations, ports, advocacy and interest groups, as well as private citizens. The analysis in Section 4.0 is based on data provided directly by all respondents to the on-line survey as well as information provided by stakeholders during phone and/or face-to-face conversations and/or e-mail correspondence. After removing duplicates and combining similar needs (e.g., projects that impact the same corridor or station and will be implemented in the same time period), this needs assessment identifies a total of 243 near-, medium-, medium-to-long-, and long-term capital improvement projects and other initiatives. The total cost for the projects *where costs estimates* are available is \$47.8 billion.⁶⁰ This includes 61 passenger-related projects estimated at \$41.7 billion including \$13.7 billion for high-speed rail improvements and 182 freight-specific projects valued at approximately \$6.1 billion for a variety of freight capacity improvements including investments in new lines, bridge maintenance, track maintenance, line expansion, and improved access to/from key hubs and rail corridors, passing sidings, etc. Passenger and freight rail safety needs⁶¹ were valued at approximately \$1.7 billion.

The remainder of Section 4.0: Rail Needs is outlined as follows:

- **Purpose** describes the purpose of gathering freight and passenger rail needs;
- **Methodology** discusses the methodology used for collecting rail needs;
- **Rail Needs Overview** describes rail investment needs by timeframe, geographic location, project type, railroad, and port; and
- **Detailed Needs Table** contains a comprehensive matrix of passenger and freight rail needs in Florida.

⁶⁰Costs are estimated in Year 2009 dollars.

⁶¹Rail safety needs are included in the \$41.7 billion passenger and \$6.1 billion freight needs estimates. Rail safety needs include projects related to grade separation, rehabilitation and maintenance, and signal upgrades.

■ 4.2 Purpose

The primary purpose of the needs assessment is to develop a comprehensive list of necessary and desired freight and passenger rail improvements, allowing FDOT to gauge the condition of the system and assess potential public investment. Railroad needs, for the purposes of this rail plan, are restricted to capital needs and do not include operating expenses or subsidies. A need is a need regardless of whether it is privately or publicly funded or remains unfunded. Thus, the needs included in this assessment should be considered “unconstrained” needs with no consideration of funding commitments.

It is important to note that inclusion of a need in the Investment Element of the Florida Rail System Plan does not constitute a commitment on the part of the Florida Department of Transportation (FDOT) or the State of Florida to provide funding.

■ 4.3 Methodology

In past Florida Rail System Plan Updates, FDOT developed comprehensive interviews and conducted a series of in-person as well as phone and/or e-mail interviews to collect information on pressing rail needs in the State of Florida. Specifically, the freight railroads, FDOT Central and District offices, shippers, and the Florida ports were engaged in this effort.

In this update of the Florida Rail System Plan, FDOT implements three key changes to the process of identifying rail investment needs:

1. Expansion of the needs identification effort to include passenger rail projects.
2. Providing an opportunity to a broader range of stakeholders and interest groups to provide input to FDOT on their most pressing near-, medium-, medium-to-long-, and long-term rail needs. New stakeholders included counties, cities, metropolitan planning organizations, the Florida Departments of Community Affairs, and Environmental Protection, 1000 Friends of Florida, Florida Trucking Association, Enterprise Florida, the Tampa Bay Area Regional Transportation Authority (TBARTA), South Florida Regional Transportation Authority (Tri-Rail), Citizen Representation, etc.
3. Development of an on-line survey to identify key passenger and freight rail improvements needed in the State of Florida.

The on-line survey located at <http://ags.camsys.com/fdotrailplan/survey/minimized> the need for in-person and phone interviews. In addition, the survey allowed for a more dynamic approach to collecting rail needs; throughout the rail needs identification period,

users could choose to review, update, delete, and add new projects. The survey was also an environmentally friendly alternative⁶² to collecting rail needs information and data. Once a user name was created, the process to complete the survey was generally intuitive and supported by an on-line help menu. The survey could be completed in six sequential steps. Step 1 - General Information was mandatory and had to be completed before users could proceed to Steps 2 through 6 (Table 4.1). Users were not expected to be able to fully complete Steps 2 through 6; however, detailed information and data, especially for short-term projects, on issues including funding, environmental screening, public support status, as well as mobility and economic benefits and/or impacts assisted FDOT to better evaluate projects and allocate scarce resources appropriately.

Table 4.1 Procedure for Completing the FDOT Rail Needs On-Line Survey

Step	Activity
Registration	To put information into the on-line survey/database, users must register, providing contact information and setting a login name. FDOT provides a common password for registered users.
1. General Information	In Step 1, users are required to provide general information on any proposed rail project including: project description, type, cost, and anticipated/proposed year of operation.
2. Funding Information	In Step 2, users are asked to provide information - if available - on the status of funding for any proposed project.
3. Planning Information	In Step 3, users are asked to provide information - if available - on the status of any environmental screening process, if applicable. Users are also asked to indicate if proposed project(s) are included in existing land use plans and state, regional, or local transportation improvement plans.
4. Public Support Information	In Step 4, users are asked to indicate if any of the proposed projects put forth have been vetted by all partners and interest groups and if public support has been gathered.
5 and 6. Anticipated Impacts I and II	In Steps 5 and 6, users are asked to quantify the impact(s) of proposed rail investments by providing information - if available - on train vehicle operating costs, train ridership, train ton-miles, average train speed, average travel time, total estimated number of jobs, market served, etc., before and after a proposed project is completed.

Source: Cambridge Systematics.

The needs identified in Section 4.0 are current through May 2010, and were assembled with the procedure outlined in Table 4.2.

⁶²Less paper printing.

Table 4.2 Procedure for Identifying Freight and Passenger Rail Needs

Step	Activity
February 2009	Identify key rail stakeholders in the State of Florida.
March-April 2009	Develop a Rail Needs On-Line Survey.
Early May 2009	Present Rail Needs On-Line Survey to Rail Stakeholder Committee Members and FDOT for review.
Mid May 2009	Update Rail Needs On-Line Survey.
Late May 2009	Rail Needs On-Line Survey is now live. On-Line Survey link and direction sent to all stakeholders.
June 2009	First reminder sent to all rail stakeholders to complete Rail Needs On-Line Survey.
July 2009	Second reminder sent to all rail stakeholders to complete Rail Needs On-Line Survey.
August-September 2009	First round of follow up calls conducted with all stakeholders to gather more detailed information on the proposed list of rail needs.
October-November 2009	Second round of follow up calls conducted with all stakeholders to gather more detailed information on the proposed list of rail needs.
January-May 2010	Review of grade separation needs. Follow-up calls conducted with FDOT Districts to gather additional information on proposed needs.
March-May 2010	Review of projects eligible for new Federal rail programs, including High-Speed Rail and Jobs Bill grants.

Source: Cambridge Systematics.

■ 4.4 Rail Needs Overview

The needs assessment and review identified approximately \$47.8 billion in needs on the Florida rail system, which includes passenger service needs as well as longer-term needs for both freight and passenger rail. The unconstrained needs included in this assessment are divided into 14 categories based on the type of service (freight or passenger) and the type of project. Each need is assigned only one category designation based on the type of category that most closely fits the nature and intent of the need. There are projects that could be assigned to multiple categories, but in this needs assessment they are limited to a single category. Table 4.3 briefly defines each category type and amounts by category. New passenger rail service which includes right-of-way purchase and track construction for new passenger rail lines as well as improvements to freight rail corridors to allow for addition of passenger service accounted for the largest portion of needs – 85.6 percent of total needs. Requests for freight rail grade separations came in a distant second place – requests amounted to \$2.8 billion or 5.9 percent of the total – followed by \$2.2 million (4.5 percent) for capacity upgrades to handle existing and growing freight demand.

Table 4.3 Railroad Needs by Category
Thousands of 2009 Dollars

Service Type	Category	Category Description	No. of Projects	Cost
Freight	Capacity Upgrade	Projects that increase the capacity of the freight rail network, including double-track projects, sidings, crossovers, etc.	48	\$ 2,161,689
	Grade Separation	Grade crossing improvement projects, including safety and grade separation projects.	91	\$ 2,811,123
	New Line	Projects that extend existing freight rail lines or develop new freight lines and facilities.	9	\$ 750,400
	Rehabilitation and Maintenance	Projects associated with line and structure maintenance, including bridge rehabilitation, tie replacement, and resurfacing.	16	\$ 132,418
	Rolling Stock	New freight rail cars and locomotives.	1	\$ 2,500
	Signal Upgrade	Projects that upgrade freight railroad signaling systems, leading to safer operations and enhanced system capacity.	9	\$ 59,191
	Track Upgrade	Projects that reconstruct sections of track, upgrade tracks to accommodate 286k railcars, etc.	8	\$ 139,492
	Passenger	Capital Improvements	Projects that increase passenger rail capacity, including: double-track projects, yard or facility improvements, sidings, and signal improvements.	5
Grade Separation		Grade separation improvement projects on passenger rail lines.	1	\$ 240,000
New Service		Projects that extend existing passenger rail services and facilities or develop new passenger lines and services.	34	\$ 40,876,583
Rehabilitation and Maintenance		Projects associated with line and structure maintenance, including bridge rehabilitation, tie replacement, and resurfacing.	1	\$ 250
Rolling Stock		New passenger rail cars and locomotives.	2	\$ 132,168
Signal Upgrade		Projects that upgrade passenger railroad signaling systems, leading to safer operations and enhanced system capacity.	1	\$ 2,700
Station Improvements		Projects associated with building new or improving existing passenger rail and intermodal stations.	16	\$ 284,704
Study		Projects that review feasibility of new service or extensions of existing ones.	1	\$ 350
Grand Total			243	\$ 47,756,272

Source: Cambridge Systematics.

Each of the unconstrained needs identified in the assessment is assigned to a timeframe based on when the identified service is estimated to begin operation or construction of the identified improvement is estimated to be completed. Stakeholders estimated short-term rail investment needs (to be considered for inclusion in FDOT’s upcoming five-year Work Program) at \$5.9 billion or 12 percent of total improvement needs. This includes \$3.5 billion for high-speed rail service from Orlando to Tampa (Table 4.4).

Table 4.4 Railroad Needs by Timeframe
Thousands of 2009 Dollars

Timeframe	Total Costs
Near-Term (1 to 5 years)	\$5,890,938
Medium-Term (6 to 10 years)	\$21,485,010
Medium- to Long-Term (11-20 years)	\$7,598,883
Long-Term (More than 20 years)	\$12,414,841
No timeframe provided	\$366,600
Total	\$47,756,272

Source: Cambridge Systematics.

Stakeholders identified a relatively balanced mix of passenger and freight rail projects. Twenty-five percent of the proposed improvement projects (61 projects) are anticipated to benefit passenger rail movements. Freight service needs accounted for 75 percent of all listings (182 projects). However, when cost becomes a factor (Table 4.5), passenger rail service needs were valued at \$41.7 billion or 87 percent of total needs costs, this compared to only \$6.1 billion for freight service needs (12.7 percent of total costs). The cost differential is largely driven by requests for new passenger rail service including over \$40 billion for high-speed, commuter, intercity, and light-rail (Table 4.6).

Table 4.5 Railroad Needs by Type of Service
Thousands of 2009 Dollars

Service Type	Total Costs
Passenger Rail Service	\$41,699,459
Freight Rail Service	\$6,056,813
Total	\$47,756,272

Source: Cambridge Systematics.

Overall, needs related to existing passenger and freight facilities and services total nearly \$6.2 billion, including improvements to CSX Transportation facilities (\$3.7 billion), the Florida East Coast (FEC) Railroad (\$991.8 million), and South Florida Rail Corridor (\$738.9 million). As illustrated in Table 4.6, the majority of needs identified through the assessment (\$41.7 billion) are related to new or expanded passenger services and freight lines. Investments in new freight and passenger rail service accounted for over 87 percent of the total identified rail needs dollars in the State. The majority of identified needs (34 projects) support passenger rail service (98.3 percent of total new rail service cost). Only eight new freight service needs were identified, including South Florida's U.S. 27 Rail Link estimated at \$400 million currently.

Some of the key new passenger rail service needs throughout the State include:⁶³

- High-speed rail service from Orlando to Tampa and Orlando to Miami. The total cost to implement these projects is estimated at over \$13.7 billion;
- Lakeland freight rail relocation project in district 1 with a total cost of \$1.3 billion for the most expensive alternative. This project aims to relocate the CSX operated rail line along Lakeland in Polk County in order to address community concerns related to this service, and at the same time generate more capacity with the new alignment.
- Sunrail commuter rail service connecting Deland to Poinciana, estimated at \$615 million for construction;
- Amtrak passenger rail service on the FEC line connecting Jacksonville to Miami, estimated at \$373 million for infrastructure costs;
- Commuter rail service connecting Jupiter and downtown Miami via the more-than-80-mile Florida East Coast Railway corridor. The cost to implement this service is currently estimated at \$9.5 billion;
- Commuter rail service connecting the Tampa International Airport to the University of South Florida and downtown Tampa and costing over \$1.6 billion to build;
- Commuter rail service in Northeast Florida estimated at \$622 million (not including right-of-way costs);
- A feasibility study for a commuter rail service in Southwest Florida, connecting urban centers in Desoto, Charlotte, Lee, and Collier counties;
- Intercity passenger rail service connecting Sarasota and Bradenton to Tampa and Brooksville and Land O Lakes to Tampa and Lakeland and Plant City to Tampa; estimated at \$3.7 billion; and

⁶³A detailed list of all identified rail projects is included in Table 4.10.

- A \$2 billion light rail service connecting the Orange County Convention Center with Orlando International Airport and Lake Nona/Medical City with future extensions to Innovation Way, the University of Central Florida, Osceola NE District and Seminole Way.

Table 4.6 Summary of Needs for New Freight and Passenger Rail Service
Thousands of 2009 Dollars

New Service^a	Near-Term Investment	Medium-Term Investment	Medium- to Long-Term Investment	Long-Term Investment	Total
Freight	\$156,500	\$113,900	\$450,000		\$720,400
Commuter/Intercity Passenger Rail	\$1,296,378	\$6,381,438	\$5,883,610	\$9,674,536	\$23,235,962
High-Speed Rail	\$3,525,000	\$10,200,000	\$-		\$13,725,000
Light Rail		\$2,537,281	\$-	\$1,281,740	\$3,819,021
Total	\$4,977,878	\$19,232,619	\$6,333,610	\$10,956,276	\$41,500,383^b

Source: Cambridge Systematics.

Note: A blank cell does not necessarily indicate an absence of projects in this category. Project cost may not have been identified by the source(s).

^a Passenger rail service types were identified by stakeholders.

^b Some projects totaling \$96.6M do not have a specified term of investment as of writing, these are not included in Table 4.6

Summary by Railroad

The text below provides a high-level summary of proposed improvements along various passenger and freight rail lines in the State as identified by stakeholders. Detailed descriptions of the needs are contained in Table 4.10.

CSX Transportation

Stakeholders identified 94 individual project needs along CSXT tracks⁶⁴ in Florida, totaling \$17.4 billion. These include:

⁶⁴Related to CSX freight operations and/or passenger rail services operated on tracks owned by CSXT.

- A bundle of 12 grade separation and bridge construction projects to address potential bottlenecks and capacity constraints resulting from increased truck and rail traffic and highway-rail interference, particularly at the site of the proposed Intermodal Logistics Center (ILC) in Winter Haven.
- More than 17 station improvement projects to improve passenger access and mobility on CSX tracks providing passenger rail service.
- Over 27 capacity upgrade projects including building new sidings, extending existing tracks for better connectivity with other railroads including Florida East Coast (FEC) railroad and Tri-Rail, and the Lakeland track relocation project.
- More than 17 projects recommended for new freight rail service (e.g., Shands lead in District 7 and a second Baldwin track in District 2) or passenger rail service on CSX tracks (e.g., light rail passenger service connecting Clearwater to St. Petersburg via Largo and commuter rail service between Deland in Volusia County and Poinciana in Osceola County). Roughly 40 percent (\$349 million) of the State's rail capacity expansion needs will depend on CSX tracks.

Florida East Coast (FEC) Railroad

Thirty two projects are listed under the FEC, most of which address freight service. However, the South Florida East Coast Corridor (currently listed under South Florida Rail Corridor/Tri-Rail) is geared specifically to improving passenger rail service in the State. Stakeholders identified more than \$4.6 billion in improvement needs along the FEC (including the SFECC) to bring passenger rail service back from Jacksonville to Miami – including expanding Tri-Rail service to this corridor in south Florida – accounting for over 95 percent of the total \$10.1 billion needs along this corridor. This includes investing in improving or building between 85 to 100 miles of track, more than 60 stations in various locations including Vero Beach, Fort Pierce, and Stuart, and improving over 200 grade crossings. Other key projects include investments facility upgrades, line extension, and landside access to better serve rock mining customers along the Medley line, rehabilitate the Port of Miami rail line, and building crossovers to minimize delays at key highway-rail crossings. Stakeholders also recommended several bridge rehabilitation and tie and surface replacement improvements at several locations along the rail line. Other projects included investing in systemwide upgrades in the signaling system to an Advanced Transportation Controller system, from the Bowden Intermodal facility to both Jacksonville and Hialeah and relocating the ingress/egress point from the Bowden Yard to maximize ease of circulation and cargo transfers and reduce the potential for truck-train accidents.

The South Florida Rail Corridor/Tri-Rail

A total of 27 projects were identified for the South Florida Rail Corridor totaling \$5.0billion, including most notably the \$3.5 billion SFECC project mentioned above, in

addition to over \$700 million for new and expanded passenger rail service projects in Miami-Dade County and Broward County. Other projects for Tri-Rail include various station and line upgrades and rehabilitation as well as three proposed new stations near Belvedere Road, Glades Road, and Ives Dairy Road.

The Pinsky Railroads

Two Pinsky Railroad Company subsidiaries – the Florida Central, and Florida Midland Railroads – have 10 rehabilitation and maintenance, rolling stock, track and signal upgrades, and new passenger service projects proposed. Stakeholders identified three needs along the Florida Midland Railroad: two track rehabilitation and maintenance projects valued at \$16.3 million, and one signal upgrade project valued at \$7.5 million. . One passenger service-related project was identified along the Florida Central Railroad; a new commuter rail service between Orlando and Eustis in Lake County valued at \$150 million. Other projects identified for the Florida Central Railroad include: investment in new environmentally friendly locomotives estimated at \$2.5 million, a track upgrade project between Plymouth and Tavares with a total estimated cost of \$13.1 million and three bridge repair, tie and resurfacing maintenance and rehabilitation projects for \$14.2 million.

Other Railroads

There are four other railroads in Florida with identified needs: the Alabama and Gulf Coast Railroad, Georgia and Florida Railway, Seminole Gulf Railroad, and South Central Florida Express.

The review of Florida rail system needs identified several maintenance projects on the Alabama and Gulf Coast Railroad. Stakeholders identified track rehabilitation needs over 43.5 miles of track in Escambia County. In addition, three rail bridges also in Escambia County were identified as needing either rebuilding or rehabilitation. Total estimated project costs for the Alabama and Gulf Coast Railroad are \$1.2 billion.

The Perry rail extension in Taylor County was the single identified rail need for the Georgia and Florida Railway (GFRR). This project includes approximately 25 miles of new track to be built and roughly 16 miles of existing GFRR track to be upgraded. The project is currently estimated at \$52 million.

Rail investment needs for both passenger and freight service amounted to over \$60.6 million for Seminole Gulf Railway. Stakeholders emphasized the need for significant investment in maintenance and repairs from tie and surface replacements to bridge rehabilitation to ensure the rail line can continue to serve existing and potentially new customers. Stakeholders also suggest exploring ways to expand both passenger and freight rail services on this line.

Needs identified along the South Central Florida Express include one freight line extension project valued at \$24.5 million, two track upgrade projects with an estimated cost of \$17.2 million, and a capacity upgrade estimated at \$13.6 million. Line upgrade and extension projects include upgrading bridge capability between Pierce and Sebring to handle 286,000-pound containers, building 5.8 miles of tracks to service new customers in the Clewiston area, and rehabilitating 21 miles of rail on the U.S. Sugar line.

Table 4.7 Summary of Needs by Railroad and Type
Thousands of 2009 Dollars

Railroads	Freight Rail						Passenger Rail						Total	
	Capacity Upgrade	Grade Separation	New Line/ROW	Rehabilitation and Maintenance	Rolling Stock	Signal Upgrade	Track Upgrade	Capital Improvements	Grade Separation	New Service/ROW/Study	Rehabilitation and Maintenance	Rolling Stock		Signal Upgrade
Alabama and Gulf Coast	\$ -	\$ -	\$ -	\$ 6,327	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,327
CSX Transportation	\$1,646,650	\$1,904,123	\$ 110,000	\$ -	\$ -	\$ 31,100	\$ 33,750	\$ -	\$ -	\$ 13,653,496	\$ -	\$ -	\$ 26,582	\$17,405,701
Florida Central	\$ -	\$ -	\$ -	\$ 8,213	\$2,500	\$ -	\$ 13,100	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 173,813
Florida East Coast	\$375,985	\$ 510,000	\$ -	\$ 59,578	\$ -	\$ 28,091	\$ 18,129	\$ -	\$ -	\$ 373,225	\$ -	\$ -	\$ -	\$ 1,365,008
Florida Midland	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000
Georgia and Florida Railway	\$ -	\$ -	\$ 52,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,000
Seminole Gulf Railway	\$ 11,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,300	\$ -	\$ -	\$ 350	\$ -	\$ -	\$ -	\$ 68,650
South Florida Rail Corridor/Tri-Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 162,704	\$ 240,000	\$ 4,302,197	\$ 250	\$ 2,700	\$ 201,122	\$ 5,041,141
South Central Florida Express	\$ 13,554	\$ -	\$ 24,500	\$ -	\$ -	\$ -	\$ 17,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,267
Total	\$2,047,189	\$2,414,123	\$ 186,500	\$ 89,118	\$2,500	\$ 59,191	\$139,492	\$ 162,704	\$ 240,000	\$ 18,479,268	\$ 250	\$ 2,700	\$ 227,704	\$24,182,907

Source: Cambridge Systematics.

Note: Identified project costs impact goods and passenger movement at railroad hubs, stations, yards, and along mainline tracks, spurs, and sidings. A blank cell does not necessarily indicate an absence of projects in this category. Project cost may not have been identified by the source(s).

Summary by Port

Florida has 14 seaports, several of which have significant rail projects currently underway or scheduled to begin in the near future. The following discussion highlights some of the key rail needs at each port.

Port Canaveral

Port Canaveral, governed by the Canaveral Port Authority, is a cruise, cargo, and naval port in Brevard County. The port is one of the busiest cruise ports in the world with nearly 1.3 million multiday cruise passengers passing through during 2007. As a deep-water cargo port, it has a high volume of traffic. Over 3,000,000 short tons of bulk cargo moves through each year. Common cargo includes cement, petroleum, and aggregate. The port has conveyors and hoppers for loading products directly into trucks, and facilities for bulk containers. Currently, Port Canaveral does not have direct on-port access to rail. Port Canaveral currently has one new freight line rail project totaling \$50 million, which would extend a FEC line spur that currently terminates approximately six miles north of the Port on NASA property.

Port Everglades

Port Everglades is located within the municipalities of Fort Lauderdale, Hollywood, and Dania Beach, Florida, and is governed by the Broward County Board of County Commissioners. Port Everglades has three major projects involving rail – two capacity upgrade projects and a grade separation project. The total estimated expenditure for these projects is approximately \$147.5 million. The grade separation project includes the design and construction of a four-lane bridge overpass on Eller Drive for unrestricted movement to and from Port Everglades cruise and container terminals to I-595. The capacity upgrade projects include constructing a new Intermodal Container Transfer Facility (ICTF) yard that will facilitate the transfer of containers between rail and ship at the Port, and a project enabling cargo to be moved out of the Port via rail and providing direct access to the proposed ICTF and Aggregate Facility at the Port.

Jacksonville Port Authority

The Port of Jacksonville, governed by the Jacksonville Port Authority (JaxPort), is located in northeastern Florida on the north Atlantic coast. JaxPort has multiple cargo terminals for intermodal container transport, automobiles, and refrigerated cargo.

JaxPort identified four rail project needs for a total cost of \$20 million. All three projects, submitted are for capacity upgrades along Blount Island and Dames Point.

The capacity upgrade needs include projects located at Blount Island, Dames Point, and the Tallyrand terminal. An addition of a switchyard to improve traffic condition is scheduled for Blount Island and Dames point. Line rehabilitation and maintenance was identified as a need for Blount Island.

Port of Miami

Governed by the Miami-Dade Board of County Commissioners, the Port of Miami serves markets in the Far East and Europe, as well as Central and South America. The 2009 needs assessment and review identified one project at the Port of Miami for a total cost of \$36.9 million. This project involves: engineering, designing, permitting, and constructing the rehabilitation tasks on the railroad bascule bridge between Biscayne Bay Boulevard and Port Boulevard to national standards; and upgrading and restoring a six-mile branch off of the FEC mainline that originally carried freight to and from the port and passengers to downtown Miami.

Port of Palm Beach

The Port of Palm Beach District, located in Palm Beach County, is an independent special taxing district (an autonomous port) and a subdivision of the State of Florida. The Port of Palm Beach identified two rail projects needed to enhance operations:

- A line upgrade and extension project which consists of constructing rail switching track on the FEC right-of-way; and
- A landside access project which consists of building a rail track connecting the Hialeah rail yard to an Integrated Logistics Center in the vicinity of the south end of Lake Okeechobee, which will also be connected to the Port of Palm Beach.

The total cost for the two identified projects is estimated at \$103.7 million.

Port of Tampa

The Port of Tampa is operated by the Tampa Port Authority and is the largest of the Florida ports, as measured by tonnage. Bulk products handled include phosphate rock, fertilizer products, petroleum, coal, and general cargo. Inbound and outbound traffic closely reflect the port's ties with the nearby phosphate industry. The port also is one of the State's major cruise ports.

There are six rail needs identified at the port. These projects involve upgrading and extending rail track and services at the port, as well as two grade crossings. The on-port projects include the Hookers Point and Intermodal Container Terminal rail track extension, the CSX mainline to Port Redwing track extension, and the drop-off/pick-up tracks on the CSX mainline. The total cost for these six projects is \$90.6 million.

Table 4.8 Summary of Needs by Port and Type
Thousands of 2009 Dollars

Seaport	Freight Rail				Total
	Capacity Upgrade	Grade Separation	New Line	Rehabilitation and Maintenance	
Port Canaveral			\$50,000		\$50,000
Port Everglades	\$60,500	\$87,000			\$147,500
Port of Jacksonville	\$20,000				\$20,000
Port of Miami				\$36,900	\$36,900
Port of Palm Beach	\$3,700		\$100,000		\$103,700
Port of Tampa	\$30,300	\$40,000	\$13,900	\$6,400	\$90,600
Total	\$114,500	\$127,000	\$163,900	\$43,300	\$448,700

Source: Cambridge Systematics.

Note: Identified project costs impact goods and passenger movement to and from key seaport and airport model hubs. A blank cell does not necessarily indicate an absence of projects in this category. Project cost may not have been identified by the source(s).

Moving Forward

There are several shifts in international trade that are anticipated to significantly shift trade flows. One key factor driving the shift will be the demand for additional capacity at East and Gulf Coast seaports – specifically, capacity to handle the new generation of mega-container vessels. Expansion of the Panama Canal will impact the flow of freight across the U.S. Some portion of the new generation of container vessels currently serving the West Coast will shift to the East and Gulf Coasts as of 2014. This will alter existing supply chains. In addition, Suez Canal routings will continue to become more competitive as Asian manufacturing centers shift.

Several of Florida’s seaports are positioning themselves to compete for the opportunities created by these shifts (and growth) in traffic. This has included aggressive marketing activities as well as infrastructure improvements (waterside, terminal side, and land side) to make sure the necessary capacity is in place. On-port rail access is one of the key factors Florida’s seaports are working to address in order to be competitive.

The level of success of Florida’s seaports (which is in part dependent on reliable rail access) will impact Florida’s railroads in several ways. The following three scenarios illustrate the potential impacts on Florida’s railroad industry.

1. Seaport(s) handles cargo to meet local demand. This scenario assumes that Florida seaports do a better job of handling cargo for Florida's large consumption market – that is, less Florida-destined cargo moves through non-Florida seaports. This could result in lower inbound traffic volumes for Florida railroads; freight currently getting hauled by rail from non-Florida seaports to Florida would shift to Florida seaports and likely be handled by trucks from the seaport(s) to the Florida destination.
2. Seaport(s) handles cargo to serve Southeastern U.S. This scenario assumes that Florida seaports successfully compete for hinterland markets – that is, markets outside of Florida historically served by a non-Florida seaport. Depending on the location of the seaport, this scenario could present a boom for Florida Railroads, as shipments from the seaport(s) get transported North by rail to an inland port or distribution centers.
3. Florida seaports do not attract a significant increase in traffic, instead Florida and non-Florida traffic is handled by ports in another southern state (e.g., Georgia, South Carolina). This scenario assumes that Florida's seaports are not successful in competing for the increased traffic moving through the Panama . It reflects business as usual; growth opportunities for the rail industry would be in providing southbound service into Florida.

Moving forward, the progress and partnerships put in place by Florida's railroads and seaports should be monitored and supported by FDOT to maximize Florida's opportunities for growth. This directly relates to and supports the Trade and Logistics Study undertaken by the Florida Chamber Foundation, which lays out several strategies to growth Florida's role in international trade

Summary by District

Table 4.9 contains a summary of needs by district and category. It is followed by a summary and a map of all of the identified freight and passenger rail needs for each of the seven FDOT Districts. Note that a "multiple" category was created under the District heading to account for projects that cross several district jurisdictions. This was necessary since project cost information by District is not available at this time.

District 1 – Southwestern and Central Florida

District 1 encompasses 12 counties in south central and southwestern Florida and includes the major metropolitan areas of Sarasota-Bradenton, Fort Meyers, and Naples. The combined freight and passenger railroad needs for this District are \$1.8 billion. Over 80

percent of the needs money comes from rail capacity upgrade projects, with a cost estimate of approximately \$1.5 billion. Most of this amount comes from the Lakeland freight rail relocation project in Polk County, which has an estimate cost of \$1.3 billion. Other needs in District 1 include freight grade separation projects (\$125 million) and new passenger rail service (\$116 million).

District 2 - North Central and Northeast Florida

District 2 spans the width of the peninsula from the “Big Bend” region along the northwestern section of the Gulf Coast to the greater Jacksonville region on the State’s Atlantic shore. Total rail needs in District 2 total \$1.3 billion, including major investments in new commuter and other passenger rail services (\$652 million), new freight lines and extensions (\$132 million), freight rail grade separations (\$352 million), and freight capacity upgrades (\$116.4 million).

District 3 - Florida’s Panhandle

District 3 covers 16 counties of the Florida Panhandle and includes the Tallahassee, Panama City, and Pensacola metropolitan areas. The total freight rail needs for District 3 are approximately \$126.8 million. Approximately 67 percent of rail needs in this District (\$85M) are projects related to grade separations, track upgrades account for an additional 21% (\$26.5M), while the remaining \$15 million is allocated in capacity upgrades and rehabilitation and maintenance.

District 4 - Southeast Seaboard

District 4 is comprised of five densely populated counties on Florida’s southeastern seaboard and is anchored by the Fort Lauderdale and West Palm Beach urbanized areas. Within District 4, there are \$2.4 billion in rail needs. Several major proposed projects totaling nearly \$9.5 billion are primarily associated with line capacity expansion on the FEC in Districts 4 and 6 to help establish passenger rail service and proposed light rail service in Central Broward County. There are also an additional \$117.5 million in needs for freight capacity upgrades, including \$110.5 million for improving landside access at the Port of Palm Beach and Port Everglades.

District 5 - Central and Eastern Florida

District 5 encompasses nine counties of central and eastern Florida. The District contains the Orlando, Daytona Beach, and Melbourne urbanized areas and has approximately \$2.9 billion in needed rail improvements. The single largest proposed projects are new passenger rail services estimated at over \$2.8 billion, including \$2 billion for light rail service connecting the Orange County Convention Center with Orlando International Airport and Lake Nona/Medical City with future extensions to Innovation Way, the

University of Central Florida, Osceola NE District and Seminole Way. There are also over \$109.6 million in freight line upgrade and extension projects along the CSX, Florida Central Railroad, and FEC line.

District 6 – South Florida and Miami-Dade

South Florida’s Miami-Dade and Monroe Counties comprise District 6. This geographically diverse District includes the Florida Keys, the Everglades, and metropolitan Miami, where most rail activity is concentrated. The total estimated rail needs for the District are \$1.9 billion, including more than \$1.1 billion in new and expanded passenger rail services.

District 7 – Tampa Bay and West Central Florida

Five counties comprise District 7, which includes the Tampa-St. Petersburg-Clearwater urbanized area. Just over \$14 billion in needed rail improvements were identified; the greatest needs total for any single District, accounting for roughly 30 percent of all statewide investment needs. District 7’s needs include \$13.3 billion for new passenger rail service projects including high-speed rail service from Orlando to Tampa and Orlando to Miami. Another \$1.7 billion is needed to connect Tampa International Airport to the CSX line.

Multiple Districts

There are \$23.2 billion in projects spanning two or more districts. These are typically large corridor improvement proposals, such as the \$10 billion high-speed rail project from Miami to Orlando, or systematic upgrades, such as the \$28.1 billion FEC systemwide signal systems update project. Multiple district projects are noted in the comprehensive table of needs (Table 4.10).

■ 4.5 Detailed Needs Table

Table 4.10 contains the detailed needs identified by freight stakeholders participating in the 2010 Florida Rail System Plan Update. The following table presents, in detail, every project identified through the process described in this report. The table is sorted by time-frame and then by estimated project cost (in 2009 dollars). **Projects shown in bold are partially or completely funded as of May 2010.** Each project is further identified by the following attributes:

- ID attribute as identified in the on-line rail survey;
- Railroad or port;

- Project name;
- Type of service (freight, passenger, or both);
- Source;
- Location;
- District(s);
- Project description;
- Category/type (maintenance and repair, grade crossings, etc.);
- Cost estimate (in current 2009 dollars); and
- Timeframe.

The information contained in the detailed needs table has been edited for length and clarity but otherwise represents the extent of information provided by the stakeholder participants in the needs identification process. Thus, some cells are blank and, for some needs, there is a lack of cost estimates and other information that may become available in the future. There also is a difference, by stakeholder, in the amount of detail provided; e.g., some railroads might have included milepost information as part of the location description while others made general references to counties.

Table 4.9 Summary of Needs by District and Type
Thousands of 2009 Dollars

District	Freight Rail							Passenger Rail								
	Capacity Upgrade	Grade Separation	New Line/Service	Rehabilitation and Maintenance	Right of Way	Rolling Stock	Signal Upgrade	Track Upgrade	Capital Improvements	Grade Separation	New Service/ROW/Study	Rehabilitation and Maintenance	Rolling Stock	Signal Upgrade	Station Improvements	Total
1	\$ 1,495,450	\$ 125,000	\$ 24,500	\$ 16,255	\$30,000	\$ -	\$ 17,500	\$ 7,300	\$ -	\$ -	\$ 116,000	\$ -	\$ -	\$ -	\$ -	\$ 1,832,005
2	\$ 116,434	\$ 352,000	\$ 132,000	\$ 7,787	\$ -	\$ -	\$ 8,226	\$ -	\$ -	\$ -	\$ 652,000	\$ -	\$ -	\$ -	\$ 57,000	\$ 1,325,447
3	\$ 9,000	\$ 85,000	\$ -	\$ 6,327	\$ -	\$ -	\$ -	\$ 26,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 126,827
4	\$ 117,544	\$ 1,242,752	\$ 100,000	\$ -	\$ -	\$ -	\$ 11,100	\$ 12,000	\$ 7,211	\$ 240,000	\$ 544,804	\$ -	\$ -	\$ 2,700	\$ 142,776	\$ 2,420,887
5	\$ 39,493	\$ -	\$ 50,000	\$ 6,958	\$ -	\$ 2,500	\$ -	\$ 13,100	\$ -	\$ -	\$ 2,765,000	\$ -	\$ -	\$ -	\$ -	\$ 2,877,051
6	\$ 335,918	\$ 270,000	\$ -	\$ 60,491	\$ -	\$ -	\$ -	\$ -	\$ 61,739	\$ -	\$ 1,129,098	\$ -	\$ -	\$ -	\$ 41,925	\$ 1,899,171
7	\$ 46,300	\$ 736,371	\$ 13,900	\$ 6,400	\$ -	\$ -	\$ 2,500	\$ 7,250	\$ -	\$ -	\$13,303,879	\$ -	\$ -	\$ -	\$ -	\$ 14,116,600
Multiple	\$ 1,550	\$ -	\$ 400,000	\$ 28,200	\$ -	\$ -	\$ 19,865	\$ 73,342	\$ 93,754	\$ -	\$22,366,152	\$ 250	\$ 132,168	\$ -	\$ 43,003	\$ 23,158,284
Total	\$ 2,161,689	\$ 2,811,123	\$ 720,400	\$ 132,418	\$30,000	\$ 2,500	\$ 59,191	\$139,492	\$ 162,704	\$ 240,000	\$40,876,933	\$ 250	\$ 132,168	\$ 2,700	\$ 284,704	\$ 47,756,272

Source: Cambridge Systematics.

Note: A blank cell does not necessarily indicate an absence of projects in this category. Project cost may not have been identified by the source(s).

Table 4.10 Detailed Projects and Needs by Railroad

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
207	High-Speed Rail - Tampa to Orlando	Phase 1: A High-Speed Rail connecting Tampa and Orlando.	New Passenger Rail Service	Hillsborough County MPO	Passenger	New Service	Hillsborough, Polk, Osceola, and Orange Counties	5, 7, 2	\$ 3,525,000	Near-term (1-5 years)
131	Sunrail	Passenger commuter rail operation on state-purchased CSX trackage between Deland, Florida in Volusia County and Poinciana, Florida in Osceola County, a distance of 61 miles. Private Sector has been involved gathering Orlando Chamber of Commerce (Note/Concern: This is for purchasing and constructing 61.5 miles, the cost is \$438 and \$615 million which is equal to approximately \$1.53 billion)	CSX Transportation	Metropolitan Orlando	Passenger	New Service	Volusia, Seminole, Orange and Osceola Counties	5	\$ 615,000	Near-term (1-5 years)
203	CSX-Tri-Rail Dolphin Extension Phase I	Phase I – Extension of Tri-Rail service 11.2 miles of CSX Corridor west from the Miami Intermodal Center (MIC) along SR 836, ending just west of Florida’s Turnpike. Phase I assumes minimal double tracking and basic station amenities.	CSX Transportation	South Florida Regional Transportation Authority	Passenger	New Service	Miami-Dade	6	\$ 154,630	Near-term (1-5 years)
80	Amtrak Service on the FEC Railroad	The State needs to work with Amtrak and FEC to bring passenger rail service back from Jacksonville to Miami. This corridor could lead the way for commuter rail service in Jacksonville and would reconnect Jacksonville to St. Augustine via the FEC line. Includes infrastructure cost only	Florida East Coast Railway	Jacksonville Transportation Authority	Passenger	New Service	Jacksonville to Miami	2,4,5,6	\$ 375,225	Near-term (1-5 years)
307	Passenger Railway in Southwest FL	Rehabilitate Passenger Rail for 95 miles along the CSX line from Old 41 on the Collier-Lee Co. border to Ona, Hardee Co. connecting with CSX line, currently used for freight to Lakeland. This CSX line, proposed for rehab/upgrade to passenger service, passes thru Bonita Springs, Fort Myers, Punta Gorda, Arcadia, to Lakeland This line should act as a connector with another proposed project reconnecting passenger service between Collier Co. and Tampa, connecting in Punta Gorda with new 8-mile track from Fort Ogden to North Port [locate depot at mile marker 172 on I-75] thru to, Sarasota, picking up TBARTA rail in Sarasota to Tampa. The project between Collier and Hardee Co. is estimated at \$70 million. The project between Fort Ogden and Sarasota is estimated at \$46 million. All costs include construction of rail, depots, and bridges. All land is rail-banked except for 30-foot ROW of three-quarter-mile for purchase somewhere near mile markers 200-203 on I-75. Land purchase not included in estimate.	CSX Transportation	City of Bonita Springs	Passenger	New Service	Collier to Hardee Counties, Collier to Sarasota Counties	1	\$ 116,000	Near-term (1-5 years)
104	FDOT Eller Drive Overpass	The project is to design and construct a four-lane bridge Overpass on Eller Drive for unrestricted movement to and from Port Everglades cruise and container terminals to the Interstate 595, as well as the widening, realignment, and construction of service roads parallel to the Overpass. The Overpass will enable the development of a grade separated crossing with access to Southport, providing direct connection to the proposed on-Port Intermodal Container Transfer Facility (ICTF) at Port Everglades.	Port Everglades	Port Everglades	Freight	Grade Separation	Port Everglades	4	\$ 87,000	Near-term (1-5 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
136	Jaxport/Springfield Bypass	Build connection Callahan-Gross and upgrade Kingsland SD to establish new route for port access. (Construct Rail Bypass by reactivating abandoned railroad between Gross and Callahan Florida and upgrade Kingsland Subdivision rail and ties. Restoring the reliability and effectiveness of this rail route will improve the CSXI and CSXT's ability to serve the Port of Jacksonville. This route will reduce truck traffic, related emissions, and reduce community impacts associated with the growth of the Jacksonville Port.)	CSX Transportation	CSX Transportation	Freight	New Line	Jacksonville	2	\$ 80,000	Near-term (1-5 years)
143	Baldwin Area Improvements: West Storage, SE Jacksonville Pass, Fouraker Siding and Crossover	CSX corridor improvements in the Baldwin area. Combination of projects 143, 145, 147, and 188. Improvements include: Extend West Storage Lead by 4,000 feet to provide a 12,000-foot lead; Build approximately 4.0 miles of second main at Baldwin, SE Baldwin-SE East Pass, build new 13 East Track in Baldwin Yard, and replace south departure yard turnouts (Jacksonville Terminal SD); Upgrade East Passing Track and extend East Pass Track north approximately 16,000 ft with universal crossover at SP 650.0; Upgrade siding and extend siding to create 5.1 miles second main track with universal crossover at SM 2.5. RH crossover at SM 0.4 and improved connection to SP Line.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Baldwin/NE Florida	2	\$ 67,350	Near-term (1-5 years)
589	Jacksonville Regional Transportation Center	Improvements at the Jacksonville Regional Transportation Center to accommodate the return of Amtrak service downtown.	JTA	JTA	Passenger	Station Improvements	Jacksonville	2	\$ 57,000	Near-term (1-5 years)
306	Taylor County Rail Extension	The Perry rail extension includes approximately 25 miles of new track to be built and roughly 16 miles of existing GHR (Georgia and Florida Railway) track to be upgraded. In 2008; the Strategic Aggregates Task Force convened as part of an act of the Florida Legislature and the group made one unanimous recommendation to the Governor; "provide rail service in Perry." Also, as noted in FDOT's Strategic Aggregate Study, Taylor County is one of only 6 defined regions in the State containing hard aggregate reserves. Upon construction of the rail extension, Perry industry would immediately have economically feasible access to over half of Florida's aggregate market. Florida Governor Charlie Crist's designation of Taylor County as one of Florida's Rural Areas of Critical Economic Concern (RACEC) frames the challenges facing Taylor County as it competes in today's ever changing economic landscape. The rail extension would bring significant economic opportunity to the region.	Georgia and Florida Railway	Perry Pines, LLC	Freight	New Line	Taylor and Madison	2	\$ 52,000	Near-term (1-5 years)
262	Golden Glades Intermodal Center Improvements	Provide new 1,000 space parking deck, new intermodal center with bus bays and facilities, new pedestrian bridge from intermodal center to Tri-Rail and improved circulation. Includes project 266, Addition of pedestrian overpass to connect Golden Glades Intermodal Center to business park west of CSX tracks.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Miami-Dade County	6	\$ 39,423	Near-term (1-5 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
276	Bascule Bridge/Rail Connection	Engineer, design, permit and construct the rehabilitation tasks on the railroad bascule bridge between Biscayne Bay Boulevard and Port Boulevard to national standards to bring fully functional and efficient rail operations back to the Port of Miami, and construct approximately 1 mile of rail, associated rail switches, as well as two 2,500-foot on port loading tracks. Studies and inspections have identified weakened infrastructure that require attention prior to the railroad bascule bridge becoming fully operational. Revitalization of the bascule bridge and the addition of new on port loading tracks will provide efficient cargo-handling capacity at the Port of Miami and decrease overall transportation costs. (Part 2) Upgrade and restore a 6-mile branch off of FEC mainline that originally carried freight to and from the port and passengers to downtown Miami.	Port of Miami	Port of Miami, FDOT District 6	Freight	Rehabilitation and Maintenance	Railroad Bridge Between Biscayne Bay and Port Boulevards, Miami-Dade County	6	\$ 36,900	Near-term (1-5 years)
237	Upgrade Medley Lead/ Doubletracking	Build second mainline on 4.8-mile segment at southern end of rail servicing key rock mining customers. Install CIC (ready for PTC), improve motion detectors at grade crossing. Construct one new double-track bridge with universal crossover switches. (Pending approval for state funding) Second phase of improvements in the Medley area. Rehabilitate and implement double tracking along the FEC Medley Lead. The work to be performed includes extension of culverts, earthwork (includes clearing, filling and grading), construct and surface 25,344 feet of 141-pound track, rehabilitate 9 grade crossings (includes surface and signal), and relocate fiber optic cable.	Florida East Coast Railway	Florida East Coast Railway, FDOT District 6	Freight	Capacity Upgrade	FDOT District 6, Medley area from RR MP 0.00 to MP 4.8 at NW 121 Way	6	\$ 32,868	Near-term (1-5 years)
125-1	Rail Storage Tracks for ICTF Facility-1	Phase I of this project consist of construction of a new Intermodal Container Transfer facility (ICTF) yard that will facilitate the transfer of containers between rail and ship at Port Everglades.	Port Everglades	Port Everglades	Freight	Capacity Upgrade	Port Everglades	4	\$ 32,000	Near-term (1-5 years)
79	Urban S-Line	Currently, there exists a 5-mile corridor of abandoned rail right-of-way within the heart of Jacksonville. This ROW could be the perfect opportunity to construct a relatively inexpensive rail project serving the core of urban Jacksonville. This possible line would also be connected to the Jacksonville Regional transportation Center as well as the commuter rail network that would eventually connect to the Jacksonville International Airport.	New Passenger Rail Service	Jacksonville Transportation Authority	Passenger	New Service	Downtown Jacksonville	2	\$ 30,000	Near-term (1-5 years)
205	Additional Tracks at Miami Intermodal Center	Construction of two additional tracks (with a center platform) would allow for Amtrak service at the MIC and/or passenger rail extensions to the west or south. (Cost estimate includes platforms, canopies, elevators, and escalators.)	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Capital Improvements	Miami-Dade County	6	\$ 28,848	Near-term (1-5 years)
318	Amtrak Station Improvements	Improvements for ADA-related station structures, platforms, pathways, and state of good repair where needed for Amtrak stations. Combination of projects 318-332, 334.	CSX Transportation	Amtrak	Passenger	Station Improvements	Deerfield Beach, Delray Beach, Fort Lauderdale, Jacksonville, Kissimmee, Lakeland, Miami, Okeechobee, Orlando, Palatka, Sanford, Sebring, Tampa, West Palm Beach, Winter Park	1,2,4,5,6,7	\$ 26,582	Near-term (1-5 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
314	Citrus Rail Project	Build 5.8 miles of new rail line along with 2.4 miles of yard to service Southern Gardens as a new customer. Along with a cane elevator to transport cane from western side of Clewiston to U.S. Sugar Mill.	South Central Florida Express	South Central Florida Express	Freight	New Line	Clewiston	1	\$ 24,500	Near-term (1-5 years)
221	Port Lead Rehabilitation	A maintenance and repair project that involves the Port of Miami in District 6.	Florida East Coast Railway	Florida East Coast Railway	Freight	Rehabilitation and Maintenance	FDOT District 6	6	\$ 23,591	Near-term (1-5 years)
171	Richloam Siding	Build 4.2 miles of second main track with Number 20 universal crossover at S-783.6.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Richloam	1	\$ 22,150	Near-term (1-5 years)
162	Wildwood	Upgrade existing main track and build second main track S-757.9-S-760.0 with Number 20 universal.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Wildwood	5	\$ 21,450	Near-term (1-5 years)
174	Ocala Siding and Crossovers	Build second main through Ocala by connecting and upgrading Singletary and Ocala sidings with universal crossover at S-734.5	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Ocala	1	\$ 19,550	Near-term (1-5 years)
238	Repair Bolt/Fastening System	Accelerate replacement of failing bolt and clip system and install elastic fasteners on 193 track miles.	Florida East Coast Railway	Florida East Coast Railway	Freight	Rehabilitation and Maintenance	FDOT Districts 2,4,5,6	2,4,5,6	\$ 19,110	Near-term (1-5 years)
168	Vitis North and South	Extend Vitis Siding north to AR 832.9, upgrade siding, and add universal crossover AR 835.2. Extend Vitis Siding south to AR 837.8 with RH Number 20 universal at AR 836.5 to access Yeoman SD. Combination of projects 168 and 169.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Vitis	1	\$ 19,100	Near-term (1-5 years)
267	Deerfield Beach Tri-Rail Station Improvements	New parking deck along with pedestrian, bus circulation, shelter, and bike improvements. Note: also see project 270, Deerfield Beach Station Pedestrian Overpass, addition of pedestrian overpass for improved passenger access to Northbound and Southbound Tri-Rail platforms and planned parking deck.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Broward County	4	\$ 18,447	Near-term (1-5 years)
268	Hollywood Tri-Rail Station Improvements	New parking deck along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Broward County	4	\$ 18,233	Near-term (1-5 years)
240	Upgrade and Replace Light Weight Rail	Upgrade rail section to industry norm. Eliminate all 112/115-pound 1940 vintage rail from mainline track. Install 135-pound industry standard carbon continuously welded rail.	Florida East Coast Railway	Florida East Coast Railway	Freight	Track Upgrade	FDOT Districts 2,4,6	2,4,6	\$ 18,129	Near-term (1-5 years)
177	McDonald Connection	Extend McDonald Connection with universal crossovers at SX 821.5 and SX 822.6.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Auburndale	1	\$ 17,750	Near-term (1-5 years)
173	Carter Siding	Extend Carters Siding at north and south to include Park Spur.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Carters	1	\$ 16,500	Near-term (1-5 years)
253	New Tri-Rail Station at Palm Beach International	New Tri-Rail station, to be located in the vicinity of Southern Boulevard or Belvedere Road. Depending on station location, the facility may also include parking facilities to serve commuters from the western communities.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Palm Beach County	4	\$ 16,421	Near-term (1-5 years)
248	New Tri-Rail Station Near Broward/Miami-Dade	New Tri-Rail station and parking facilities in the vicinity of Ives Dairy Road and Hallandale Beach Road.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Miami-Dade and Broward Counties	4,6	\$ 16,421	Near-term (1-5 years)
257	New Tri-Rail Station in Boca Raton	New Tri-Rail station near Glades Road, serving the Boca Town Center Mall area. Shuttle bus, pedestrian, and limited parking facilities would be included.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Palm Beach County	4	\$ 16,421	Near-term (1-5 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOJ District	Cost Estimate	
									Dollars	Timeframe
172	Lakeland Junction Siding	Build 9,000 ft siding at Lakeland Junction with crossover.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Lakeland	1	\$ 15,750	Near-term (1-5 years)
594										
	Ethanol Terminal/ Rail yard expansion with East-West Connecting Loop	Ethanol Terminal/ Rail yard expansion with East-West Connecting Loop	Tampa Port Authority	Tampa Port Authority	Freight	Capacity Upgrade	Hookers Point, Port of Tampa	7	\$ 15,000	Near-term (1-5 years)
178	Crawford Siding	Upgrade and extend siding to 4.4. Miles second main track with universal crossover SM 13.1.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Crawford	2	\$ 14,400	Near-term (1-5 years)
70	Bryant Rail Project	Rehab 21 miles of 85-pound rail to 136-pound CWR rail. Including 17 new Number 10 turnouts and 25,000 new main track ties. Note: This project is looking to receive eligibility for any funding available. With this track rehabilitation, the potential to attract customers would increase as higher cargo volumes could be moved. This project will occur in an economically depressed area and the potential new traffic could stimulate economic development in this region. This project is estimated to remove 375 trucks a day from the Mining facility.	South Central Florida Express	South Central Florida Express	Freight	Capacity Upgrade	Pahokee	4	\$ 13,554	Near-term (1-5 years)
68	Florida Central Railroad	Production ready continuous weld of track from Plymouth (Orange County) to Eustis (Lake County), approximately 12 miles. Project Numbers 107 and 11 are different alternatives for the same project as 68. Number 68 will be funded in the work program.	Florida Central Railroad	Lake Sumter MPO, Florida Central Railroad	Freight	Track Upgrade	Orange and Lake Counties	5	\$ 13,100	Near-term (1-5 years)
76	Cane Block Project	Rehab 17 miles of 85-pound rail to 136-pound CWR rail. Including 4 new Number 10 turnouts and 10,000 new main track ties. Note: This project is looking to receive eligibility for any funding available. With this track rehabilitation, the potential to attract customers would increase as higher cargo volumes could be moved. This project will occur in an economically depressed area and the potential new traffic could stimulate economic development in this region.	South Central Florida Express	South Central Florida Express	Freight	Track Upgrade	South Bay	4	\$ 12,000	Near-term (1-5 years)
592	Positive Train Control System (PTC) on the South Florida Rail Corridor	Install new PTC signal system ready for over 141 miles of mainline track from Miami to West Palm Beach, including a control center in Jacksonville or Pompano Beach. This includes \$3.6 for wayside signal equipment on the SFRC and \$7.5 for the control center.	CSX Tot SFRTA	SFRTA	Freight	Signal Upgrade	South Florida Rail Corridor from Miami to West Palm Beach	4	\$ 11,100	Near-term (1-5 years)
108	Intermodal Rail Spur and Storage Tracks	The project will enable cargo to be moved out of the Port via rail and will provide direct access to the proposed Intermodal Container Transfer Facility (ICTF) and Aggregate Facility at Port Everglades. The project consists of the initial rail spur from the Eller drive Overpass to Southport to serve both the proposed ICTF and the Aggregate Facility. It also includes the storage tracks, signalization, and switches associated with the ICTF.	Port Everglades	Port Everglades	Freight	Capacity Upgrade	Port Everglades	4	\$ 10,500	Near-term (1-5 years)
298	"A/S" Line Amtrak Signal Program	Replacement of antiquated railroad signals (25-30+) years on this Amtrak Line. Most are nearing the Federal Standards of the 30-year mark and are in need of replacement. Also this would take in the S-Line from Auburndale east to Lake Alfred, Haines City, and Davenport towards Orlando.	CSX Transportation	FDOT District 1	Freight	Signal Upgrade	A-Line beginning at the Vitis Sub going SE thru Kathleen, Lakeland, Auburndale, Sebring and Okeechobee	1	\$ 10,000	Near-term (1-5 years)
158	Anthony Siding	Build new 11,400-foot clear passing siding.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Anthony	5	\$ 9,750	Near-term (1-5 years)
239	Mainline Bridge Fastening System	Rehabilitate 3 bridges at mile posts 12.99, 36.64, and 126.06. Engineering and permitting completed 1 year in advance of work.	Florida East Coast Railway	Florida East Coast Railway	Freight	Rehabilitation and Maintenance	FDOT Districts 2,5	2, 5	\$ 9,090	Near-term (1-5 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
289	Rail Intermodal Yard	A rail intermodal yard in the vicinity of SW Florida International Airport and off Alico Road for transloading and storing petroleum products such as gasoline, diesel fuel, and aviation kerosene type jet fuel (Jet A Fuel) transported by rail. The project will also include the delivery of jet fuel to the airport fuel farm from the rail yard to the airport fuel farm by pipeline. Project includes site development, environmental assessment, design, and construction.	Private Developer and Seminole Gulf Railway	Lee County MPO	Freight	Capacity Upgrade	Off Alico Road in Lee County	1	\$ 8,000	Near-term (1-5 years)
222	Jacksonville Bridge Rehabilitation	Rehabilitate critical bridge. Replace ties on both tracks, make steel repairs, paint the entire steel structure, and replace miter joints. Upgrade existing grade crossings.	Florida East Coast Railway	Florida East Coast Railway	Freight	Rehabilitation and Maintenance	FDOT District 2	2	\$ 7,787	Near-term (1-5 years)
311	Pompano Beach Tri-Rail Station Improvements	Reconstruct station to relocate east platform south to match west platform. Upgrade entire station to provide improved facilities such as new canopies and pedestrian features.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	New Service	Broward County	4	\$ 7,523	Near-term (1-5 years)
249	Delray Beach Tri-Rail Station Improvements	New parking deck with about 385 spaces, along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Palm Beach County	4	\$ 7,150	Near-term (1-5 years)
153	Starke Crossovers	Build new Number 20 universal crossover.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Starke	2	\$ 6,950	Near-term (1-5 years)
246	Florida Upgrade-Bridges	Rebuild bridge No. (Number 890.0, Number 893.7 and Number 394.1- 672 feet total) at 4M. Repairs to 21 timber Bridges @ \$725K. Upgrade the timber bridges on this route for 286 at a cost of \$1.2M.	Alabama and Gulf Coast Railway	Alabama and Gulf Coast Railway	Freight	Rehabilitation and Maintenance	Escambia County	3	\$ 6,327	Near-term (1-5 years)
224	Hooker Point Rail Expansion	This project provides for additional storage tracks at Hookers Point. The project would extend the rail line to the Intermodal Container Terminal and South Hookers Point and connect the east and west side running tracks at the south end of Hookers Point. There will also be addition of Wye track at Cargill - Construct a south-facing connection from the main running track to the existing southerly side track within the Cargill plant.	Tampa Port Authority	Tampa Port Authority	Freight	Capacity Upgrade	Hookers Point	7	\$ 6,000	Near-term (1-5 years)
244	New Dispatch System	To interface with PTC provide a safe working system.	Florida East Coast Railway	Florida East Coast Railway	Freight	Signal Upgrade	Jacksonville	2	\$ 5,362	Near-term (1-5 years)
149	Highland Crossover Upgrade	Upgrade universal crossover to Number 20 universal crossover.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Highland	1	\$ 5,250	Near-term (1-5 years)
69	286 Bridge Upgrade	Upgrade all our bridges to handle 286 traffic. Note: This project is looking to receive eligibility for any funding available. With this upgrade, the potential to attract customers would increase as higher cargo volumes could be moved. This potential new traffic could open the area to economic development.	South Central Florida Express	South Central Florida Express	Freight	Track Upgrade	Sebring to Fort Pierce	1, 5	\$ 5,213	Near-term (1-5 years)
133	Dames Point Switch Yard	Addition of rail switch yard adjacent to existing CSX-rail facility	Jacksonville Port Authority	Jacksonville Port Authority	Freight	Capacity Upgrade	Dames Point Marine Terminal	2	\$ 5,000	Near-term (1-5 years)
590	Blount Island Track and Yard Addition	Add an additional track and switch yard to serve automobile processors on Blount Island Marine Terminal.	JaxPort	JaxPort	Freight	Capacity Upgrade	Blount Island Marine Terminal	2	\$ 5,000	Near-term (1-5 years)
251	Boynton Beach Tri-Rail Station Improvements	Surface parking lot expansion on existing SFRTA ROW, along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Palm Beach County	4	\$ 4,404	Near-term (1-5 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
150	Jacksonville Amtrak Crossovers	Install Universal crossovers at Amtrak Station. Improve reliability of Amtrak operations and mitigate freight/passenger conflicts.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Jacksonville	2	\$ 4,250	Near-term (1-5 years)
126	Port of Palm Beach Railroad Switching Project	The project consists of the construction of rail switching track in the Florida East Coast Railroad right-of-way located in Riviera Beach, Florida. The project will improve the railroad switching operation at the Port of Palm Beach District and also reduce the traffic delay impact/emergency response times on Blue Heron Boulevard and 13 th Street in Riviera Beach, Florida. The Port's rail operation personnel will build and place the train south of SR 710 on this proposed switching track within Florida East Coast Railroad's right-of-way and adjacent to the Port's property. Depending on the number of rail cars, the Florida East Coast Railroad should have to hook up only once before proceeding north bound up the east coast of Florida. The vehicular traffic delay impact on Blue Heron Boulevard will be reduced considerably.	Port of Palm Beach	Port of Palm Beach	Freight	Capacity Upgrade	Port of Palm Beach/FEC ROW	4	\$ 3,700	Near-term (1-5 years)
175	Stanton Spur Power Switch	Install power switch to Stanton Spur (OUC).	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Orlando	5	\$ 3,250	Near-term (1-5 years)
120	Tie and Surface FNOR Ocala	Tie and surface 30 miles of track to maintain a marginal 286,000-pound capacity Without this rehabilitation the competitiveness of the FNOR customers will fall into jeopardy and will be forced regardless of the rates to add more trucks to this growing community.	Florida Central Railroad	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Ocala	5	\$ 3,000	Near-term (1-5 years)
288	Lee County Intermodal Transfer Terminal	Design and construct an intermodal transfer terminal that will facilitate centralized rail car-truck transloading, including both trailer on flat car/container on flat car (TOFC/COFC) and non containerized "team track" operations. An intermodal terminal will boost the local economy. The site is located close to the intersection of Hanson Street and Veronica Shoemaker Parkway. Alternative locations are also available which would require site acquisition and development costs, and may require environmental assessments.	Seminole Gulf Railway	Lee County MPO	Freight	Capacity Upgrade	Lee County	1	\$ 3,000	Near-term (1-5 years)
241	Track and Signal Improvements from Bowden	Install new signal system ready for PTC over 5.4 miles of mainline track from Bowden Yard to the Jacksonville Bridge and upgrade crossovers to powered universal turnouts.	Florida East Coast Railway	Florida East Coast Railway	Freight	Signal Upgrade	FDOT District 2	2	\$ 2,864	Near-term (1-5 years)
593	On train Positive Train Control System (PTC) for Tri-Rail commuter rail service	Install new PTC equipment to locomotives and cab cars.	SFRTA	SFRTA	Passenger	Signal Upgrade	On train equipment for entire SFRC	4	\$ 2,700	Near-term (1-5 years)
263	Opalocka Tri-Rail Station Improvements	Surface parking lot expansion along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Miami-Dade County	6	\$ 2,502	Near-term (1-5 years)
75	Green Locomotives	Replace two 1950 generation locomotives used for interchange every day with CSX through the metropolitan area of Orlando with two Genset Green Locomotives. Will assist metro Orlando by retaining environmental compliance.	Florida Central Railroad	Florida Central Railroad	Freight	Rolling Stock	Orlando Area	5	\$ 2,500	Near-term (1-5 years)
176	Central/CF Industries	Build northern connection at south entrance to CF Industries to create a wye with power switches.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Central Florida	1, 5	\$ 1,550	Near-term (1-5 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
118	Tie and Surface FNOR Newberry	Retain 15 miles of rail service to High Springs. One of the largest employers using plastic needs rail service and is struggling in this economy. If the rail service leaves the plant will shut down permanently and the furloughed employees cannot return. This project is in an economically distressed area.	Florida Central Railroad	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Newberry-High Springs	5	\$ 1,500	Near-term (1-5 years)
113	Dora Canal Bridge	Needed now to continue rail service. This bridge is also contained in the Tavares Freight Village project. It would be completed within 6 months of the grant. This project is located within an economically distressed area, and this project will help preserve the existing industry. This project will also preserve existing ROW/rights for future potential commuter rail.	Florida Central Railroad	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Tavares	5	\$ 1,305	Near-term (1-5 years)
121	Frostproof Tie and Surface	Tie and surface 12.5 miles of a marginal line suffering from the local economy which was thriving on the housing market Lowes Lumber distribution and Ferguson plumbing located at the end of the line because there was railroad service there. That generated many jobs in the rural community that could not be replaced. Accordingly the railroad helps the business stay there and the residents employed	Florida Central Railroad	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Lake Wales to Frostproof	1	\$ 1,255	Near-term (1-5 years)
117	Winter Garden Line	Tie and Surface a 10-mile line serving the town of Winter Garden. This is the end of the line but has great potential as it is adjacent to the Turnpike and Orange County Expressway with many acres of industrial land. It also handles orange juice, plastics, and fertilizer. It will also preserve a right-of-way for future passenger use.	Florida Central Railroad	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Orlando	5	\$ 753	Near-term (1-5 years)
114	Silver Star Branch Orlando	Tie surface and switch rebuild. This industrial park serves Frito Lay, Winn Dixie Coke Miller Beer and various other warehouses safety and dependability in these close quarters require good track structure. This project is needed to maintain existing service.	Florida Central Railroad	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Orlando	5	\$ 400	Near-term (1-5 years)
284	Lee Collier Intercity and Freight Rail Feasibility Study	The project will consist of studies to evaluate the feasibility of investing in new passenger rail service in SW Florida, with significant reliance upon connection to Amtrak services from either Tampa (as envisioned in the Florida Inter-City Passenger Rail Vision Plan) or Lakeland, or both, connecting key urban centers in SW Florida including Sarasota, Venice, Punta Gorda, Fort Myers, Bonita Springs and Naples, using the CSX/SGLR and I-75 right-of-way. The project would include evaluating the SGLR right-of-way from Arcadia to Naples and its possible purchase from CSX.	Seminole Gulf Railway or New Passenger Rail Service	Lee County MPO	Passenger	Study	Hillsborough, Polk, DeSoto, Charlotte, Lee, and Collier Counties	1, 7	\$ 350	Near-term (1-5 years)
127	South Florida Rail Corridor Asbestos Abatement	Asbestos abatement on rail infrastructure along the South Florida Rail Corridor (SFR).	South Florida Rail Corridor	FDOT District 4	Passenger	Rehabilitation and Maintenance	Southeast Florida	4, 6	\$ 250	Near-term (1-5 years)
189	Beaver Street Interlocking	Upgrade track and signals on joint CSX/FEC interlocking. (Signal and track upgrades within the CSX/FEC shared facility at Beaver Street top mitigate conflicts, expedite train movements, and improve fluidity. Project would also benefit Amtrak operations when/if service to/from Miami over the FEC were to commence.)	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Jacksonville	2	N/A	Mid-term (6-10 years)
245	Florida Upgrade	Rehabilitate 43.5 miles of Main Line in Florida and Rehabilitate 4 yard tracks in Pensacola, Florida.	Alabama and Gulf Coast Railway	Alabama and Gulf Coast Railway	Freight	Rehabilitation and Maintenance	Escambia	3	N/A	Mid-term (6-10 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
277	High-Speed Rail: Orlando to Miami (and Central Florida Monorail)	Phase 2 A High-Speed Rail connecting Orlando and Miami. Project may also include a light rail or elevated light rail (monorail) component. Cost for High-Speed Rail element is \$10 billion. Cost for monorail component is \$200 million. As described under project Numbers 72 and 73, right-of-way is potentially available for light rail/monorail service depending upon the alignment. The monorail option results in a minimal project "footprint" and offers reasonable travel speeds and project cost and could be compatible with existing Central Florida monorail systems. More than just a "port to port" connection, the line could provide a sustainable, efficient passenger connection between the Space Coast and the entire Orlando metropolitan area, including heavy tourist populations via light rail and/or additional spurs to the downtown area and attraction lodging. Note: Does not include tourism traffic.	New Passenger Rail Service	FDOT Central Office (Port Canaveral)	Passenger	New Service	Orlando to Miami (and MCO to Port Canaveral)	4, 5, 6	#####	Mid-term (6-10 years)
98	St. Petersburg-Wesley Chapel	Bruce B. Downs from Wesley Chapel to USF, CSX corridor area (near Nebraska Avenue) from USF to Tampa CBD, I-275 from Tampa to Westshore, Howard Frankland, Gateway, St. Petersburg CBD	CSX Transportation	Tampa Bay Regional Transportation Authority	Passenger	New Service	Pinellas, Hillsborough, and Pasco Counties	7	\$ 4,261,649	Mid-term (6-10 years)
295	East-West Corridor	Light Rail serving Orange County Convention Center, Orlando International Airport and Lake Nona/Medical City with future extensions to Innovation Way, the University of Central Florida, Osceola NE District and Seminole Way.	New Passenger Rail Service	Metropolitan Orlando	Passenger	New Service	Orange County Convention Center to Lake Non/Medical City	5	\$ 2,000,000	Mid-term (6-10 years)
208	Short-Distance Rail Investments - Downtown Tampa to USF and Airport	Short-distance rail projects involving 12.9 miles of track connecting Downtown Tampa to USF and 8.3 miles of track connecting Downtown Tampa to Airport (terminating north of Airport at Hillsborough Avenue). Combination of project numbers 208 and 210.	New Passenger Rail Service	Hillsborough County MPO	Passenger	New Service	Hillsborough County	7	\$ 1,646,690	Mid-term (6-10 years)
604	Lakeland Freight Rail Relocation	Relocation of freight lines along Lakeland to accommodate more traffic and alleviate impact on surrounding community.	CSX Transportation	FDOT District 1	Freight	Capacity Upgrade	Polk County	1	\$ 1,297,400	Mid-term (6-10 years)
264	Kendall Area Diesel LRT/BRT Hybrid	Transitway in the median of Kendall Drive for both BRT and Diesel LRT vehicles, terminating at Dadeland North. BRT extends west on Kendall Drive, DLRT service proceeds SW on the CSX corridor.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	New Service	Miami-Dade County	6	\$ 473,099	Mid-term (6-10 years)
269	Broward Boulevard Fixed Guideway - SR 7 to Downtown	Streetcar/BRT in-street between SR 7 and downtown Fort Lauderdale. Project connects existing north/south transit service in the SR 7 and Tri-Rail corridors and planned express bus service on I-95 to downtown employment center.	South Florida Regional Transportation Authority	South Florida Regional Transportation Authority	Passenger	New Service	Broward County	4	\$ 321,575	Mid-term (6-10 years)
236	Relocation Hialeah Yard to Medley	Relocating the Hialeah Yard to the Medley "area"	Florida East Coast Railway	Florida East Coast Railway	Freight	Capacity Upgrade	District 6	6	\$ 294,800	Mid-term (6-10 years)
271	Broward E/W Fixed Guideway - Phase I and II	New E/W fixed guideway operated in curb lanes of Griffin Road. Phase I connects the South Florida Education Center with the existing Fort Lauderdale-Hollywood Airport Station at Dania Beach Tri-Rail Station. Phase II connects the Fort Lauderdale-Hollywood International Airport with the existing Fort Lauderdale/Hollywood Airport Station at Dania Beach Tri-Rail Station. Combination of project numbers 271 and 272.	FDOT Central Broward East-West Transit Study	South Florida Regional Transportation Authority, FDOT District 4	Passenger	New Service	Broward County	4	\$ 215,706	Mid-term (6-10 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
128	SR 27/Intermodal Logistics Center Rail Project	The project consists of the construction of a rail track connecting the Hialeah rail yard to the Intermodal Logistics Center in the vicinity of the south end of Lake Okeechobee. The rail could remove truck and rail traffic from the congested east coast corridors to the center of the State. The goal of this project is to move freight off the congested coastal areas. It should be noted that to date only \$350k have been funded.	Port of Palm Beach	Port of Palm Beach	Freight	New Line	South Florida	4	\$ 100,000	Mid-term (6-10 years)
194	Decrease Tri-Rail Headways to 15 Minutes Peak	Capital SFRC improvements including new sidings, interlockings, and signal enhancements to increase corridor capacity, which allow additional trains at reduced headways.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Capital Improvements	Miami-Dade, Broward, and Palm Beach Counties	4, 6	\$ 93,754	Mid-term (6-10 years)
192	New Rolling Stock	10 new passenger rail cars are sought in the next 5-10 years. 10 locomotives are sought in the next 3-10 years. Combination of mid-term elements of projects 192 and 193.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Rolling Stock	Miami-Dade to Palm Beach	4, 6	\$ 68,852	Mid-term (6-10 years)
106	U.S. 41/Rockport, NGCN: 624802A	Build bridge over railroad track. U.S. 41 is a major north/south route with a high percentage of truck traffic. Crossing is at the edge of a major rail yard with high amount of switching operations. Because of the all the switching operations and the location of the switches (just west of the roadway) the traffic is impacted by most of their operations. Frequently during peak periods this results in a 2-mile traffic backup.	CSX Transportation	FDOT District 7	Freight	Grade Separation	U.S. 41, south of SR 676, Palm River	7	\$ 48,240	Mid-term (6-10 years)
505	SR 200 (U.S. 301)/Baldwin Crossing	Implement grade crossing improvements at SR 200 (U.S. 301)/Baldwin Crossing 620652-F on the CSX S-line in Duval County.	CSX Transportation	District 2	Freight	Grade Separation	Duval County	2	\$ 47,000	Mid-term (6-10 years)
503	SR 15 (Reid Street)/Palatka Crossing	Implement grade crossing improvements at SR 15 (Reid Street)/Palatka Crossing 620968-R on the CSX A-line and Amtrak line in Putnam County.	CSX Transportation	District 2	Freight	Grade Separation	Putnam County	2	\$ 45,000	Mid-term (6-10 years)
201	Miami River Intermodal Center Capacity Improvement	Construct new double track and new bridge across the Miami River. Project limits from north of MIC to south of Hialeah Market Station.	South Florida Rail Corridor	South Florida Regional Transportation Authority,	Passenger	Capital Improvements	Miami-Dade County	6	\$ 32,891	Mid-term (6-10 years)
182	Bainbridge Sub	Upgrade track and TCS for speed MPH (Florida portion only).	CSX Transportation	CSX Transportation	Freight	Track Upgrade	Tallahassee	3	\$ 26,500	Mid-term (6-10 years)
93	SR 50 Ridge Manor, NGCN: 625307P	Build bridge over railroad. SR 50 is a major east/west route that crosses the State. Railroad has 24 plus train movements per day. During emergency on I-4 this route acts as reliever for traffic going from I-75 to Orlando area.	CSX Transportation	FDOT District 7	Freight	Grade Separation	SR 50, just east of 301, Hernando County	7	\$ 22,221	Mid-term (6-10 years)
602	Crossing: Causeway Blvd. at CSX Railroad Tracks east of US 41	Projected traffic volumes on Causeway Blvd. during the peak hours will be severely impacted by train traffic at the crossing. A significant volume of Port truck trips will be delayed. Causeway Blvd. is an important "gateway" corridor between I-75 and Port facilities.	Tampa Port Authority	Tampa Port Authority	Freight	Grade Separation	Causeway Blvd. at CSX Railroad Tracks east of US 41- Off Port of Tampa	7	\$ 22,000	Mid-term (6-10 years)
256	Magnolia Park Tri-Rail Station Improvements	Expanded parking along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Palm Beach County	4	\$ 21,635	Mid-term (6-10 years)
500	SE 144 th Street (Mullins Grade)/Starke Crossing	Implement grade crossing improvements at SE 144 th Street (Mullins Grade)/Starke Crossing 627514-R on the CSX S-line in Bradford County.	CSX Transportation	District 2	Freight	Grade Separation	Bradford County	2	\$ 20,000	Mid-term (6-10 years)

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125-2	Rail Storage Tracks for ICTF Facility-2	Phase II of this project consists of rail storage tracks and marshalling yard adjacent to container storage yards and berths to provide near-dock access to rail from Southport, the main container terminal area of Port Everglades.	Port Everglades	Port Everglades	Freight	Capacity Upgrade	Port Everglades	4	\$ 18,000	Mid-term (6-10 years)
603	Crossing: US 41 at CSX Railroad Tracks south of Causeway Blvd.	US 41 is a critical corridor providing access to and between Port terminals from Big Bend to Inner Harbor. As traffic volumes (Port and background) increase over the next 10 years, the delays to travel along the US 41 corridor caused by trains at this at-grade crossing will significantly reduce the access provided by US 41 to the Port terminals	Tampa Port Authority	Tampa Port Authority	Freight	Grade Separation	US 41 at CSX Railroad Tracks south of Causeway Blvd- Off Port of Tampa	7	\$ 18,000	Mid-term (6-10 years)
242	Install Signal Control Point Upgrades	Install new signal system (CTC) ready for PITC from Bowden Yard to Hialeah.	Florida East Coast Railway	Florida East Coast Railway	Freight	Signal Upgrade	FDOT Districts 2,4,5,6	2, 4, 5, 6	\$ 17,688	Mid-term (6-10 years)
259	Boca Raton Intermodal Center	Construction of a new intermodal facility, at either the existing Tri-Rail station or proposed new Boca Raton station near Glades Road.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Palm Beach County	4	\$ 16,587	Mid-term (6-10 years)
299	Florida Midland - Rail Track Improvements	This track is a freight line and travels at approximately 10-20 mph to deliver goods to Frostproof. Increase of train speed (which has been the Florida Midlands goal) would require track rehabilitation.	Florida Midland Railroad	FDOT District 1	Freight	Rehabilitation and Maintenance	Lake Wales to Frostproof	1	\$ 15,000	Mid-term (6-10 years)
255	Boca Raton Tri-Rail Station Improvements	New parking deck with over 500 spaces, along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Palm Beach County	4	\$ 11,523	Mid-term (6-10 years)
179	Tampa Connection	Tampa connection to A-Line.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Tampa	7	\$ 10,500	Mid-term (6-10 years)
135	Blount Island-North JAXPORT Switchyard	An addition of a switchyard to improve traffic (container, automobile, heavy-lift, etc.) to and from Blount Island.	Jacksonville Port Authority	Jacksonville Port Authority	Freight	Capacity Upgrade	Approximately 1 mile north of BIMT	2	\$ 10,000	Mid-term (6-10 years)
601	10,000 ft of Mainline Rail construction & 2,500 ft. extension to existing siding with cross-over track to improve rail access and US 41 traffic movement	10,000 ft of Mainline Rail construction & 2,500 ft. extension to existing siding with cross-over track to improve rail access and US 41 traffic movement	Tampa Port Authority	Tampa Port Authority	Freight	New Service	Port Redwig, Port of Tampa	7	\$ 8,100	Mid-term (6-10 years)
300	Florida Midland- Railroad Crossing Signal Upgrade	With the increase of freight delivery these rail corridors are in need of replacement/ upgrade of railroad signals which are fast approaching the (25-30+) years old Federal limitations.	CSX Transportation	FDOT District 1	Freight	Signal Upgrade	Rail corridor from Bartow Airbase, Winter Haven, Lake Wales, and Frostproof	1	\$ 7,500	Mid-term (6-10 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
287	Seminole Gulf Infrastructure Improvements - Phase I	The Phase I project will renew sections of the SGLR railroad Bridge that spans the Caloosahatchee River. The project will replace fully depreciated sections and make structural improvements; replace fully depreciated pilings and other structural members, paint main drawbridge span. The project will also upgrade SGLR track structure between Colonial Boulevard and Hanson Street and between Cranford Street and Lee County line, a total distance of 14 miles. Improvements to this section includes installing new 115-pound continuous welded rail, long-life crossies and related tie plates, track fastening systems and installing new ballast. The project also includes rehabilitating SGLR track structure between Alico Road and Colonial Boulevard, a distance of 8 miles. Improvements to this section includes installing 100-pound rail that will be removed to install 115-pound mentioned previously, installing long-life crossies and related tie plates, associated materials and ballast. Also in coordination with Charlotte and DeSoto County, expand the improvements to include replacement of Shell Bridge in Charlotte County and installation of 42 more miles of 115-pound rail in these two counties.	Seminole Gulf Railway	Lee County MPO	Freight	Track Upgrade	Lee County	1	\$ 7,300	Mid-term (6-10 years)
335	Shands Lead	Reconstruct Shands Lead: 3.5 miles track.	CSX Transportation	CSX Transportation	Freight	Track Upgrade	Brooksville, FL	7	\$ 7,250	Mid-term (6-10 years)
260	New Tri-Rail Layover Facility in Northern Palm Beach	Tri-Rail Layover Facility and Light Maintenance in Northern Palm Beach County to serve expanded service and longer train needs. Improves efficient operation and on-time performance.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Capital Improvements	Palm Beach County	4	\$ 7,211	Mid-term (6-10 years)
185	Havana Siding	Build 10,000-foot siding. (Bainbridge SD)	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Havana	3	\$ 6,250	Mid-term (6-10 years)
595	Rail extension to South Hookers Point	Rail extension to South Hookers Point	Tampa Port Authority	Tampa Port Authority	Freight	New Service	Hookers Point, Port of Tampa	7	\$ 5,800	Mid-term (6-10 years)
180	Welcome/Edison Siding	Build siding with radio remote control switches and install 2 radio remote control switches to eliminate 10 mph speed restriction at Edison.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Welcome Road	7	\$ 5,500	Mid-term (6-10 years)
599	Rail access improvements	Rail access improvements	Tampa Port Authority	Tampa Port Authority	Freight	Rehabilitation and Maintenance	Pendola Point & Port Sutton, Port of Tampa	7	\$ 5,300	Mid-term (6-10 years)
220	Pineda Turnout	Relocate North Pineda turnout north to MP 178.8 and construct two additional miles of track.	Florida East Coast Railway	Florida East Coast Railway	Freight	Capacity Upgrade	FDOT District 5	5	\$ 5,043	Mid-term (6-10 years)
157	Mission Spur (Dyer)	Improve connection between CSXT and FEC at Mission Spur (Miami area).	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Dyer	6	\$ 4,500	Mid-term (6-10 years)
164	Hialeah/Iris Connection	Build CSXT-FEC connection known as Iris Connection.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Hialeah	6	\$ 3,750	Mid-term (6-10 years)
181	South Fort Meade	Extend siding to 8,000'.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Fort Meade	1	\$ 3,750	Mid-term (6-10 years)
183	Agrock Wye	Build power interlocking to include both legs of the wye and diamond.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Folk County	1	\$ 3,750	Mid-term (6-10 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
229	Port Redwing Rail Improvements	Add drop-off and pick-up tracks near CSX mainline, and add run-around track on the CSX mainline. Construct a connecting track from the CSX mainline to the Port Redwing site.	Tampa Port Authority	Tampa Port Authority	Freight	Capacity Upgrade	Big Bend/Port Redwing Terminals and Port Redwing Terminal to CSX mainline	7	\$ 3,600	Mid-term (6-10 years)
139	Bradley Track/Siding	Extend current siding one-half-mile, with radio remote control switches; plus two additional radio remote control switches and grading work. (Improve capacity, train velocity, and transportation capabilities of Central Florida network.)	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Bradley	1	\$ 3,500	Mid-term (6-10 years)
235	Bowden Intermodal Improvements	Relocate the ingress/egress point for the Bowden Yard approximately 420 feet to the north of the existing point along U.S. 1 near Gordon Street. The new configuration should maximize the ease of circulation and cargo transfers and reduce the potential for truck-train accidents. A reconfigured circulation pattern will keep trucks on the north and west boundaries of the yard and off of U.S. 1. Move crossovers and extend the lead track so that traffic in the main yard does not get congested. Project will expand the capacity of the Bowden Intermodal Facility and improve the connectivity of the FEC with CSX and NS. The project will improve throughput capacity and reduce the number of trucks that backup onto Phillips Highway. Combination of projects 217 and 235.	Florida East Coast Railway	Florida East Coast Railway	Freight	Capacity Upgrade	Bowden Yard, Jacksonville	2	\$ 3,484	Mid-term (6-10 years)
254	Lake Worth Tri-Rail Station Improvements	Surface parking lot expansion along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Palm Beach County	4	\$ 2,885	Mid-term (6-10 years)
186	Tallahassee Speed	Increase 20 mph speed to 40 mph.	CSX Transportation	CSX Transportation	Freight	Capacity Upgrade	Tallahassee	3	\$ 2,750	Mid-term (6-10 years)
243	Install Motion Detectors at Grade Crossings	Install new motion detectors at 3,331 grade crossings	Florida East Coast Railway	Florida East Coast Railway	Freight	Signal Upgrade	FDOT Districts 2,4,5,6	2, 4, 5, 6	\$ 2,177	Mid-term (6-10 years)
596	Additional railcar storage capacity near scrap metal terminals	Additional railcar storage capacity near scrap metal terminals	Tampa Port Authority	Tampa Port Authority	Freight	Capacity Upgrade	Hookers Point, Port of Tampa	7	\$ 2,000	Mid-term (6-10 years)
597	Additional rail storage capacity near existing CF industries terminal	Additional rail storage capacity near existing CF industries terminal	Tampa Port Authority	Tampa Port Authority	Freight	Capacity Upgrade	Hookers Point, Port of Tampa	7	\$ 2,000	Mid-term (6-10 years)
598	Additional railcar storage capacity near Cargill plant	Additional railcar storage capacity near Cargill plant	Tampa Port Authority	Tampa Port Authority	Freight	Capacity Upgrade	Hookers Point, Port of Tampa	7	\$ 1,700	Mid-term (6-10 years)
119	Roadway Crossing Signal Upgrade	This Line is used for freight and passenger (Amtrak) and has a high potential for commuter and intercity. Upgrade/replace antiquated highway railroad crossing signals that are 35 plus years old. Train traffic is expected to increase. This is a direct route between Tampa and the CSX ILC.	CSX Transportation	FDOT District 7	Freight	Signal Upgrade	A-Line from Tampa to Plant City	7	\$ 1,500	Mid-term (6-10 years)
600	Railroad crossing replacements/improvements to multiple locations on Hookers Point	Railroad crossing replacements/improvements to multiple locations on Hookers Point	Tampa Port Authority	Tampa Port Authority	Freight	Rehabilitation and Maintenance	Hookers Point, Port of Tampa	7	\$ 1,100	Mid-term (6-10 years)
122	Railroad Crossing Signal Upgrade	This Line is currently used for freight but has a potential for commuter and intercity. Train traffic is expected to increase due to moving trains off of the A-Line. This is the main route to the CSX ILC. Upgrade/replace antiquated highway railroad crossing signals that are 35 plus years old.	CSX Transportation	FDOT District 7	Freight	Signal Upgrade	S-Line from Vitis Junction north to Laccochee	7	\$ 1,000	Mid-term (6-10 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
557	West Granada Avenue (SR 40) Crossing	Implement grade crossing improvements at West Granada Avenue (SR 40) Crossing 272865E	TBD	District 5	Freight	Grade Separation	District 5	5	TBD	Mid-to-long (11-20 years)
564	West Colonial Drive (SR 50) Crossing	Implement grade crossing improvements at West Colonial Drive (SR 50) Crossing 622181A	TBD	District 5	Freight	Grade Separation	District 5	5	TBD	Mid-to-long (11-20 years)
95	SFECC, New FEC Passenger Rail Service-Phases I-IV	Commuter rail between Jupiter and downtown Miami in a shared freight (Florida East Coast Railway) corridor. Approximately 85-100 miles of rail corridor, 60 stations, 200+ grade crossings. Study is in the alternatives analysis phase to define a locally preferred system alternative in spring 2010. Project is Federalized. Next phase is to develop a Draft EIS for one or more proposed actions in the corridor. Finance plan will be developed and vetted with public and local governments. New passenger rail service on the FEC Corridor, from the Pompano Crossover north to downtown West Palm Beach. New Passenger rail service from Miami-Dade (near 71 st) using FEC into Broward County, terminating at SFRC/Tri-Rail Pompano Station. Provides system interconnection between FEC and SFRC passenger services. 10-mile extension of mainline Tri-Rail service to downtown Miami using FEC from 72 nd SFRC/Iris to Government Center. New passenger rail service utilizing the FEC Spur/Ludlam Trail corridor, connecting the Miami Intermodal Center (MIC) to Dadeland North. Extension of Tri-Rail service from West Palm Beach to Jupiter, including construction of a connection between the SFRC and FEC Railway, use of the FEC corridor for approximately 14 miles, and construction of maintenance and layover facility. Passenger Rail Station-Town Center Typology for Fort Pierce Town Center Station.	South Florida Commuter Rail	FDOT District 4, South Florida Regional Transportation Authority, St. Lucie TPO	Passenger	New Service	Miami-Dade, Broward, Palm Beach, From Pompano Beach to West Palm Beach, From Miami-Dade County to Pompano Beach, Miami-Dade County, Palm Beach County, St. Lucie	4, 6	\$ 3,500,000	Mid-to-long (11-20 years)
83	CSX Corridor: Clearwater-Gateway, Largo-St. Petersburg CBD	CSX corridor with following legs: from Clearwater CBD to Ulmerton area, along Ulmerton area from CSX to Gateway; and from Largo (South of Ulmerton) to St. Petersburg CBD. Major activity centers including major employment centers are proposed to be connected by this service. Combination of projects 83 and 84. Duplicated by projects 312, 129, 294 and 309.	CSX Transportation	Tampa Bay Regional Transportation Authority	Passenger	New Service	Northern and Central Pinellas County	7	\$ 1,260,241	Mid-to-long (11-20 years)
78	Jacksonville Commuter Rail	The Jacksonville Transportation Authority has just completed a Feasibility Study for commuter rail in northeast Florida. The study identified three main lines. One line (north corridor) runs from Downtown Jacksonville north to Yulee in Nassau County. The second line round from Downtown Jacksonville to St. Augustine in St. Johns County. The third line runs from Downtown Jacksonville to Green Cove Springs in Clay County. The total three corridor system is 91 miles. Capital costs were estimated at \$622 million, not including any ROW costs. The long-term plans call for extensions to Baker, Putnam, and Flagler counties. Projects 71 and 283 are duplicates/alternatives for 78.	New Passenger Rail Service	Jacksonville Transportation Authority, North Florida TPO	Passenger	New Service	NE Florida Region	2	\$ 622,000	Mid-to-long (11-20 years)
204	CSX-Tri-Rail Dolphin Extension Phase II	Extension of Tri-Rail service 11.2 miles of CSX Corridor west from the Miami Intermodal Center (MIC) along SR 836, ending just west of Florida's Turnpike, Phase II provides upgraded stations and additional double tracking necessary to implement reduced headways.	CSX Transportation	South Florida Regional Transportation Authority	Passenger	New Service	Miami-Dade	6	\$ 501,369	Mid-to-long (11-20 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
124	South Florida U.S. 27 Rail Link	Feasibility study for this study completed. Given the inability of key experts to eliminate alternatives or select the best alternative based on the analyses completed to date, a more microscopic evaluation of feasibility is recommended. A more technically detailed evaluation should be undertaken to determine the feasibility of a rail corridor along U.S. 27 based on the key considerations identified as part of Phase 1. Subsequent feasibility analysis should include an evaluation of the following: 1) current and future freight and passenger service demand; 2) Impacts upon the roadway network due to the new rail corridor; 3) Right-of-way needs; 4) Community, social, physical, and natural impacts; 5) Environmental impacts and compliance with CERF; 6) Order of magnitude costs, including construction, maintenance, and operating costs; and 7) Funding options.	New Freight Rail Service	FDOT District 4	Freight	New Line	NW Miami-Dade to South Bay	4,6	\$ 400,000	Mid-to-long (11-20 years)
130	SFRC Rail/ Arterial Grade Separations	Grade separation improvements at several crossings along the South Florida Rail Corridor (SFRC) between Broward Boulevard and the Palm Beach County Line	South Florida Rail Corridor	FDOT District 4	Passenger	Grade Separation	Broward Boulevard to Palm Beach County Line	4	\$ 240,000	Mid-to-long (11-20 years)
110	Park Road, NGCN: 6243139	Park Road is a County Road with connections to U.S. 92 and Interstate 4. Park Road will be one-half of the bypass around Plant City and has a high percentage of truck traffic. Park Road cross's the CSX. A-Line. This line has a 79mph for Amtrak. This portion of the Line is a backup route to the CSX ILC and has a high potential for Commuter Rail or Inter City Rail service. Both Rail and vehicle traffic will continue to increase.	CSX Transportation	FDOT District 7	Freight	Grade Separation	Park Road, at U.S. 92, Plant City	7	\$ 90,360	Mid-to-long (11-20 years)
100	U.S. 41/50 th Street, NGCN: 624368C	Build bridge over railroad tracks. U.S. 41 is a major north/south route with a high percentage of truck traffic. Railroad has 3 tracks, 2 tracks are used for switching operations. Mainline track carries Amtrak. This line has a high potential for commuter rail and/or Inter City Rail service.	CSX Transportation	FDOT District 7	Freight	Grade Separation	U.S. 41/50 th Street south of I-4, Tampa	7	\$ 90,000	Mid-to-long (11-20 years)
193	Replacement and New Locomotives	16 new passenger rail cars and 6 locomotives are sought in 10-25 years. Combination of mid- to long-term elements of projects 192 and 193.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Rolling Stock	Miami-Dade to Palm Beach	4,6	\$ 63,316	Mid-to-long (11-20 years)
279	Kathleen Road – Railroad Overpass	Future potential for use of median corridor on I-4 to accommodate High-speed passenger service, would impact CSX RR Bridge @ Kathleen (Number 622867), which has some constraint issues.	CSX Transportation	FDOT District 1	Freight	Capacity Upgrade	Overpass located E of Bella Vista Street (Number 622867)	1	\$ 60,000	Mid-to-long (11-20 years)
504	SR 200 (ATA)/Yulee Crossing	Implement grade crossing improvements at SR 200 (ATA)/Yulee Crossing 620822-X on the CSX U.S. 17 N main line in Nassau County.	CSX Transportation	District 2	Freight	Grade Separation	Nassau County	2	\$ 60,000	Mid-to-long (11-20 years)
280	SR 60, W Lake Wales	Due to increased rail traffic flowing to the A/S-Line and the increased roadway traffic volume anticipated from the Winter Haven ILC to an already high-volume roadway, a Highway Overpass will need to be assessed.	CSX Transportation	FDOT District 1	Freight	Grade Separation	DR 60, W of Lake Wales	1	\$ 55,000	Mid-to-long (11-20 years)

Investment Element of the 2010 Florida Rail System Plan

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
73	FEC to Port Canaveral	An extension/expansion of an existing rail line spur that currently terminates approximately 6 miles north of Port Canaveral. The proposed extension/expansion connects to the main FEC line on the mainland via existing spurs and a rail bridge that serve both Kennedy Space Center and the USAF CCAFS. The project has been proposed in the past and the USAF was not in support due to security concerns. That was before 9/11 and the post 9/11 seaport security environment is much more secure and it would not be difficult to secure a rail corridor between Port Canaveral and the FEC mainline via KSC and the CCAFS. This situation is similar to the California situation with rail lines running through Vandenberg Air Force Station, except the rail utilization at CCAFS would NOT include passengers. Note: Anticipated impacts are likely to change dependent on the cargo volume, there is a potential for higher volume.	Port Canaveral	Port Canaveral	Freight	New Line	Cape Canaveral Air Force Station	5	\$ 50,000	Mid-to-long (11-20 years)
501	CR 28 (Wells Road)/Orange Park Crossing	Implement grade crossing improvements at CR 28 (Wells Road)/Orange Park Crossing 620901-J on the CSX A-line and Amtrak line in Clay County.	CSX Transportation	District 2	Freight	Grade Separation	Clay County	2	\$ 50,000	Mid-to-long (11-20 years)
502	SR 224 (Kingsley Ave)/Orange Park Crossing	Implement grade crossing improvements at SR 224 (Kingsley Ave)/Orange Park Crossing 620903-X on the CSX A-line and Amtrak line in Clay County.	CSX Transportation	District 2	Freight	Grade Separation	Clay County	2	\$ 50,000	Mid-to-long (11-20 years)
291	Seminole Gulf Infrastructure Improvements - Phase 2	Phase 2 is a project to continue upgrading and expanding the rail infrastructure in Lee County by appropriate investments in track maintenance and capacity upgrades, track and crossing signals and railroad crossings in addition to building additional tracks to connect the railroad to key markets in Manatee, Glades, Hendry, Charlotte, Collier and Lee. Furthermore this project will look into investing in new rail technology such as double-stacking, rail cars, etc., and expanding rail capacity through double tracking, passing sidings etc., which could be needed in response to the proposed Winter Haven Intermodal Logistics Center. Proposed Phase 1 and 2 improvements will facilitate in the future investment of a permanent Amtrak services connecting Lakeland, Arcadia, Punta Gorda, Fort Myers, Bonita Springs and Naples. It may also result in the investment of intercity rail services connecting Tampa and Bradenton to all the urban centers in SW Florida including Sarasota, Venice, Punta Gorda, Fort Myers, Bonita Springs and Naples as described in the Florida Inter City Passenger Rail "Vision Plan".	Seminole Gulf Railway	Lee County MPO	Freight	Track Upgrade	Lee County	1.7	\$ 50,000	Mid-to-long (11-20 years)
515	Nine Mile Road (SR 10) Crossing	Implement grade crossing improvements at Nine Mile Road (SR 10) Crossing 339696K	CSX	District 5	Freight	Grade Separation	District 3	3	\$ 45,000	Mid-to-long (11-20 years)
297	SR 60, W of Mulberry	Based on existing roadway traffic volume and current rail traffic volume, both of which are expected to increase in the future, this location will meet the requirements of an overpass instead of at-grade crossing.	CSX Transportation	FDOT District 1	Freight	Grade Separation	Crossing Number 624525 located at the Nichols Rail Switching Yard	1	\$ 40,000	Mid-to-long (11-20 years)
109	SR 676/Causeway Bl., NGCN: 624815B	Build bridge over railroad. SR 676 is a major east/west route with a high percentage of truck traffic. This is a truck route leaving the Port of Tampa. Traffic volumes will continue to increase. Rail traffic is 30 plus per day and is expected to increase.	CSX Transportation	FDOT District 7	Freight	Grade Separation	SR 676, just east of U.S. 41, Palm River	7	\$ 37,520	Mid-to-long (11-20 years)

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
282	Rail Corridor Preservation	This rail corridor is currently being under utilized by the current rail company and has been in negotiations for sell with Sarasota County. An agreement could not be reached by both parties on the estimated value of this property and has now been dropped. This corridor has the potential for future transportation usage (rail passenger, transit, etc).	CSX Transportation	FDOT District 1	Freight	Right-of-way	From SR 72, Sarasota to Manatee County line	1	\$ 30,000	Mid-to-long (11-20 years)
517	Indiantown Road (SR 706) Crossing	Implement grade crossing improvements at Indiantown Road (SR 706) Crossing 272377B	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	Mid-to-long (11-20 years)
538	Okeechobee Boulevard (SR 704) Crossing	Implement grade crossing improvements at Okeechobee Boulevard (SR 704) Crossing 628126V	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	Mid-to-long (11-20 years)
540	Forest Hill Boulevard (SR 882) Crossing	Implement grade crossing improvements at Forest Hill Boulevard (SR 882) Crossing 628139W	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	Mid-to-long (11-20 years)
541	Atlantic Avenue (SR 806) Crossing	Implement grade crossing improvements at Atlantic Avenue (SR 806) Crossing 628155F	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	Mid-to-long (11-20 years)
543	SE Yamato Road (SR 794) Crossing	Implement grade crossing improvements at SE Yamato Road (SR 794) Crossing 628163X	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	Mid-to-long (11-20 years)
550	Commercial Boulevard (SR 870) Crossing	Implement grade crossing improvements at Commercial Boulevard (SR 870) Crossing 628186E	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	Mid-to-long (11-20 years)
554	Hollywood Boulevard (SR 820) Crossing	Implement grade crossing improvements at Hollywood Boulevard (SR 820) Crossing 628281A	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	Mid-to-long (11-20 years)
546	NW 36 th Street/Sample R (SR 834) Crossing	Implement grade crossing improvements at NW 36 th Street/Sample R (SR 834) Crossing 628168G	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 25,900	Mid-to-long (11-20 years)
549	NW 62 nd /Cypress C Crossing	Implement grade crossing improvements at NW 62 nd /Cypress C Crossing 628183J	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 22,953	Mid-to-long (11-20 years)
547	Copans Road Crossing	Implement grade crossing improvements at Copans Road Crossing 628169N	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 19,856	Mid-to-long (11-20 years)
548	Atlantic Boulevard (SR 814) Crossing	Implement grade crossing improvements at Atlantic Boulevard (SR 814) Crossing 628177F	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 18,298	Mid-to-long (11-20 years)
258	West Palm Beach Tri-Rail Station Improvements	New parking deck.	South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Station Improvements	Palm Beach	4	\$ 9,070	Mid-to-long (11-20 years)
558	West Lake Mary B. (CR 4220) Crossing	Implement grade crossing improvements at West Lake Mary B. (CR 4220) Crossing 622065L	TBD	District 5	Freight	Grade Separation	District 5	5	TBD	More than 20 years
559	SR 434 (SR 434) Crossing	Implement grade crossing improvements at SR 434 (SR 434) Crossing 622073D	TBD	District 5	Freight	Grade Separation	District 5	5	TBD	More than 20 years
560	SR 436/Altamonte Crossing	Implement grade crossing improvements at SR 436/Altamonte (SR 436) Crossing 622080N	TBD	District 5	Freight	Grade Separation	District 5	5	TBD	More than 20 years
561	East Maitland Avenue (CR 427) Crossing	Implement grade crossing improvements at East Maitland Avenue (CR 427) Crossing 622145E	TBD	District 5	Freight	Grade Separation	District 5	5	TBD	More than 20 years
562	West Lyman Avenue Crossing	Implement grade crossing improvements at West Lyman Avenue Crossing 622162V	TBD	District 5	Freight	Grade Separation	District 5	5	TBD	More than 20 years
563	South Orlando Avenue (SR 15) Crossing	Implement grade crossing improvements at South Orlando Avenue (SR 15) Crossing 622169T	TBD	District 5	Freight	Grade Separation	District 5	5	TBD	More than 20 years

Investment Element of the 2010 Florida Rail System Plan

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOJ District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
577	CR 54 (CR 54) Crossing	Implement grade crossing improvements at CR 54 (CR 54) Crossing 622845L	TBD	District 7	Freight	Grade Separation	District 7	7	TBD	More than 20 years
578	CR 54 (CR 54) Crossing	Implement grade crossing improvements at CR 54 (CR 54) Crossing 622851P	TBD	District 7	Freight	Grade Separation	District 7	7	TBD	More than 20 years
579	Alexander Street (CR 39A) Crossing	Implement grade crossing improvements at Alexander Street (CR 39A) Crossing 624326R	TBD	District 7	Freight	Grade Separation	District 7	7	TBD	More than 20 years
580	Parsons Avenue Crossing	Implement grade crossing improvements at Parsons Avenue Crossing 624456M	TBD	District 7	Freight	Grade Separation	District 7	7	TBD	More than 20 years
581	SR 599/50th Street (SR 599) Crossing	Implement grade crossing improvements at SR 599/50th Street (SR 599) Crossing 624466T	TBD	District 7	Freight	Grade Separation	District 7	7	TBD	More than 20 years
585	Hillsborough Avenue (SR 600) Crossing	Implement grade crossing improvements at Hillsborough Avenue (SR 600) Crossing 626902L	TBD	District 7	Freight	Grade Separation	District 7	7	TBD	More than 20 years
265	CSX/Tri-Rail - Hialeah Yard Improvements	Various yard improvements including additional track, support equipment, and maintenance facilities for FDOT, Amtrak, and CSX and SFRTA.	CSX Transportation and South Florida Rail Corridor	South Florida Regional Transportation Authority	Passenger	Capital Improvements	Miami-Dade County	6	N/A	More than 20 years
89	CSX Corridor: Sarasota-Bradenton, Bradenton-Tampa, Tampa-Brooksville	CSX corridor near U.S. 41 with the following legs: from Bradenton near 15th Street east to Sarasota CBD, from Bradenton CBD to Tampa CBD (including 25.7 miles of track connecting to Sun City Center), and Tampa CBD to Brooksville CBD (including 15 miles connecting to Land O Lakes). Combination of projects 89, 90, and 92. Bradenton to Tampa leg is duplicated by project 233.	CSX Transportation	Tampa Bay Regional Transportation Authority	Passenger	New Service	Manatee, Hillsborough, Hernando, Pasco, and Sarasota Counties	1,7	\$ 3,740,548	More than 20 years
85	Clearwater/North Pinellas to Westshore and TIA	CSX corridor from Clearwater, through North Pinellas, north of Old Tampa Bay to CSX corridor near Anderson and Linebaugh ("I" Junction), south through Tampa International Airport to I-275 near Westshore Boulevard	Tampa international Airport	Tampa Bay Regional Transportation Authority	Passenger	New Service	Pinellas and Hillsborough Counties	7	\$ 1,736,199	More than 20 years
91	Lakeland-Tampa	CSX corridor near SR 574/U.S. 92 from Lakeland CBD to Tampa CBD involving 22.5 miles of track connecting Lakeland to Tampa and Plant City.	CSX Transportation	Tampa Bay Regional Transportation Authority	Passenger	New Service	Polk and Hillsborough Counties	1,7	\$ 930,429	More than 20 years
316	Clearwater Oldsmar Connector	The proposed light rail will connect Clearwater CBD to Oldsmar via Safety Harbor. The alignment is planned on existing CSX rail corridor. This project will connect employment centers to residential centers.	CSX Transportation	Pinellas County MPO	Passenger	New Service	Clearwater, Safety Harbor, and Oldsmar	7	\$ 880,610	More than 20 years
86	Linebaugh/Busch - North Tampa Corridor East/West	CSX corridor parallel to Busch Boulevard from Anderson/Linebaugh "T" Junction to north-south CSX Corridor near Nebraska. Involving 7.5 miles of track along Busch Boulevard and Linebaugh Avenue going west from Airport to Oldsmar and 5.0 miles of track going east, from Airport Spur to Downtown-USF Rail Line	CSX Transportation	Tampa Bay Regional Transportation Authority	Passenger	New Service	Hillsborough County	7	\$ 788,050	More than 20 years
209	Short-Distance Rail - USF to Wesley Chapel	A short-distance rail project involving 13.5 miles of track connecting USF to Wesley Chapel.	New Passenger Rail Service	Hillsborough County MPO	Passenger	New Service	Hillsborough County	7	\$ 687,800	More than 20 years
216	Short-Distance Rail - Downtown Tampa to Brandon	A short-distance rail project involving 9.2 miles of track connecting Downtown Tampa to Brandon.	New Passenger Rail Service	Hillsborough County MPO	Passenger	New Service	Hillsborough County	7	\$ 612,620	More than 20 years
88	Tampa - South Tampa	CSX corridor near Cross-Town Expressway, from Tampa CBD to Gandy Boulevard includes 5.0 miles of track connecting Downtown Tampa to South Tampa.	CSX Transportation	Tampa Bay Regional Transportation Authority	Passenger	New Service	Hillsborough County	7	\$ 404,970	More than 20 years

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
315	Pinellas Hillsborough Connector	The planned project will connect Pinellas County to Hillsborough county via I-275 and light rail is proposed to be operated. This would be a major connector between the two counties.	New Passenger Rail Service	Pinellas County MPO	Passenger	New Service	Gateway to Tampa	7	\$ 401,130	More than 20 years
305	Short-Distance Rail: Rail Maintenance Facilities	This project involves construction of rail maintenance facilities. Project cost is not final as ROW cost has not been determined.	New Passenger Rail Service	Hillsborough County MPO	Passenger	New Service	Hillsborough County	7	\$ 260,000	More than 20 years
211	Short-Distance Rail - Airport to Carrollwood	A short-distance rail project involving 3.4 miles of track connecting the Airport to Carrollwood (from Hillsborough Avenue to Linebaugh Avenue)	New Passenger Rail Service	Hillsborough County MPO	Passenger	New Service	Hillsborough County	7	\$ 233,920	More than 20 years
296	NW Corridor (Orange Blossom Trail)	Passenger commuter rail operation on Florida Central Railroad trackage between Orlando CBD and Eustis, FL (Lake County)	Florida Central Railroad	Metropolitan Orlando, Florida Central Railroad	Passenger	New Service	Orange and Lake Counties	5	\$ 150,000	More than 20 years
234	Long-Distance Rail - Rail Maintenance Facilities	This project involves construction of rail maintenance facilities. Project cost is not final as ROW cost has not been determined.	New Passenger Rail Service	Hillsborough County MPO	Passenger	New Service	Hillsborough County	7	\$ 130,000	More than 20 years
101	SR 60/ Adamo Drive, NGCN: 624820X	Build bridge over railroad. SR 60 is a major east/west route. High traffic volume between Brandon and Tampa. Traffic volume will continue to increase. Railroad has 30 plus train movements per day. High potential for commuter trains.	CSX Transportation	District 7	Freight	Grade Separation	SR 60/ Adamo Drive, east of U.S. 41, Tampa	7	\$ 99,630	More than 20 years
94	SR 60/Brandon Boulevard, NGCN: 624551H	Build bridge over railroad tracks. SR 60 is major east/west corridor. Traffic volumes will continue to increase. Railroad has 12 to 18 trains per day. Project would require frontage roads for local use.	CSX Transportation	District 7	Freight	Grade Separation	SR 60, west of Dover Road, Brandon,	7	\$ 95,870	More than 20 years
111	Faulkenburg Road, NGCN: 624359D	Faulkenburg Road is a County Road with connections to SR 60 and Park Road cross's the CSX A-Line. This line is a high-speed for Amtrak. This line has a high potential for Commuter Rail or Inter City Rail service. Both Rail and vehicle traffic will continue to increase.	CSX Transportation	District 7	Freight	Grade Separation	Faulkenburg Road @ CR 574, Mango	7	\$ 90,000	More than 20 years
115	Faulkenburg Road, NGCN: 624462R	Faulkenburg Road is a County Road with connections to SR 60 and SR 574. Faulkenburg Road has a high percentage of truck traffic. Park Road cross's the CSX S-Line. This line 30 plus trains per day. This line has a high potential for Commuter Rail or Inter City Rail service. Both Rail and vehicle traffic will continue to increase.	CSX Transportation	District 7	Freight	Grade Separation	Faulkenburg Road, just north of SR 60, Brandon	7	\$ 90,000	More than 20 years
506	SR 104 (Busch Drive)/ Jacksonville Crossing	Implement grade crossing improvements at SR 104 (Busch Drive)/Jacksonville Crossing 620834-S on the CSX U.S. 17 N line in Duval County.	CSX Transportation	District 2	Freight	Grade Separation	Duval County	2	\$ 80,000	More than 20 years
516	S Main Street (SR 85) Crossing	Implement grade crossing improvements at S Main Street (SR 85) Crossing 339800C	CSX	District 5	Freight	Grade Separation	District 3	3	\$ 40,000	More than 20 years
218	Double Track Gifford to Indrio	A-line upgrade and extension project that involves double track from Gifford to Indrio.	Florida East Coast Railway	Florida East Coast Railway	Freight	Capacity Upgrade	FDOT District 4	4	\$ 39,790	More than 20 years
99	SR 60/Hopewell, NGCN: 624572H	Build bridge over railroad tracks. SR 60 is a major east/west corridor. Traffic volumes will continue to increase. Train traffic is expected to increase as well.	CSX Transportation	District 7	Freight	Grade Separation	SR 60, east of SR 39, Plant City	7	\$ 34,530	More than 20 years
509	Magnolia Avenue Crossing	Implement grade crossing improvements at Magnolia Avenue Crossing 625388S and 625389Y.	CSX	District 5	Freight	Grade Separation	District 1	1	\$ 30,000	More than 20 years
518	Northlake Boulevard (CR 809) Crossing	Implement grade crossing improvements at Northlake Boulevard (CR 809) Crossing 272386A	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOJ District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
519	Belvedere Road Crossing	Implement grade crossing improvements at Belvedere Road Crossing 272437H	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
520	Woolbright Road Crossing	Implement grade crossing improvements at Woolbright Road Crossing 272484R	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
521	Linton Boulevard Crossing	Implement grade crossing improvements at Linton Boulevard Crossing 272497S	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
522	Yamato Road (SR 794) Crossing	Implement grade crossing improvements at Yamato Road (SR 794) Crossing 272500X	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
523	Palmetto Park (SR 811) Crossing	Implement grade crossing improvements at Palmetto Park (SR 811) Crossing 272509J	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
524	Hillsboro Boulevard (SR 810) Crossing	Implement grade crossing improvements at Hillsboro Boulevard (SR 810) Crossing 272512S	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
525	Sample Road (SR 834) Crossing	Implement grade crossing improvements at Sample Road (SR 834) Crossing 272517B	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
526	Atlantic Boulevard (SR 814) Crossing	Implement grade crossing improvements at Atlantic Boulevard (SR 814) Crossing 272533K	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
527	Commercial Boulevard (SR 870) Crossing	Implement grade crossing improvements at Commercial Boulevard (SR 870) Crossing 272537M	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
528	Oakland Park Boulevard (SR 816) Crossing	Implement grade crossing improvements at Oakland Park Boulevard (SR 816) Crossing 272544X	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
529	Sunrise Boulevard (SR 838) Crossing	Implement grade crossing improvements at Sunrise Boulevard (SR 838) Crossing 272549C	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
530	W Broward Boulevard (SR 842) Crossing	Implement grade crossing improvements at W Broward Boulevard (SR 842) Crossing 272556S	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
531	SW 24 th Street/SR 84 (SR 84) Crossing	Implement grade crossing improvements at SW 24 th Street/SR 84 (SR 84) Crossing 272567E	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
532	Miramar Parkway (SR 858) Crossing	Implement grade crossing improvements at Miramar Parkway (SR 858) Crossing 272592M	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
533	Glades Road (SR 808) Crossing	Implement grade crossing improvements at Glades Road (SR 808) Crossing 272910W	FEC	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
534	McNab Road Crossing	Implement grade crossing improvements at McNab Road Crossing 621437X	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
535	NW 33 rd Street Crossing	Implement grade crossing improvements at NW 33 rd Street Crossing 621538J	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
536	North Lake Boulevard (CR 809A) Crossing	Implement grade crossing improvements at North Lake Boulevard (CR 809A) Crossing 628096F	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
537	Palm Beach Lake Boulevard Crossing	Implement grade crossing improvements at Palm Beach Lake Boulevard Crossing 628118D	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
539	Belvedere Road Crossing	Implement grade crossing improvements at Belvedere Road Crossing 628135U	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
542	Linton Boulevard (SR 782) Crossing	Implement grade crossing improvements at Linton Boulevard (SR 782) Crossing 628160C	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOJ District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
544	Palmetto Park (CR 798) Crossing	Implement grade crossing improvements at Palmetto Park (CR 798) Crossing 628165L	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
551	Oakland Park Boulevard (SR 816) Crossing	Implement grade crossing improvements at Oakland Park Boulevard (SR 816) Crossing 628191B	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
552	New Griffin Road (SR 818) Crossing	Implement grade crossing improvements at New Griffin Road (SR 818) Crossing 628272B	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
553	Stirling Road (SR 848) Crossing	Implement grade crossing improvements at Stirling Road (SR 848) Crossing 628274P	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
555	Pembroke Road (SR 824) Crossing	Implement grade crossing improvements at Pembroke Road (SR 824) Crossing 628282G	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
556	Hallandale Beach (SR 858) Crossing	Implement grade crossing improvements at Hallandale Beach (SR 858) Crossing 628290Y	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 30,000	More than 20 years
545	Hillsboro Boulevard (SR 810) Crossing	Implement grade crossing improvements at Hillsboro Boulevard (SR 810) Crossing 628167A	CSX	District 5	Freight	Grade Separation	District 4	4	\$ 20,745	More than 20 years
570	E 8 th Avenue (SR 953) Crossing	Implement grade crossing improvements at E 8 th Avenue (SR 953) Crossing 272736P	TBD	District 5	Freight	Grade Separation	District 6	6	TBD	TBD
571	Palm Avenue Crossing	Implement grade crossing improvements at Palm Avenue Crossing 272742I	TBD	District 5	Freight	Grade Separation	District 6	6	TBD	TBD
572	Okeechobee Road (SR 25) Crossing	Implement grade crossing improvements at Okeechobee Road (SR 25) Crossing 272752Y	TBD	District 5	Freight	Grade Separation	District 6	6	TBD	TBD
586	Gulf Coast Service	Restoration of the Sunset Limited Amtrak service from Sanford, FL to New Orleans.			Passenger	New Service	Districts 2, 3, 5	2, 3, 5	\$ 96,600	TBD
565	NE 203 th Street Crossing	Implement grade crossing improvements at NE 203 th Street Crossing 272596P	TBD	District 6	Freight	Grade Separation	District 6	6	\$ 30,000	TBD
566	Miami Gardens Drive (SR 860) Crossing	Implement grade crossing improvements at Miami Gardens Drive (SR 860) Crossing 272598D	TBD	District 6	Freight	Grade Separation	District 6	6	\$ 30,000	TBD
567	NE 163 rd Street (SR 826) Crossing	Implement grade crossing improvements at NE 163 rd Street (SR 826) Crossing 272604E	TBD	District 6	Freight	Grade Separation	District 6	6	\$ 30,000	TBD
568	NE 125 th Street (SR 922) Crossing	Implement grade crossing improvements at NE 125 th Street (SR 922) Crossing 272612W	TBD	District 6	Freight	Grade Separation	District 6	6	\$ 30,000	TBD
569	NW 27 th Avenue (SR 9) Crossing	Implement grade crossing improvements at NW 27 th Avenue (SR 9) Crossing 272717K	TBD	District 6	Freight	Grade Separation	District 6	6	\$ 30,000	TBD
573	NW 72 nd Avenue Crossing	Implement grade crossing improvements at NW 72 nd Avenue Crossing 272756B	TBD	District 6	Freight	Grade Separation	District 6	6	\$ 30,000	TBD
574	NW 72 nd Avenue Crossing	Implement grade crossing improvements at NW 72 nd Avenue Crossing 272757H	TBD	District 6	Freight	Grade Separation	District 6	6	\$ 30,000	TBD
575	NW 22 nd Avenue Crossing	Implement grade crossing improvements at NW 22 nd Avenue Crossing 628320N	TBD	District 6	Freight	Grade Separation	District 6	6	\$ 30,000	TBD
576	NW 27 th Avenue (SR 817) Crossing	Implement grade crossing improvements at NW 27 th Avenue (SR 817) Crossing 628321V	TBD	District 6	Freight	Grade Separation	District 6	6	\$ 30,000	TBD
592	High Speed Rail: Jacksonville to Orlando	High speed rail link from Jacksonville to Orlando		JTA	Passenger	New Service	Jacksonville to Orlando	2, 5	TBD	TBD

ID	Project Name	Description	Owner or Operator	Agency Reporting Need	Freight or Passenger	Project Type	Location	FDOT District	Cost Estimate (\$1,000 of 2009 Dollars)	Timeframe
593	Southeast High Speed Rail	A feasibility study has been funded to determine the appropriate corridor from Jacksonville to Macon for the Southeast High Speed Rail Corridor. This is Florida's connection to any national HSR network	JTA	JTA	Passenger	New Service	Jacksonville	2	TBD	TBD

Note: Projects shown in **bold** are partially or completely funded as of May 2010.