

FLORIDA RAIL SYSTEM PLAN

DECEMBER 2022

Appendix H:

Passenger & Freight Rail Outreach



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Passenger Rail Responses

Jacksonville

Passenger Rail Polling Responses:

Representation	Votes
State, regional, or local government	5
Transit or rail industry	4
Advocacy group	0
Private citizens	1
Other	4

How often do you use passenger rail?	1	2	3	4	5
1.615384615	5	8	0	0	0

**(1=Never, 2=Once a year, 3=Once a month, 4=Once a week, 5=Daily)*

What would encourage you to use passenger rail?	Votes
Connections to new destinations or other transportation	13
More frequent and reliable service	12
More convenient and affordable payment options	5
Improved personal safety and security	4
Better amenities	4

**Select all that apply*

Sticky Notes for “How Can We Improve Passenger Rail in this Region?”:

- Move passenger rail stations to the city centers with more amenities
- High platforms (48” with bridge plates for bikes & ADA) like Brightline
- Improve connections with other modes
- Connect via tech with other trip planners
- Electrification; overhead wires
- Multiple units for higher speeds and faster acceleration
- Combo low/high platform to meet ADA ramps, not platform ratchet
- Remove grade crossings – elevate/separate
- Proven technology (not self-driving pods)
- Maybe all connect to Google Transit/GTFS
- High frequency
- Commuter rail stops in Orange Park (Kingsley) and Fleming Island (220) to alleviate US 17 congestion

Appendix H: Passenger & Freight Rail Outreach

Conversation & Other Notes Related to Passenger Rail:

- Is the state looking into any hybrid passenger rail model?
 - Brad responded by explaining the Amtrak vs Brightline model.
 - A member of the crowd mentioned that the state should not follow the British model. How do we become the next northeastern corridor? How do we set up for success? How do we set aside for future growth?
- Comment from the public: With so much focus on Highway development, we are leaving much for rail.
 - Brad noted we are working with Brightline on the I4 corridor to Tampa.
- Comment regarding the federal funding process. The conventional wisdom in Virginia was to follow the federal money. That doesn't always work. Two Virginia District Commissions created 2 cent fuel taxes and that would fully fund Virginia Railway Express. It bypasses the federal process.
- Brad asked the public: The state doesn't fund intercity passenger rail. Should the state be taking a role in funding intercity service? Partnering with Amtrak or other intercity providers? Virginia has had interesting partnerships by providing sponsorships.

Board Notes:

- Intercity Service
 - Need to connect Jax, preferably at the JTA Jacksonville Regional Transportation Center (JRTC), with other Florida cities. Currently have Amtrak to Orlando / Tampa / Miami but routing is inefficient, service has been reported as unreliable, travel time to Miami is twice as long as drive time, and fares have been reported to exceed the cost of flying.
 - Preferred option to create a more efficient alignment using the FEC corridor (either as tenant operations or parallel alignment) to connect to Cocoa Brightline station where passengers could then interchange trains for Brightline service to Orlando, Miami, and Tampa (if constructed).
 - Option #1 – Engage with Brightline / FEC to establish Jax service
 - Option #2 – Engage with Amtrak / FEC to establish Amtrak operations along the FEC corridor from Jax to Cocoa
 - Discussed that there may be options for service to be subsidized with state funding
 - Move Amtrak station to JRTC to better connect to transit / commuter rail options
 - Need Jax connections north to Savannah/Charleston, northwest to Macon/Atlanta, and west to Tallahassee/Mobile
 - Create transportation hubs in Lake City, west Duval County along I-10, in Gainesville and northeast Alachua, Bradford along US 301, in Fleming Island, in Green Cove, along US 1 toward St. Augustine, and directly north & east of downtown Jacksonville
 - There is a safety concern along US 1 midway between Jax and St. Augustine
- Commuter / Regional Rail Discussion
 - Largely focused on the Jax urbanized area (Duval, Clay, Nassau, St Johns counties) where population density and job density is the highest.
 - Routes discussed

Appendix H: Passenger & Freight Rail Outreach

- JRTC to St Augustine along FEC corridor with stops near JTB SR202 / Racetrack Road (Duval / St Johns County line) / Downtown St Augustine area
- JRTC to Jax Int'l Airport
 - Would require a new alignment
- JRTC to stadium / Entertainment district downtown
 - JTA plans for U2C / Bay St innovation corridor may fill this gap & commuter rail may not be needed
- Parallel to JTB (SR 202) corridor
 - Recent employment trends have moved jobs from the Jax urban core to the JTB corridor, with more jobs now located along the corridor than downtown. Combined with the rapidly expanding Town Center area, new development at JTB & Kerman, and growing Mayo Clinic campus at JTB and San Pablo indicates this trend is likely to continue
 - If JRTC to St Augustine corridor is created this line could interconnect at JTB / US 1, otherwise alignment would need to connect to JRTC
- JRTC to Orange Park area (Blanding Blvd / Roosevelt / Wells Rd)
 - Congested corridor with extensive growth on southern end (Clay County)
 - Possibly operating as a tenant along CSX A-line which parallels US 17 from near downtown Jax to Clay County
 - Some discussion of stop near NAS Jax for service to Navy base

Appendix H: Passenger & Freight Rail Outreach

Figure H-1 | Jacksonville Passenger Rail Public Comment Board

DISTRICT TWO - PASSENGER RAIL



Appendix H: Passenger & Freight Rail Outreach

Lakeland

Passenger Rail Polling Responses:

Representation	Votes
State, regional, or local government	19
Transit or rail industry	1
Advocacy group	0
Private citizens	1
Other	2

How often do you use passenger rail?	1	2	3	4	5
1.523809524	11	9	1	0	0

**(1=Never, 2=Once a year, 3=Once a month, 4=Once a week, 5=Daily)*

What would encourage you to use passenger rail?	Votes
Connections to new destinations or modes	15
First mile/last mile connections to transit	13
More frequent and reliable service	14
More convenient and affordable payment options	9
Improved personal safety and security	2
Better amenities	6
Other	7
None	0

**Select all that apply*

Sticky Notes for “How Can We Improve Passenger Rail in this Region?”:

- Promote benefits and have more of it – fast, easy, stress free, able to work while riding vs driving, avoid traffic
- One ticket that works on rail and transit
- Reasonable rates for disabled
- More assurance stations are accessible to disabled!
- Train from Lakeland to Orlando and Lakeland to Tampa to go and comeback in the same day
- Brightline from Tampa to Naples and east to Miami – making a loop
- State-supported AMTRAK service to Clearwater and St. Petersburg
- Use buses in an intercity type service to test routes/lines for going to rail!
- Passenger rail from Winter Haven to west coast along old lines (US 17) maybe a great option in the future
- AMTRAK had a bus or shuttle along I-75 from Naples to Tampa. That should be enhanced or improved and made more premium so as to promote train/intercity bus/rail options
- More direct route from Tampa to Miami
- Seamless connection to local transit
- Improved rail station in Winter Haven. Current station is poor location and is outdated
- Transit access to proposed rail stations

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- Include in your questions (for context – maybe people ride passenger rail but not in Florida):
When do you use passenger rail/transit?
 - In big cities
 - On vacation
 - At Disney
 - At the airport
- Extend SunRail to Polk County and connect to Brightline stations
- Mobility hubs/stations for service along I-75 in Sarasota County that integrates with existing fixed route service and potential expansion of on-demand service
- Regional connection between Sarasota and Tampa
- Brightline stop in Lakeland! FL Poly Innovation District or 98N
- Extend Brightline from Orlando to Tampa and put stop in Polk (preferably to connect to SunRail stops)

Conversation & Other Notes Related to Passenger Rail:

- Comment: With Brightline and the I-4 corridor, running the train once an hour to start. Leaves a lot of time slots open. They use existing freight rail tracks in some areas in Lakeland which is busy – the I-4 corridor existing route could connect Lakeland and Tampa – I would like to see all these entities work together to figure out how to best use this corridor. This is one of the busiest traveled corridors in the southeast, there needs to be more.
 - Could FDOT step in and be that facilitator role?
- Set up a structure in Polk County which combines transit, passenger rail, and intercity services into one organization (like Turnpike does now) for maintenance, operations, and improvements. The burden shouldn't fall solely on the role of government. It would be a challenge to maintain, operate, and improve sun rail in perpetuity. This would make it a lot easier to plan a reliable system.
- We need to think about how to structure this organizationally.
- Brad – one of the things that drove us to rethink our role in passenger rail – the Florida rail enterprise still exists, and I take your comment to mean we need to let it have a focus on passenger rail.
- True success in these systems requires genuine partnerships, which means finding ways to become or be considered true or beneficial partners! Meaning, all parties may need to expand their roles and be involved in new areas! By the way, in days past, most new public transit systems relied on FDOT to implement and develop best system and infrastructure!
- Pinellas County/Tampa Bay Metro Area: The main priorities I hope FDOT could assist with are working with AMTRAK and the FRA on implementing state-supported AMTRAK service to Clearwater and St. Petersburg, working with PSTA and Forward Pinellas on implementing BAT or BRT lanes on state-owned roads, and assisting with establishing regional rail once state-supported AMTRAK service is implemented. State: Prioritize building more dedicated passenger or freight rail infrastructure within existing highway/utility corridors. Separate passenger and freight operations on busy corridors. This could be done by building dedicated passenger rail or freight rail tracks within the existing ROW of a rail corridor or shifting passenger rail or freight rail to a dedicated corridor along a highway. Increase freight rail competition in Florida by creative incentives for another Class I freight railroad to enter Florida. Coordinate AMTRAK and Brightline since both could benefit from sharing the same infrastructure. Prioritize working with Brightline, AMTRAK, SunRail, and various MPOs/TPOs on dedicated passenger rail tracks along I-

Appendix H: Passenger & Freight Rail Outreach

4/Brightline Expressway between Orlando – Lakeland – Tampa. Set modal share goals for passenger rail and transit.

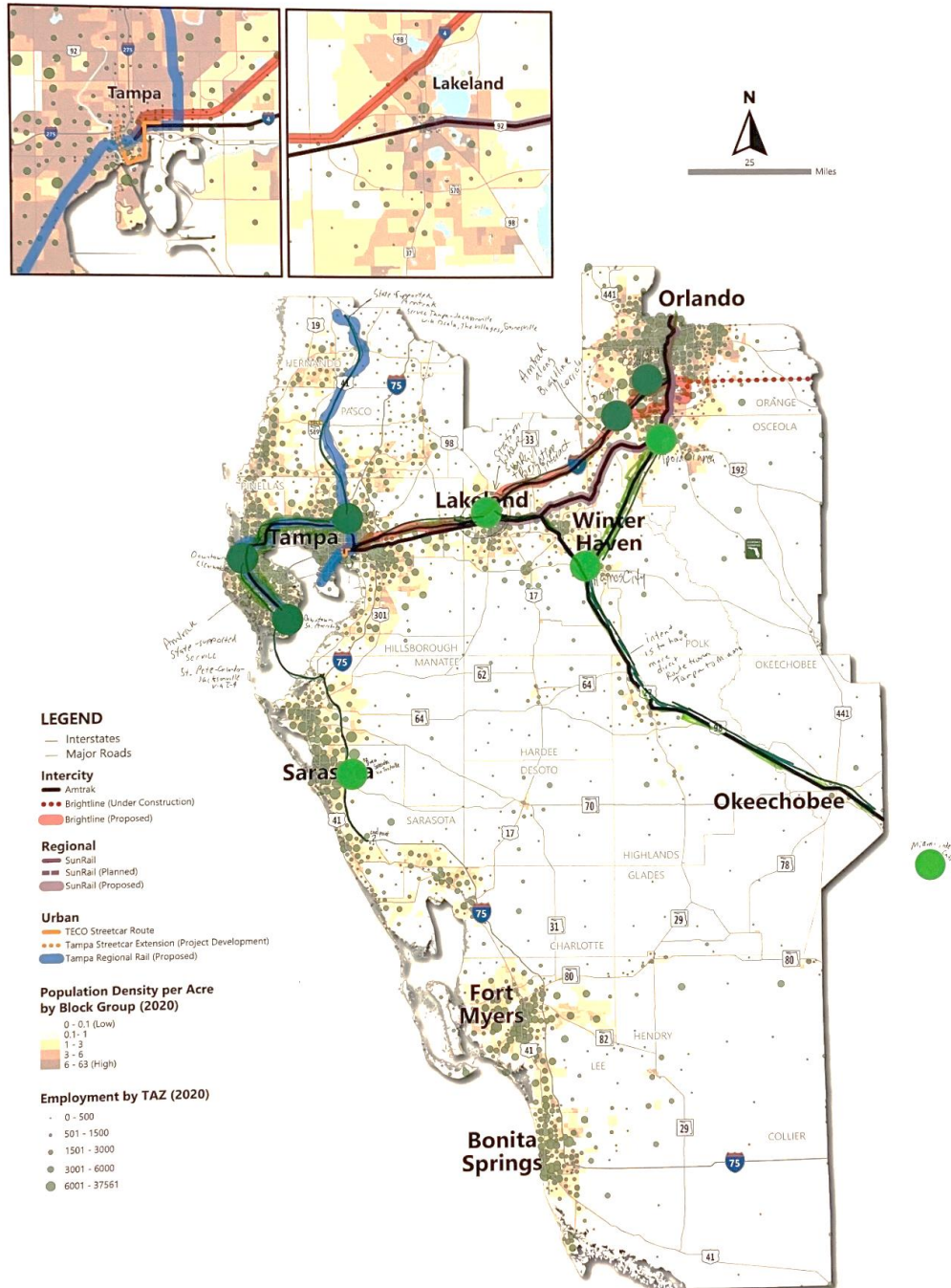
Board Notes:

1. #1 interest is being able to reliably get from Lakeland/Polk County to Orlando and back and from Tampa and back via passenger rail (regardless of which service)
2. Brightline-related discussions
 - a. Stop in Polk County
 - b. Benefit of co-locating a Brightline station and a SunRail station
 - c. Potential loop (Miami-Orlando-Tampa-SW FL-Miami)
 - d. Run Amtrak service along proposed Orlando-Tampa I-4 Brightline service
3. Opportunity for more direct state-supported Amtrak service to elsewhere in the state (to South Florida via alignment following US 27 and to Jacksonville via I-4 and/or tying into proposed Tampa Regional Rail that would run to Brooksville)
4. Proposed Station Locations
 - a. Orlando area
 - i. Disney
 - ii. Orange County Convention Center
 - b. Polk County
 - i. Lakeland
 - ii. Haines City
 - iii. Winter Haven
 - c. Tampa Bay
 - i. St. Petersburg
 - ii. Clearwater
 - iii. USF
 - d. SW Florida
 - i. Sarasota
5. Station Needs (either existing or future stations)
 - a. Accessibility Improvements
 - b. Upgrades/Modernization (specifically for Winter Haven)
6. Role of Bus Transit
 - a. Improved access to passenger rail stations
 - b. Introduce intercity bus routes to test for passenger rail demand
 - c. Importance of integrated ticket/fare systems
7. Promotion of benefits is also important
 - a. Individual (fast, convenient, stress-free, fuel cost savings)
 - b. Community/Societal (congestion mitigation, environmental)

Appendix H: Passenger & Freight Rail Outreach

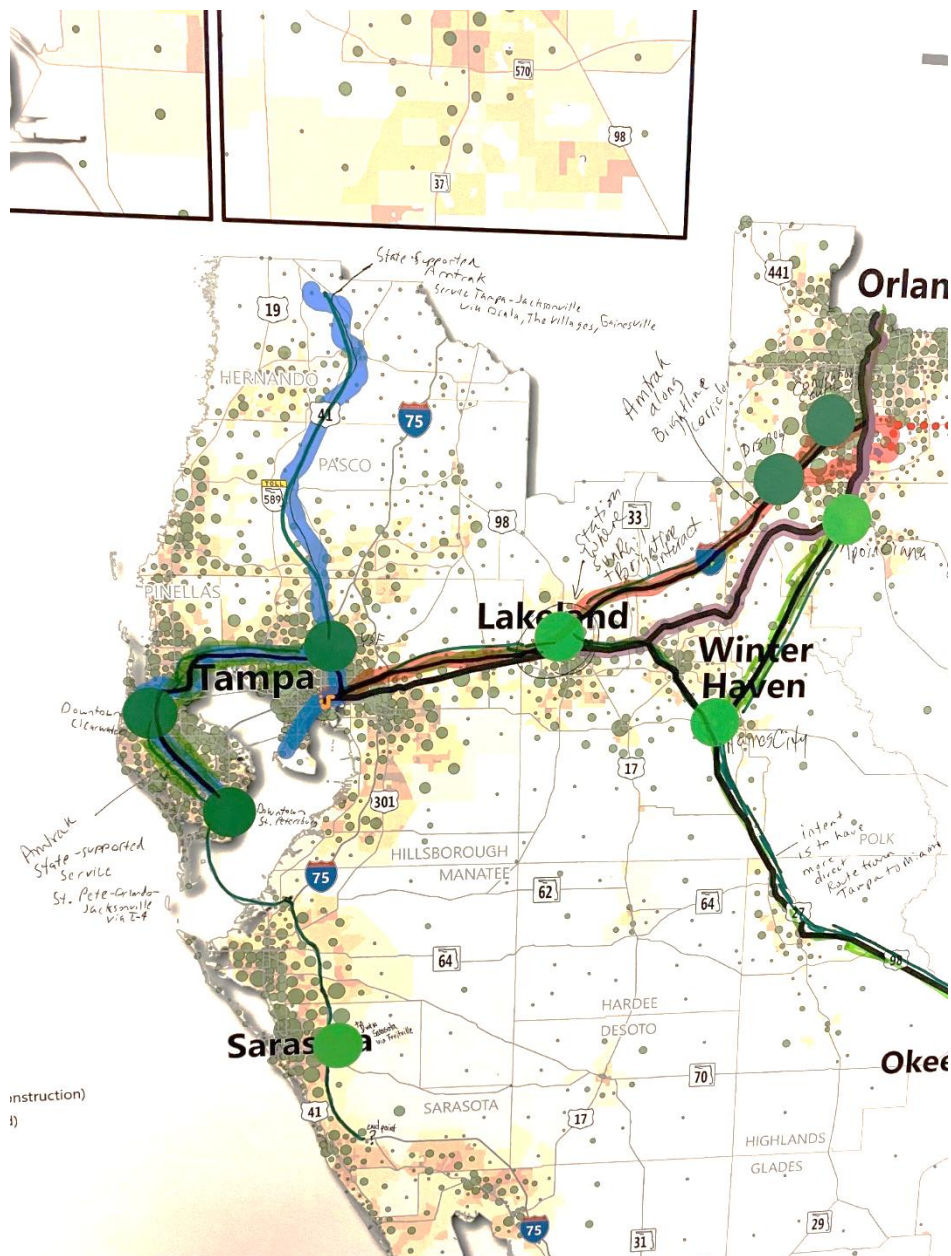
Figure H-2 | Lakeland Passenger Rail Public Comment Board

SOUTHWEST FLORIDA - PASSENGER RAIL



Appendix H: Passenger & Freight Rail Outreach

Figure H-3 | Lakeland Passenger Rail Public Comment Board, Close-Up



Appendix H: Passenger & Freight Rail Outreach

Longwood

Passenger Rail Polling Responses:

Representation	Votes				
State, regional, or local government	15				
Transit or rail industry	6				
Advocacy group	0				
Private citizens	0				
Other	5				

How often do you use passenger rail?	1	2	3	4	5
2.296296296	8	8	7	3	1

*(1=Never, 2=Once a year, 3=Once a month, 4=Once a week, 5=Daily)

What would encourage you to use passenger rail?	Votes
Connections to new destinations or modes	18
First mile/last mile connections to transit	21
More frequent and reliable service	19
More convenient and affordable payment options	3
Improved personal safety and security	3
Better amenities	6
Other	3
None	0

*Select all that apply

Sticky Notes for “How Can We Improve Passenger Rail in this Region?”:

- Consider payment mode/subsidies for those using rail to access work daily
- Consider options for intercity rail down the SW coast and along alligator alley – Tampa-Miami
- Brightline extension – Orlando to Jacksonville with a station in Daytona Beach
- Micromobility solution from Brightline to SunRail
- Extend passenger rail to Daytona
- Connect Orlando to Lake County
- Consistent and frequent
- Parking fees in the central business district
- Increase frequency and service on SunRail – 7 day week, 15/30/60 min service
- Stop saying “commuter rail” and using that as an excuse to only run SunRail Monday through Friday and during day/early evening. Central Florida is a 24/7 economy and it’s confounding to ignore second and third shift workers
- how can we improve stations to enhance passenger experience?
- East/West connections in Central Florida
- Build light rail from I-Drive to downtown Orlando and Winter Park
- Frequency of SunRail service on weekends
- SunRail riders should not be worried about being stranded
- SunRail expand to east/west
- Must tie to last mile options

Appendix H: Passenger & Freight Rail Outreach

- Brightline must be in line with cost and frequency of other modes of transport, like air
- SunRail electricity!
- SunRail frequency and hours of service
- Department can take leadership role in moving concepts, such as TOD, forward in partnership with local jurisdictions

Conversation & Other Notes Related to Passenger Rail:

- Comment: FDOT says it wants to partner to make things happen, but partnering means bringing funding to the table. We need FDOT to be involved in O&M.
 - FDOT should be more involved in supporting implementation and O&M as a partner in mobility at local level for urban/rural transit – especially for projects on state roads. SIS facilities would support transit as well. Repurposing lanes would make transit more viable/competitive with car driving. High-capacity transit on SIS should be funded/incorporated into SIS funding/implementation. US 192, SR 436, SR 50, SR 527, US 17-92 – need high-capacity transit light rail from I-Drive to Orange County line, E/W connections – Airport to I-Drive.
- Premium transit needs to be integrated into the overall vision of the corridor.
- Transit and multimodal go hand-in-hand with land use. RPC is working with many local governments to design, redevelop, etc. to be transit oriented. It's also a big component of the SRPP and regional vision.
- What's the role of the feds in all this? Funding mechanism?
 - For passenger rail, it's changing/evolving. There's never been \$66 billion for intercity rail.
- Sales tax initiative – a lot of advocacy groups/unions are talking about this – reaching out to the state colleges to see what planning students are learning. Lynx union has a direct line to the white house.
 - What is the best way to engage these groups? Is that something FDOT needs to show up at meetings and do?
 - Why don't people show up to meetings? Traffic system (red lights), high gas prices, induced demand. People need to understand that transit is there to make your commute faster, then they'll show up. A lot of HOAs will send you local community feedback and ppts.
- Close coordination between FDOT and MPOs benefits all parties. Continue to attend our meetings and workshops, we (TPOs) will do the same.

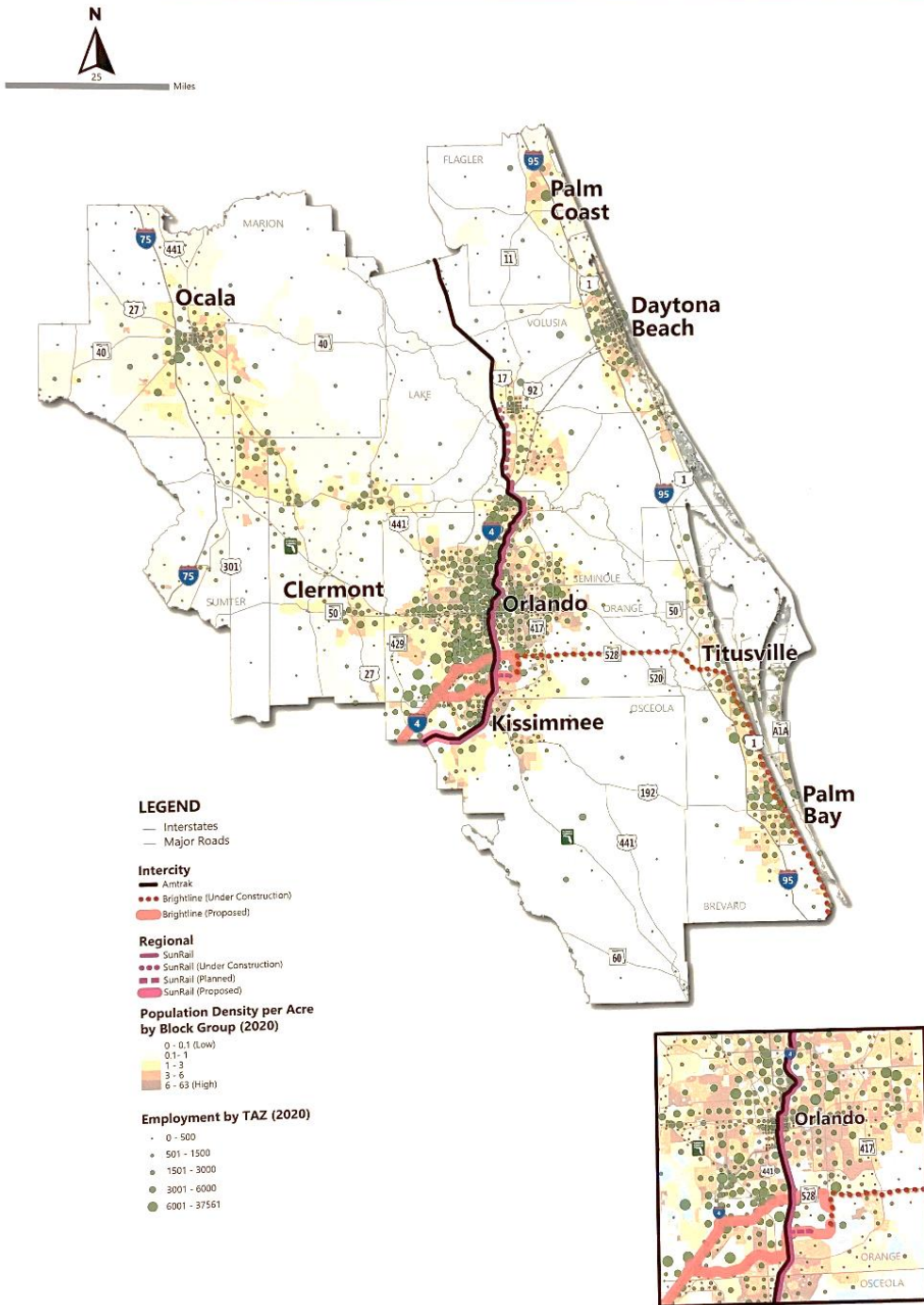
Board Notes:

- Expanding to Daytona and having a connection in Melbourne/Space Coast, and on the other side, Lakeland/Tampa, and a connection north to Tallahassee
- SunRail and Brightline need expanded service. More days of the week, times of the day, making it more accessible
- Hubs needed in Tallahassee, Jacksonville, Orlando, Tampa, and Ft. Myers, with hubs all along I-95 and I-4
- Safety concerns in central Florida, surrounding Orlando area

Appendix H: Passenger & Freight Rail Outreach

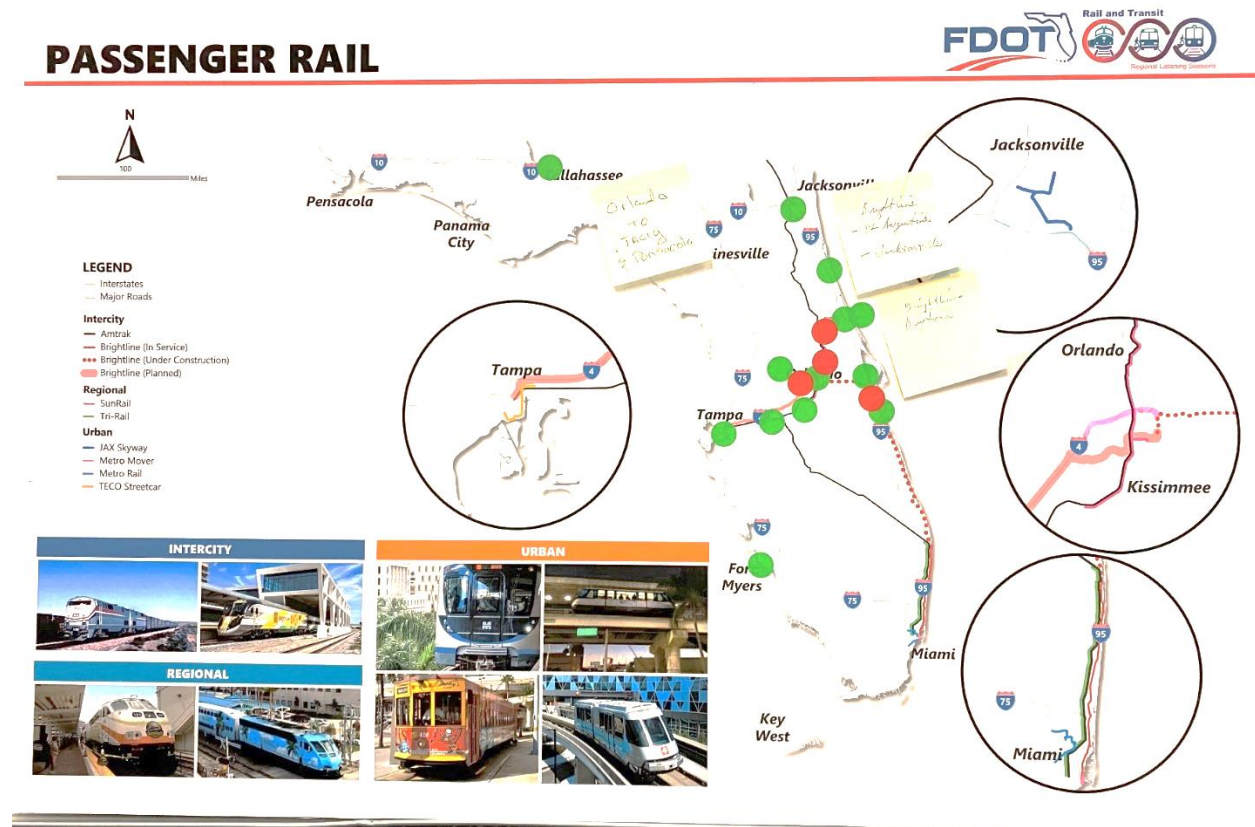
Figure H-4 | Longwood Passenger Rail Public Comment Board

DISTRICT FIVE - PASSENGER SYSTEMS



Appendix H: Passenger & Freight Rail Outreach

Figure H-5 | Longwood Passenger Rail Public Comment Board, Full State*



*Full state boards were used at every location, but only included in this appendix when they were drawn/written on by participants

Appendix H: Passenger & Freight Rail Outreach

Ft. Myers

Passenger Rail Polling Responses:

Representation	Votes
State, regional, or local government	19
Transit or rail industry	2
Advocacy group	0
Private citizens	2
Other	1

How often do you use passenger rail?	1	2	3	4	5
1.55	9	11	0	0	0

**(1=Never, 2=Once a year, 3=Once a month, 4=Once a week, 5=Daily)*

What would encourage you to use passenger rail?	Votes
Connections to new destinations or modes	17
First mile/last mile connections to transit	10
More frequent and reliable service	7
More convenient and affordable payment options	2
Improved personal safety and security	3
Better amenities	3
Other	6
None	1

**Select all that apply*

Sticky Notes for “How Can We Improve Passenger Rail in this Region?”:

- Need passenger rail connection to Miami and Tampa
- Hyperloop from Tampa to Ft. Myers
- Light rail through major driving corridors
- We have no rail. Please plan for one
- Need rail connection to airport
- Local passenger rail study initiated by FDOT
- Connect major cities!
- FDOT needs to pay for O&M not just capital investment
- Convenience and speed are a high priority
- Paralleling I-75 for major hubs
- Potential commuter rail connection from Sarasota Bradenton International Airport (SRQ) to Bradenton and downtown Sarasota
- Connection between Ft. Myers to Lakeland/Winter Haven but there is concern with demand in between to justify line
- Multiple stations between Bradenton and Sarasota

Appendix H: Passenger & Freight Rail Outreach

- In Sarasota/Manatee, the LRTP provides a preserved rail envelope along University Parkway to connect I-75 to Sarasota Airport. A future station location is preserved in the airport master plan
- FDOT and Seminole Gulf need to find a joint purpose for preserving and expanding rail options

Conversation & Other Notes Related to Passenger Rail:

- I mentioned this at the passenger rail interest station, but I will reiterate. The Sarasota/Manatee 2045 CRTP includes preservation of the rail corridor envelope along University Parkway from I-75 to SRQ Airport. The airport master plan includes provision + space for a station, and the University Parkway/I-75 interchange was designed with the provision + space for a rail station. At our most recent MPO Board meeting, this was brought up. There is still political appetite for rail connection in the area, and this would be a realistic option.
- Intercity passenger – funding and financing – MPO/RPC should be included. LRPT and federal funding come through these areas.
- System Implementation and Funding/Financing – how can FDOT get involved?
 - Rickey – other than purchasing the track, you can have shared use lease with that corridor. We can leverage agreements/programs we have with them to get access to a certain part of the corridor. We've done it with CSX before. The options will be negotiated.
- AMTRAK has service through Ft. Myers – there is the ability to get from here to anywhere AMTRAK goes, but the demand isn't there.
 - A lot of people don't know about that service. AMTRAK at Grandma's Kitchen. We have buses stopping at McDonalds. They're all over the place, but people don't know about it.
 - In the 50s, you at least had a unified system. Now, there's no uniformed system. Someone has to drop you off and pick you up. No one is talking to each other. There is no service out to Grandma's Kitchen to get to AMTRAK.
- We have a bunch of people who come in for the winter. I am seeing the Auto Train as an interesting opportunity for those folks. We could also get some large trucks off the road.
- We need to discuss the physical degradation of the tracks, organizational/institutional/political integration before we discuss roles and responsibilities.
 - Rickey – we try to set the tone, set the pace from our perspective. That helps others say, "this is the direction we see fit." We need to keep these conversations going and create integration. It starts with us painting the big picture.
- How does emerging technologies fit into all this? Hyperloop connecting Tampa to Naples? How realistic is it? How far in the horizon will we see it happen? Is it just a pie in the sky? Is it part of the rail plan?
 - Rickey – there are always things beyond what we can do – but we have to be ready for it. When you're thinking in terms of maglev and hyperloop, you first have to think about ROW, partners/stakeholders (the host railroads), etc. at the end of the day, if there's an interest for this, it'll be above me, but I have to be reflexive. Our stakeholders will drive – they will make the pathway – etc.

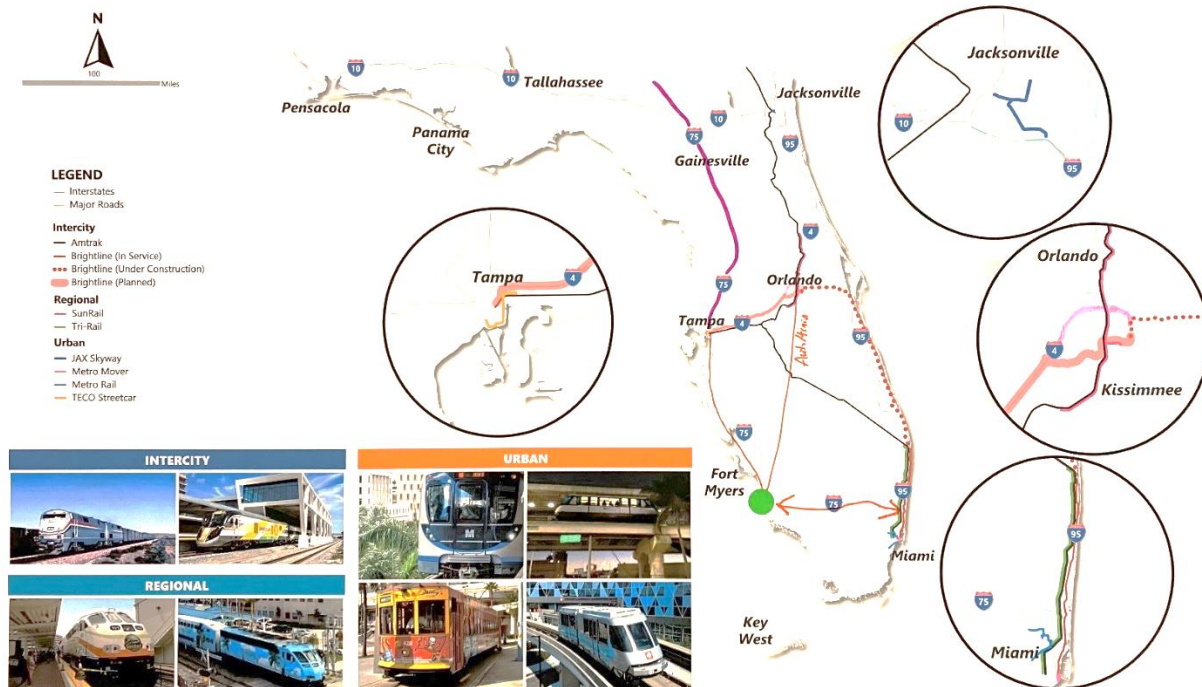
Appendix H: Passenger & Freight Rail Outreach

Board Notes:

- Put a loop parallel on I-75 from Tampa, Bonita Springs Miami, back up north – stations at airport and smaller stations in between.
- Sanford to Ft. Myers area. Concern about the demand between the two, but still here.
- Have FDOT initiative a local rail study.
- Find a joint purpose for preserving corridors.
- Emphasis on needing light rail along the major corridors.
- O&M payment by FDOT needed.
- Create a line east and west in Orlando area, and a hyperloop from Ft. Myers and Tampa area.
- Figure H-5 | Longwood Passenger Rail Public Comment Board, Full State

Figure H-6 | Ft. Myers Passenger Rail Public Comment Board, Full State

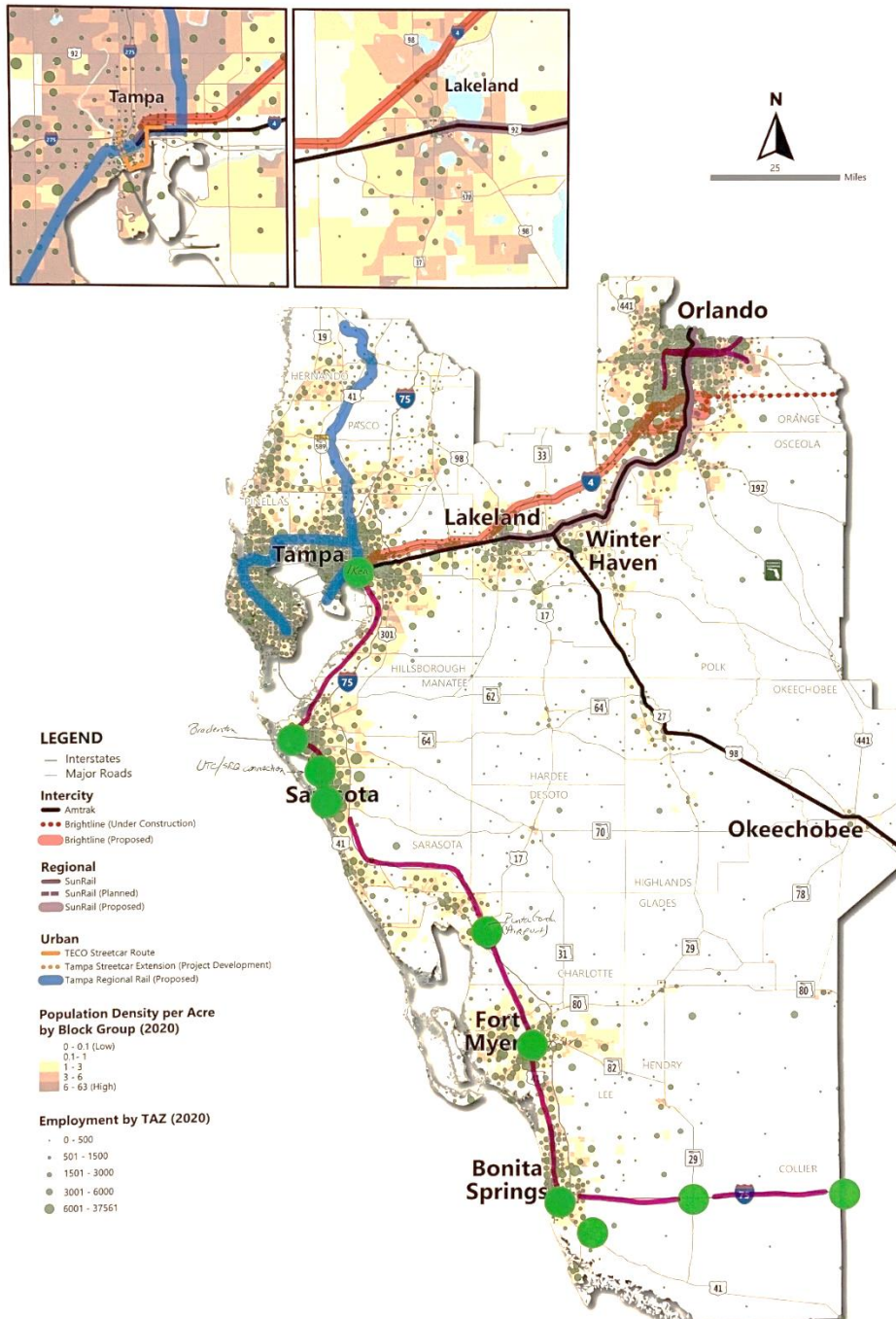
PASSENGER RAIL



Appendix H: Passenger & Freight Rail Outreach

Figure H-7 | Ft. Myers Passenger Rail Public Comment Board

SOUTHWEST FLORIDA - PASSENGER RAIL



Appendix H: Passenger & Freight Rail Outreach

Aventura

Passenger Rail Polling Responses:

Representation	Votes
State, regional, or local government	38
Transit or rail industry	4
Advocacy group	1
Private citizens	1
Other	4

How often do you use passenger rail?	1	2	3	4	5
1.681818182	21	18	3	2	0

*(1=Never, 2=Once a year, 3=Once a month, 4=Once a week, 5=Daily)

What would encourage you to use passenger rail?	Votes
Connections to new destinations or modes	39
First mile/last mile connections to transit	33
More frequent and reliable service	25
More convenient and affordable payment options	14
Improved personal safety and security	10
Better amenities	18
Other	3
None	1

*Select all that apply

Sticky Notes for “How Can We Improve Passenger Rail in this Region?”:

- Safety – reducing RR xings by road closure or grade separation
- Passenger rail Jacksonville to New Orleans
- Rail corridor preservation for expansion and capacity
- More safety/security funding throughout the state
- Miami east-west passenger rail connections from MIA to park and ride near Dolphin Mall
- FDOT should acquire Brightline and build upon the existing infrastructure
- Additional capacity to handle equitable expansion in passenger/freight operations
- Revitalize Homestead to MIA tracks
- Extend SIS map to include existing secondary tracks from MIA to West Kendall and SW to Homestead, Florida
- Marketing efforts in partnership with state/local government
- More enhancing east-west connections
- Safety on the trains; more robust safety education per station safety messages
- Miami – Homestead passenger rail connections
- More safety campaigns for RR crossings
- The FTP emphasizes multimodal and transit all throughout the plan, but then FDOT’s funding criteria does not comport with the FTP to fund transit/multimodal. This is a disconnect
- BCR → TriRail?? We need east-west connections

Appendix H: Passenger & Freight Rail Outreach

- Last mile connections to major center such as universities and colleges (FIU and Broward)
- Wait-area improvements for passengers (lighting) – rail in south Florida in an issue
- Convenient ways to commute between rail lines (ex: metro-mover and metro-rail)
- Express routes/buses – faster ways to get to locations
- Review developer plans to improve connectivity and pedestrian connections
- TOD development near rail stations to increase ridership
- Mobility hubs WITHIN communities
- Stricter crossing enforcement; i.e., steeper fines etc. for illegal rail crossings
- Increasing frequency

Conversation & Other Notes Related to Passenger Rail:

- MPOs/RPCs also do funding. Tri-Rail also does intercity travel/stations, not just regional.
- System implementation should include FDOT and local governments in the system implementation responsibility section. Specifically, they should be included in any plan reviews for rail or transit projects that overlap with state, local, or county roads. Also, any construction projects should coordinate with either the state, local, or county agencies. This coordination can begin at pre-construction meetings. Prompt communication and coordination will help develop projects that benefit the community and lessen any impacts by construction projects and their respective activities.
- Please illuminate accountability for taxpayer funded Tri-Rail trains not being able to fit in the new downtown Miami Brightline station. Why was the issue not presented sooner? Who at SFRTA/Tri-Rail blew this project? What oversight? What is at fault? What repercussions against said person/s?
- Is AMTRAK invited to state projects? I'm thinking of the Miami airport station.
 - Rickey – they have their own initiatives and models. There is no link for AMTRAK funding in our funding. We have access to grants and other funding, and there's nothing that links us. We've had conversations with them, but we can't have them take the lead on how we do our initiatives.
- What is the role of the FRA when it comes to passenger rail?
 - Rickey – we see them playing the role of funding, their role is built in.

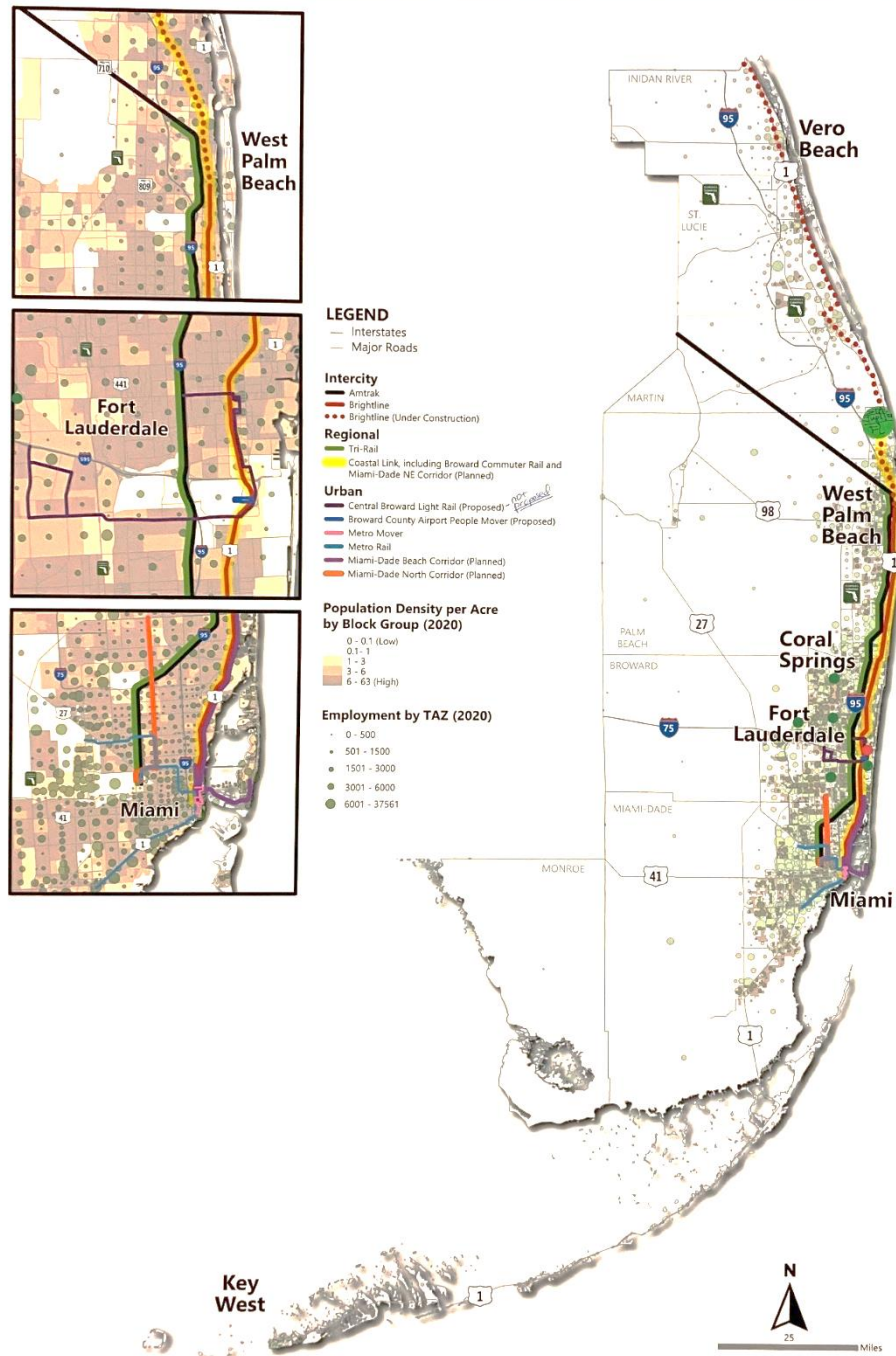
Board Notes:

- East west connectivity
- Improvements in safety – lighting at stations and connectivity to municipal hubs
- TODs near RR stations – right now the TOD is too far (for Tri-Rail, currently in downtown)
- Review of plans to better coordinate with developers for TODs
- More marketing to get people to use the rails more
- Expansion
- Rail corridor preservation for expansion and capacity
- Safety at the rail crossings
- Hubs needed throughout Broward County – in and around Coral Springs and Ft. Lauderdale
- Safety concern east of US1 in Ft. Lauderdale
- Station needed in Jupiter, Florida

Appendix H: Passenger & Freight Rail Outreach

Figure H-8 | Aventura Passenger Rail Public Comment Board

SOUTH FLORIDA - PASSENGER RAIL



Appendix H: Passenger & Freight Rail Outreach

Marianna

Passenger Rail Polling Responses:

Representation	Votes
State, regional, or local government	10
Transit or rail industry	1
Advocacy group	4
Private citizens	1
Other	4

How often do you use passenger rail?	1	2	3	4	5
1.375	16	7	1	0	0

**(1=Never, 2=Once a year, 3=Once a month, 4=Once a week, 5=Daily)*

What would encourage you to use passenger rail?	Votes
Connections to new destinations or modes	17
First mile/last mile connections to transit	11
More frequent and reliable service	15
More convenient and affordable payment options	3
Improved personal safety and security	4
Better amenities	5
Other	6
None	2

**Select all that apply*

Sticky Notes for “How Can We Improve Passenger Rail in this Region?”:

- Work while ride
- Connectivity to local ride share options
- Higher speed (100mph+)
- Integrate rail-transit-ride share trip planning in a common platform to simplify reservations and encourage use
- Grade separation 231/Cottondale
- AMTRAK – has to be daily, and daytime hours (few times a day better)
- Reliable – means 20-30 min max, not hours
- Reduce safety concerns by co-locating premium and low-cost services
- Join SRC (Southern Rail Commission)
- Talk to Gainesville for medical specialists at Shand's
- Partner with AMTRAK to implement the “Connect Us” plan throughout Florida
- Provide tons of garbage cans, etc. to make it easier to keep clean
- Not ready for urban rail in D3
- Amenities at hubs – food/drink
- Re-establish abandoned lines
- Brightline + model does the multimodal trip planning and seamless payment aspects

Appendix H: Passenger & Freight Rail Outreach

- Amenities: quality food, service, wine, wifi
- Make sure there are ~easy to find out~ connector options – transit, Uber, etc.
- Rural needs improvement – no taxis, etc. dropped off at hub
- Distinct groups – tourists, tourist support workers, college kids, commuters
- Crawfordville Highway widening now for evacuation – preserve for rail
- Greyhound/AMTRAK not suitable hours
- Cameras – live feeds/playback protect users and drivers, etc.
- Balance between users should mean funds shift to more equitable distribution
- Make users think about equity instead of what makes sense for my single-user car

Conversation & Other Notes Related to Passenger Rail:

- Florida/FDOT membership in the Southern Rail Commission is essential if any meaningful progress can be made to restore regional/intercity rail between Florida and the balance of the gulf states.
- FDOT needs to position the state to support and advocate for matching state funds to achieve realization of Amtrak's "Connect US" plan which would add multiple additional trains between Jacksonville – Orlando – Tampa – Miami.
- The state needs to prepare to provide the USDOT with sufficiently robust plans in order to capture federal rail funding to support the initiatives outlined above as well as others that might emerge.
- I think there's some good models out there. In Maryland, they are looking at regional to Virginia – we don't need to reinvent it.
 - Brad – you've got to find the one that resembles your area.
 - Holly – maybe finding one that adequately represents rural is one to find.
- Developers will come in and local community is thrilled to have them, the developers make promises, but then the local planning agency has very little authority (developers say "well, we can't actually do that").
 - Brad – even as a department we don't have much authority to hammer developers. We work with the ELDC (DEO) but there's not a lot of leverage at the statewide level.
 - Holly – maybe we need some best practices for local governments to look for language.
 - Brad – a lot of it is the need for technical assistance.
- But a lot of times local communities are so desperate to get a developer in there, they don't look at the language.
- Holly – if you're falling behind on maintenance, it's hard to get back up to then increase capacity. Is that our role? It's private corporations. The port in PCB is growing a lot – is there a need for new facilities/hubs/connectors?

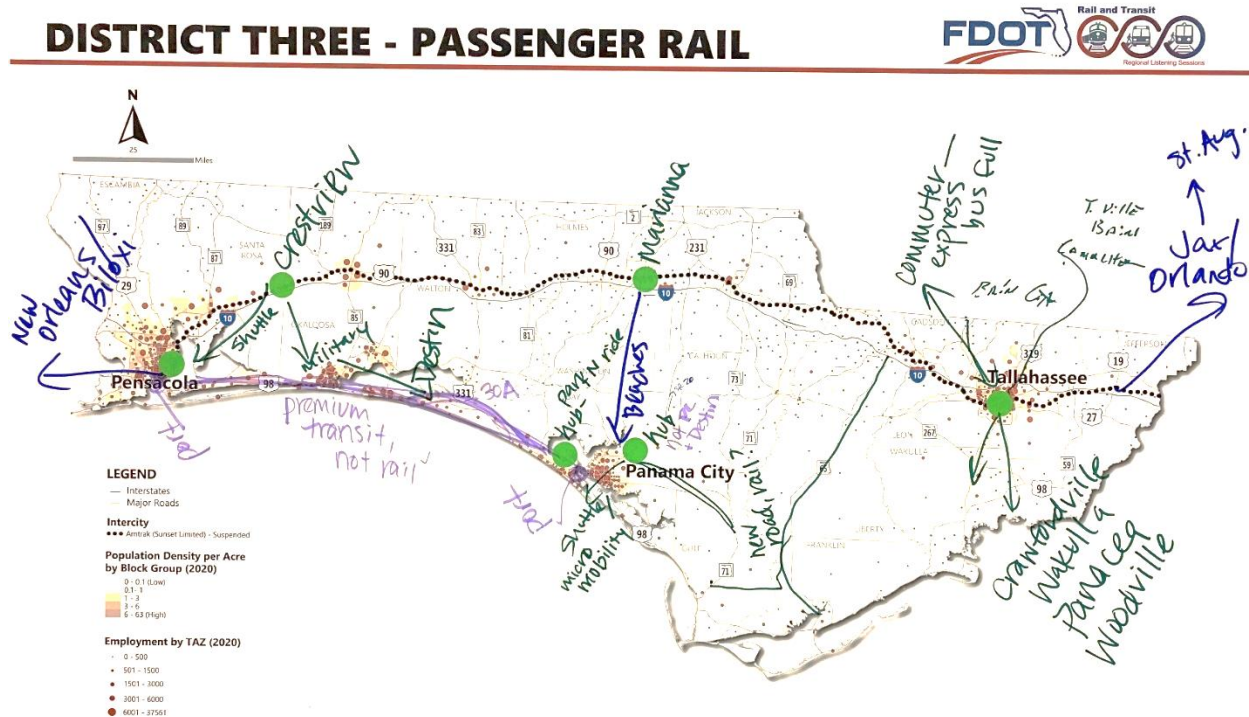
Board Notes:

- Premium transit, not rail, along US 98 and 30A between Pensacola and Panama City Beach
- Commuter rail/express bus from Tallahassee to Crawfordville/Wakulla/Panacea/Woodville and Tallahassee north to Thomasville/Columbus
- Commuter shuttle needed from Crestview to military bases and Destin to Pensacola
- New facilities needed in:
 - Tallahassee
 - City of Panama City
 - Panama City Beach

Appendix H: Passenger & Freight Rail Outreach

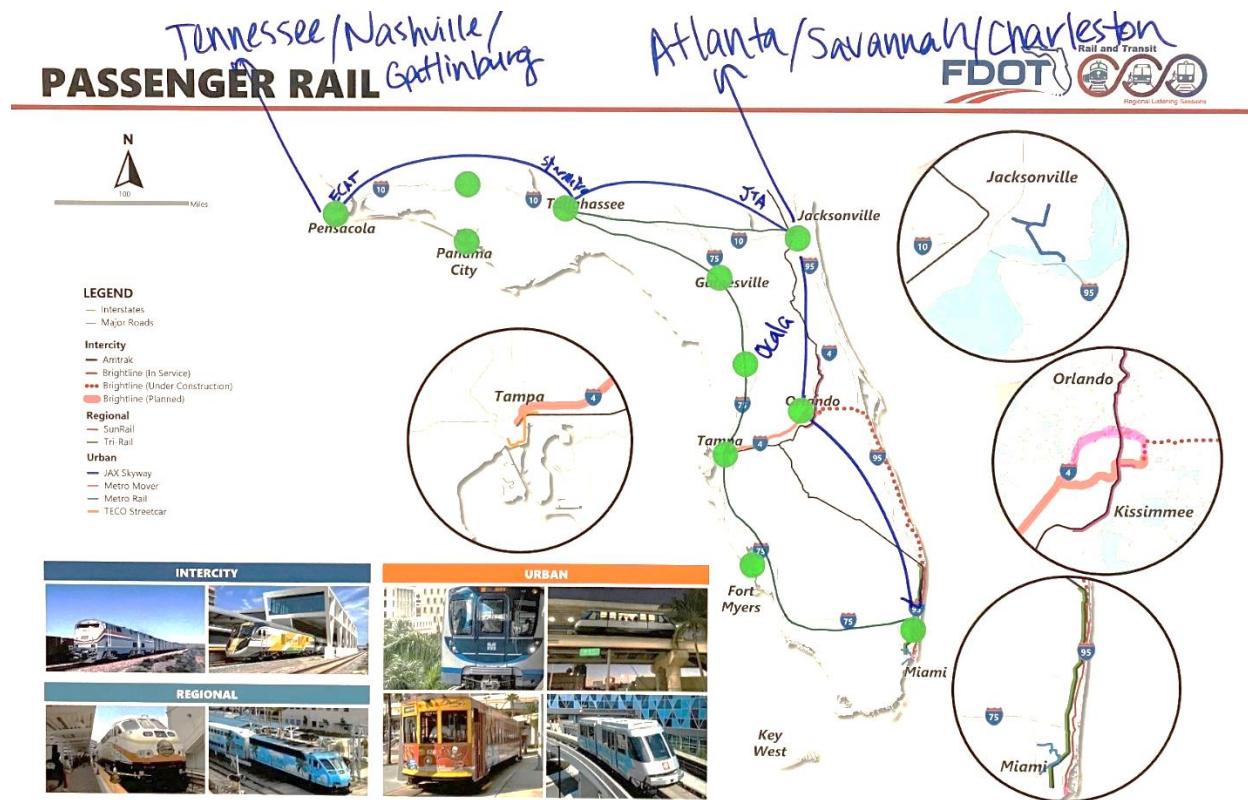
- Pensacola
- Marianna
- Crestview
- Areas of concern:
 - Okeechobee
- Absolutely bring back intercity!!!!
- Desire for west coast intercity – TLH-GNS-OCAL-Sarasota-MIA
- Connections up north through Georgia – inward toward Tennessee
- Regional scale – commuter opportunities – Bainbridge, Thomasville, etc.
- We need to accommodate people with unique needs – tourists, commuters, “other” – how do you build the vision for these individual groups?
- Partnership – key element of getting it done.

Figure H-9 | Marianna Passenger Rail Public Comment Board



Appendix H: Passenger & Freight Rail Outreach

Figure H-10 | Marianna Passenger Rail Public Comment Board, Full State



Freight Rail Responses

Jacksonville

Freight Rail Polling Responses:

Representation	Votes
State, regional, or local government	5
Transit or rail industry	4
Advocacy group	0
Private citizens	1
Other	4

Which of the following is your top freight rail priority?	Votes
Safety	8
Liability	0
Capacity	3
Funding	2

Sticky Notes for “How Can We Improve Freight Rail in this Region?”:

- Electrification overhead catenary
- San Marco crossing!
- Tech to tell us how long the train is
- Dedicated freight corridors
- Rail bypass of downtown Jacksonville
- Double tracking
- Increase speeds
- Grade separation
- State ownership (FGAR & FECR)
- More local freight, fewer trucks
- Improve Florida Gulf & Atlantic

Conversation & Other Notes Related to Freight Rail:

- Consensus was this is a private sector issue and states role is as a support partner not as lead agency
- There were a few dissenting opinions that FDOT should take a lead role in this effort, up to and including purchasing and operating freight railroads so that we control the corridors making it easier to facilitate and establish passenger rail services
- Alignments / facilities / new capacity must have a valid business case otherwise private companies will be unwilling to take on long term O&M costs
- A lot of discussion about the concept for the North Rail Corridor, which was developed by FDOT, Jaxport, and the North Florida Transportation Planning Organization around 2015

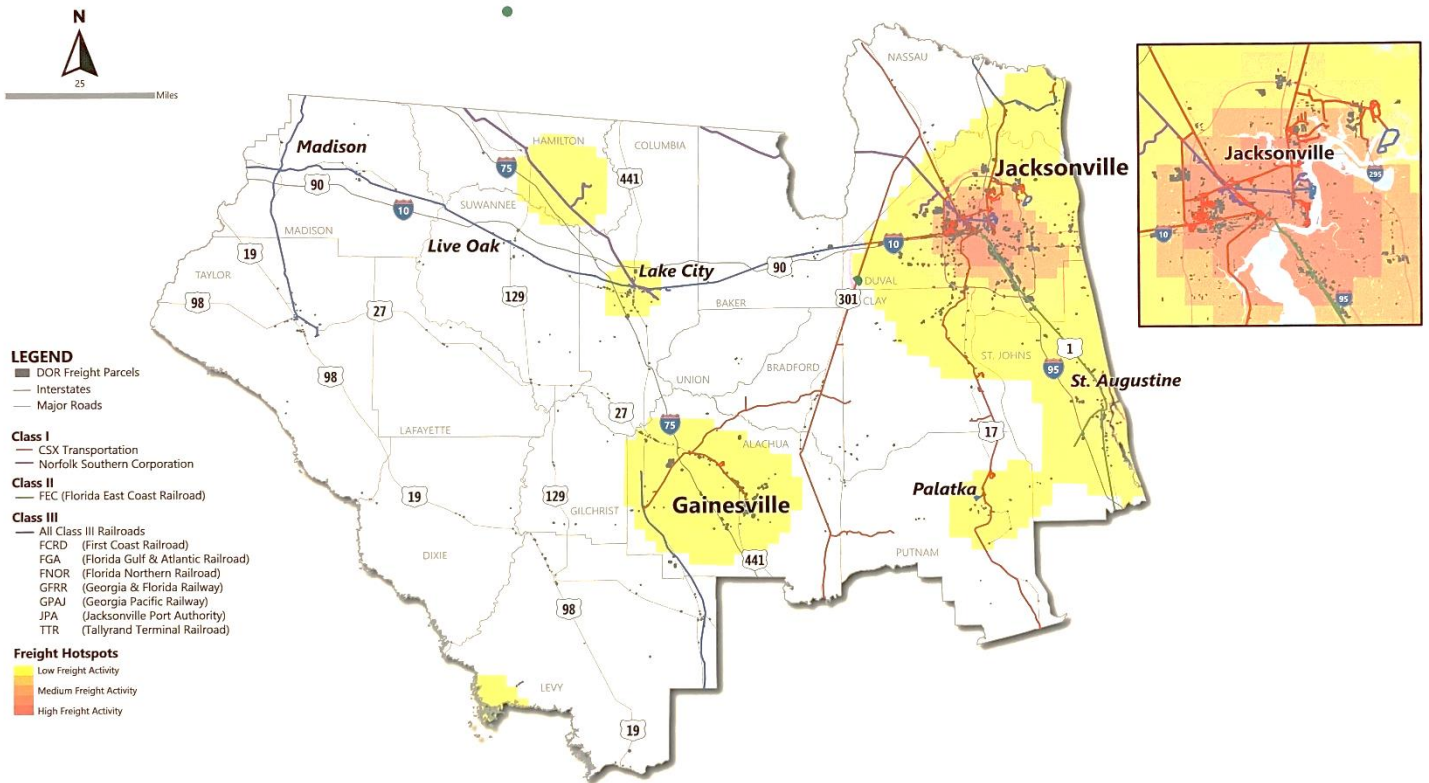
Appendix H: Passenger & Freight Rail Outreach

- This alignment would facilitate the rapid flow of containers from Jaxport marine terminals to intermodal rail yards on the west side of Jax
 - Existing routing of containers via rail includes 20 at-grade crossings and transit times in excess of 24 hours to intermodal yards
 - Proposed alignment reduces number of at-grade crossings to three (from 20), and reduces transit time to several hours
- FDOT performed feasibility and route alternatives analysis and took concept as far as possible; however, CSX didn't see a valid business case and was unwilling to move the concept into PD&E even if subsidized with state funding
- Eliminating 17 grade crossings would improve safety
- Question of what to do when a proposal like this makes a lot of sense from a public benefit standpoint, but doesn't have a valid business case?
- Possible rail line extension around Cecil. Will it take off due to the development in Cape Canaveral? The row around Cecil rail line is preserved
- Some discussion regarding need for inland ports. Request for more inland port funding opportunities. Also discussed was bringing inland ports to neighboring states
- Would serve as cargo aggregation point, reducing truck traffic in urbanized areas where seaports are typically located
- State of Georgia appears to have gone all in on this model, opening multiple inland ports to facilitate the flow of goods via rail to the Port of Savannah and Brunswick
 - Is Florida keeping pace with Georgia? Is our lack of action putting Florida ports at a disadvantage compared to Georgia ports?
- Does a business case exist for these facilities?
 - If not, is the state willing to operate and maintain (or contract out) as a method to improve freight flows / volumes, and benefit Florida ports?
- Some discussion that the states should enhance its role as a technical advisor & coalition builder, especially in the area of shortlines & federal grant opportunities
- Many shortlines operate with very limited staffing and lack expertise in building a broad base of support for federal grants and lack the technical expertise to even apply for federal grants
 - Suggestion for FDOT to develop shortline federal grant technical assistance program to aid shortlines in applying for federal funding
- Discussion regarding FDOT leading efforts to improve rail safety in the state
- Focus on eliminating crossings & building grade separations
- Increase funding available for rail safety initiatives
 - Discussed Section 130 program, however funding is limited to \$10-15M annually, with small projects costing in excess of \$500,000 resulting in needs vastly exceeding available funding

Appendix H: Passenger & Freight Rail Outreach

Figure H-11 | Jacksonville Freight Rail Public Comment Board

DISTRICT TWO - FREIGHT RAIL



Appendix H: Passenger & Freight Rail Outreach

Lakeland

Freight Rail Polling Responses:

Representation	Votes
State, regional, or local government	19
Transit or rail industry	1
Advocacy group	0
Private citizens	1
Other	2

Which of the following is your top freight rail priority?	Votes
Safety	16
Liability	1
Capacity	4
Funding	2

Sticky Notes for “How Can We Improve Freight Rail in this Region?”:

- Interactive map to show specific location concerns
- Better ADA awareness, resources, and stats on persons with disabilities
- Need to address rail/roadway conflicts in and around Winter Haven
- Perception: That CSX won't talk to anyone else
- Safety awareness campaign – I see people stopping on tracks all the time and it's so dangerous! Last week I saw one vehicle stopped on tracks as the arm started going down and train was coming! (SR 37 Mulberry)
- Concerned about steep humped crossings at Nichols Road and 3rd Street Mulberry
- Mulberry Mosaic Xing delays due to switching on SR 60
- Reopen Tuft Yard for intermodal service for Orange County
- Add the road from I-4 to SR 60 for freight trucks – get trucks off US 98 from I-4 to SR 60
- I-4 from US 98 down to Bartow → lots of trucks and tons of crashes when cars try to go around
- Get another Class I railroad into the Florida market and to the Tampa Bay area
- Use Suncoast Parkway ROW to reconnect CSX Brooksville hub to tracks at Red Level north of Crystal River

Conversation & Other Notes Related to Freight Rail:

- Conflicts between trains – truck traffic or trains conflicted
- Winter Haven ILC has a lot of congestion
- Safety awareness along US 98 corridor – crossings along the corridor
- Ways to incentivize other Class Is to come to Florida
- Digital maps or data tracking for ADA conflicts
- Public perception of what rail is and how they interact with the public

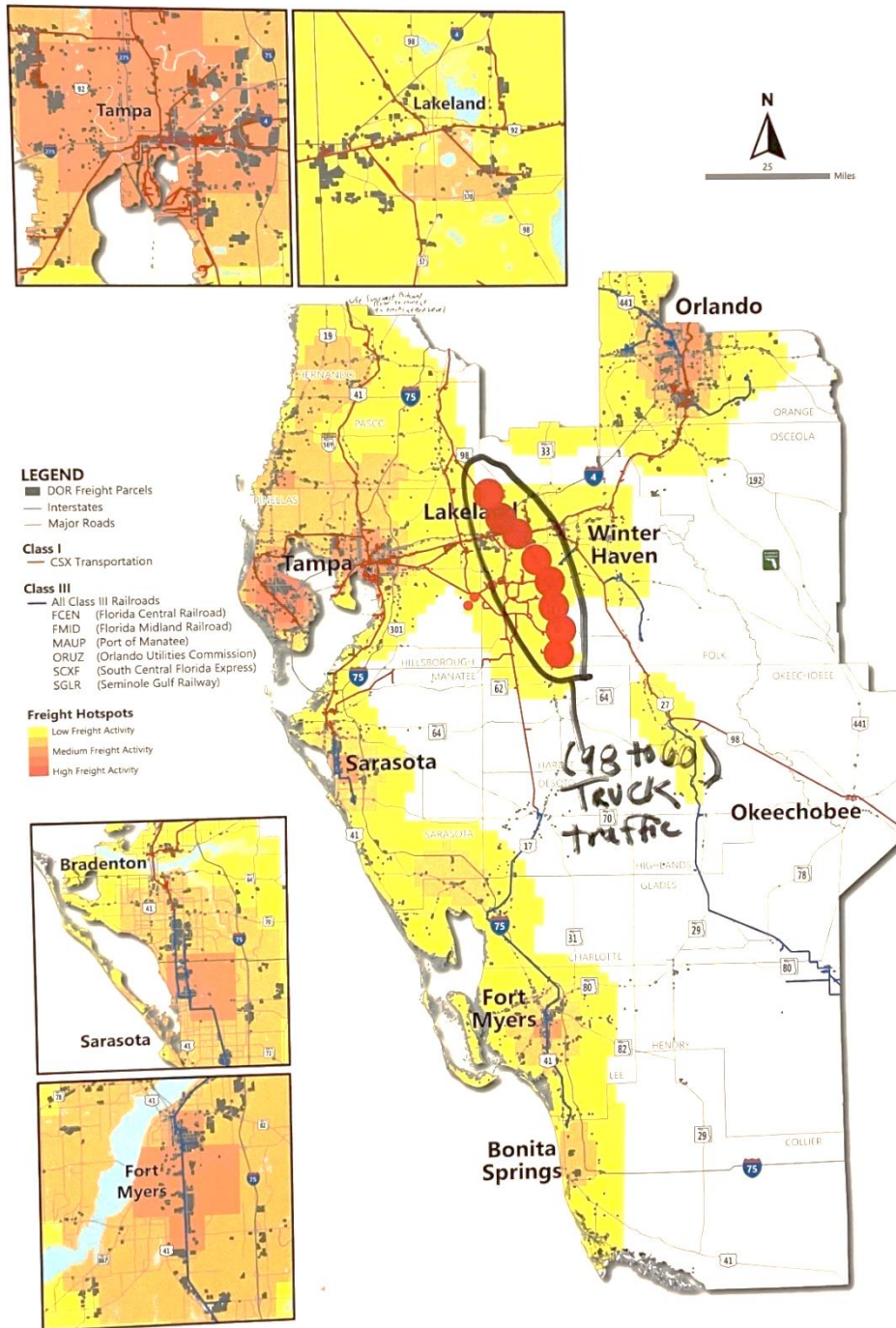
Board Notes:

- Safety concerns from US 98 – SR 60 due to heavy truck traffic

Appendix H: Passenger & Freight Rail Outreach

Figure H-12 | Lakeland Freight Rail Public Comment Board

SOUTHWEST FLORIDA - FREIGHT



Appendix H: Passenger & Freight Rail Outreach

Longwood

Freight Rail Polling Responses:

Representation	Votes
State, regional, or local government	15
Transit or rail industry	6
Advocacy group	0
Private citizens	0
Other	5

Which of the following is your top freight rail priority?	Votes
Safety	17
Liability	1
Capacity	1
Funding	8

Sticky Notes for “How Can We Improve Freight Rail in this Region?”:

- Rail used to be competitive with trucks @ 500 miles, now closer to 300 miles
- Workforce retention huge factor in being able to operate effectively – for rail, trucks, and buses
- Cold storage and refrigerated growing
- Expand rail relationships with Tampa and Manatee Ports
- Freight rail can possibly share tracks with Brightline passenger rail
- Sanford crossings without signals and noise complaints

Conversation & Other Notes Related to Freight Rail:

- The biggest thing is gas prices rising, so going from trucks to rail
- Is there a way to put passenger rail on freight tracks?
- Reducing carbon footprint of trucks
- Rail is struggling with retention just as truck driver labor, etc.
- We need to work with the RRs

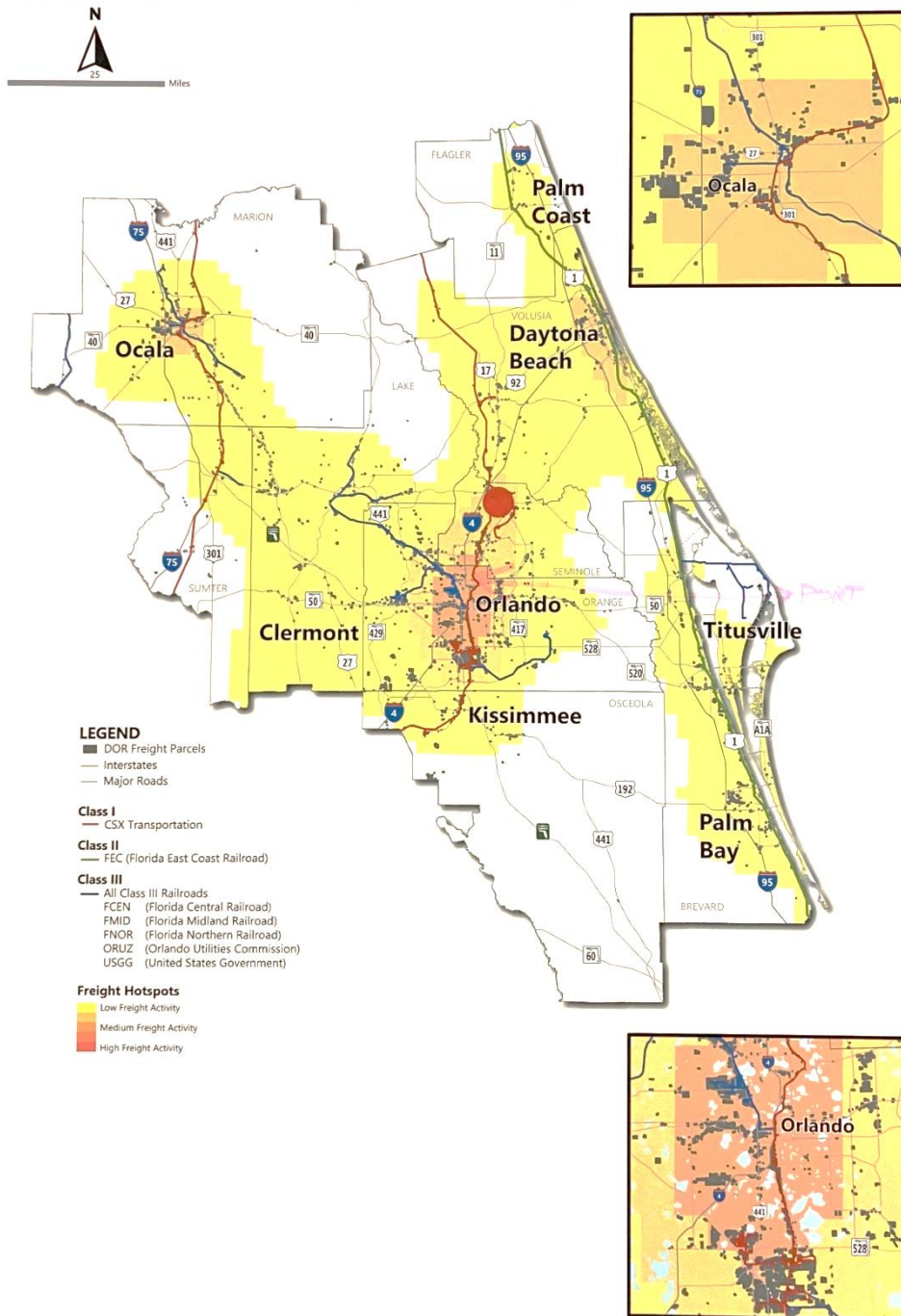
Board Notes:

- Why is there no rail from Port Canaveral to Orlando??
- Safety concerns north of Orlando, east of I-4

Appendix H: Passenger & Freight Rail Outreach

Figure H-13 | Longwood Freight Rail Public Comment Board

DISTRICT FIVE - FREIGHT SYSTEMS



Appendix H: Passenger & Freight Rail Outreach

Ft. Myers

Freight Rail Polling Responses:

Representation	Votes
State, regional, or local government	19
Transit or rail industry	2
Advocacy group	0
Private citizens	2
Other	1

Which of the following is your top freight rail priority?	Votes
Safety	12
Liability	2
Capacity	7
Funding	1

Sticky Notes for “How Can We Improve Freight Rail in this Region?”:

- Intermodal facility in Glades
- Not enough freight going into this area, need more freight coming into area
- Anything to pull trucks off I-75
- Port Manatee handles a lot – maybe need a connection to central Florida
- SR 64 crossing causes congestion – grade separation?
- We should talk about freight more
- ILC in Glades County north of Lee County
- Intermodal satellite facility in Ft. Myers
- Fencing for replacement of Shell Creek rail bridge
- Rail car carriers from north to SW Florida
- Putting down bigger rail to increase capacity
- Need rail line in Collier County
- Not enough quad gates
- Rail lines don't look safe
- Ballasts look in poor shape
- Freight lines in poor shape in area

Conversation & Other Notes Related to Freight Rail:

- Current ILCs proposed for Glades & Hendry
- Rail lines/infrastructure concerns: signals and tracks
- How often are freight studies performed in this area?
- SR 64 crossing with congestion: grade separation
- Increased connection from Port Manatee, especially in Central Florida
- Plans for industrial development in North Port
- Customer logistics
- Provide for shorter haul trucking by increasing rail connections
- Talked about safety and congestion, how freight interacts with the roadway. New rail lines needed

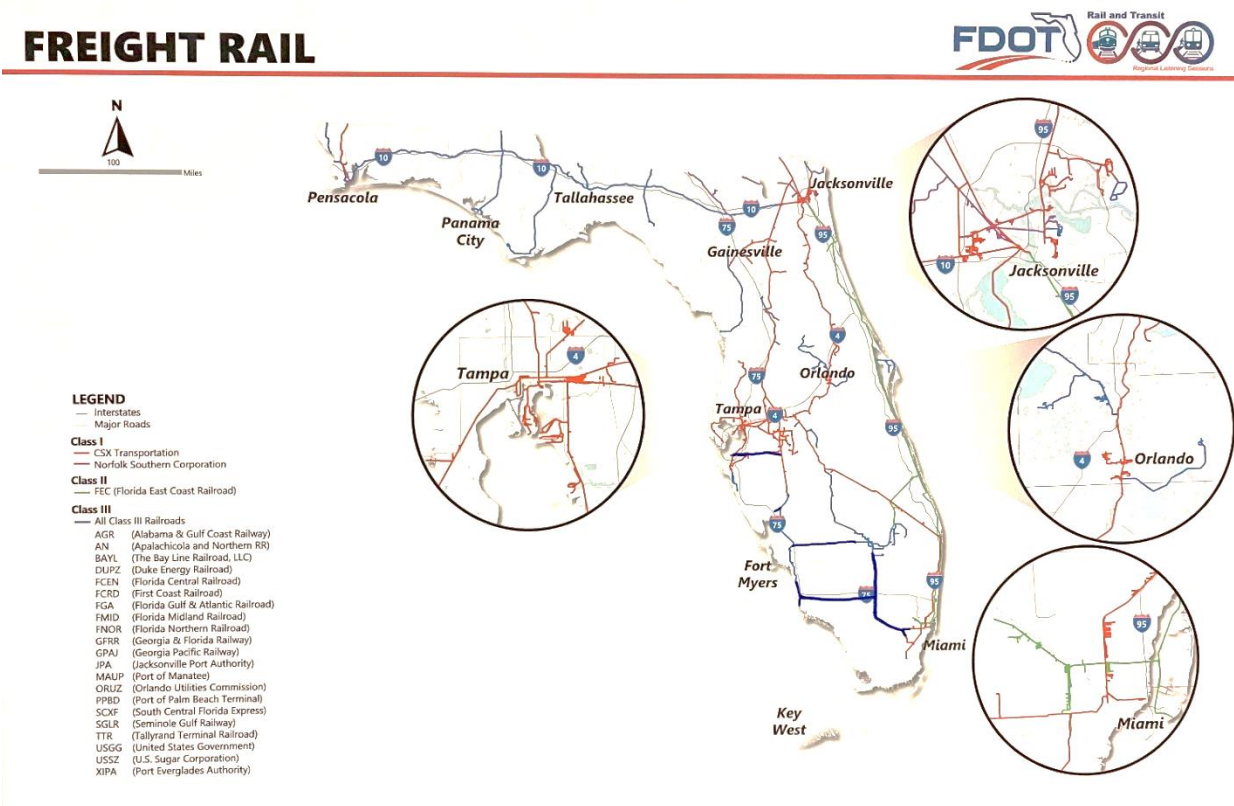
Appendix H: Passenger & Freight Rail Outreach

- Increase intermodal centers to increase capacity and customer logistics to say “we can handle more”
- Make freight rail more competitive vs trucking, ease the stress on the roadways, etc.
- FDOT removed the SIS designation for part of the Seminole Gulf Railroad in the south towards Collier County. The way things have been developing, it could have really helped us, to acquire right of way, etc. that section is not part of the SIS anymore
- Truck parking! We don't have spaces. It plays into the freight rail because stuff can't even get to the rail line

Board Notes:

- Rail line from Port Manatee to I-75
- Connections from Ft. Myers and I-95 to Miami
- Plans for industrial development in North Port
- Need for industrial satellite facility east of Ft. Myers

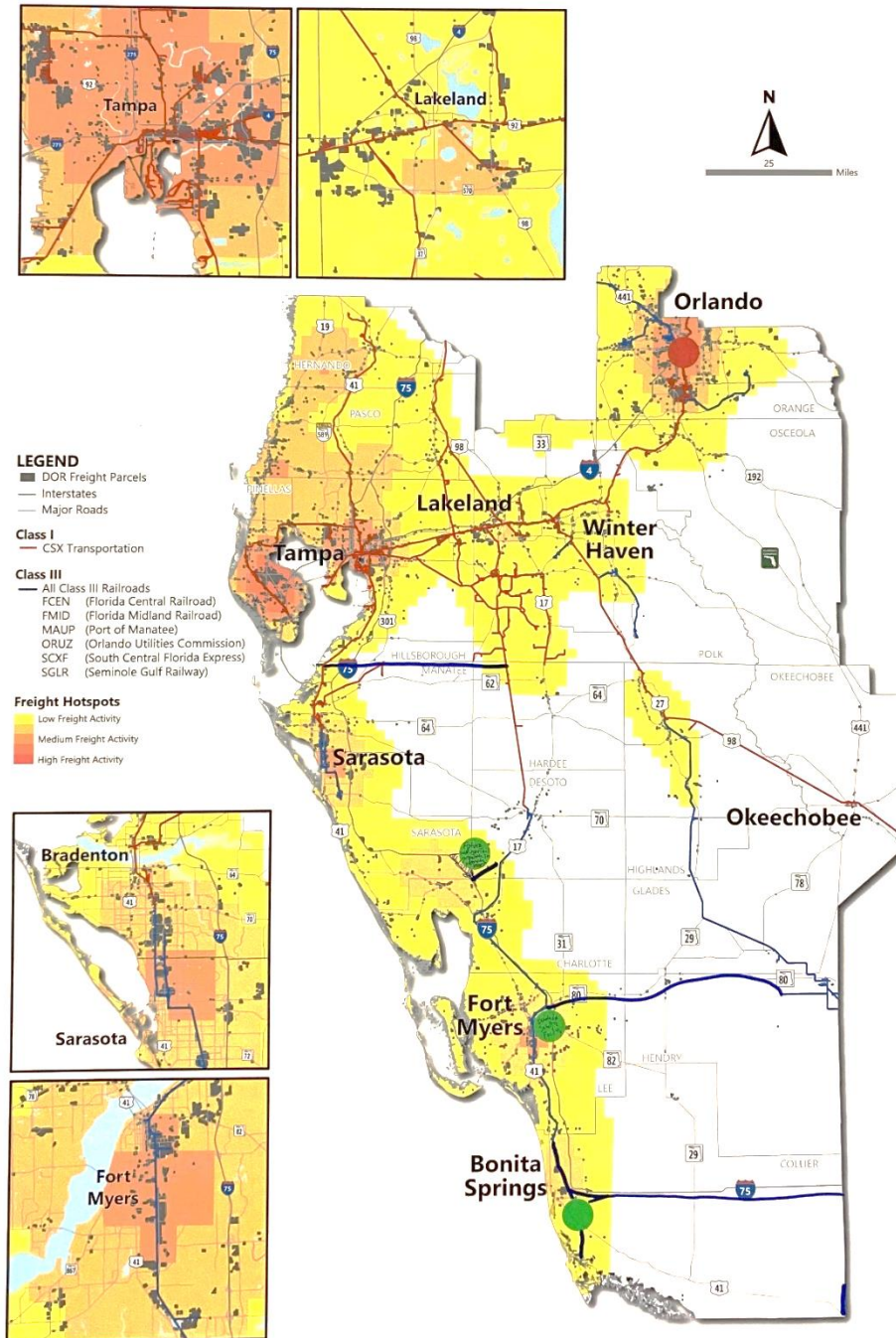
Figure H-14 | Ft. Myers Freight Rail Public Comment Board, Full State



Appendix H: Passenger & Freight Rail Outreach

Figure H-15 | Ft. Myers Freight Rail Public Comment Board

SOUTHWEST FLORIDA - FREIGHT



Appendix H: Passenger & Freight Rail Outreach

Aventura

Freight Rail Polling Responses:

Representation	Votes
State, regional, or local government	38
Transit or rail industry	4
Advocacy group	1
Private citizens	1
Other	4

Which of the following is your top freight rail priority?	Votes
Safety	26
Liability	2
Capacity	8
Funding	11

Sticky Notes for “How Can We Improve Freight Rail in this Region?”:

- Double parallel existing tracks
- Jacksonville should look to add rail capacity to better serve their port expansion
- Any plans to connect the south Florida east/west coasts and provide an alternative route in the event out of service or provide more track maintenance time?
- Package crucial work program information to provide to rail companies
- Grade separation is a must

Conversation & Other Notes Related to Freight Rail:

- What oversight does FDOT have on the O/M on the railroads in Florida?
 - Rickey – we have our state inspectors that work shoulder to shoulder with the FRA.
- Representatives from logistics
- People are looking for double parallel tracks, looking for other ways to connect south Florida to other areas, add rail capacity, etc.
- Intermodal center in Okeechobee
- Grade separations
- General accessibility and expansion

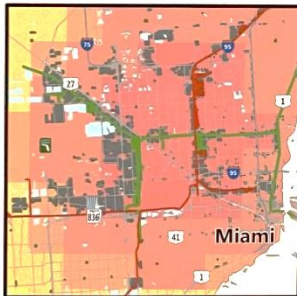
Board Notes:

- Rail to road and road to rail needed
- Intermodal freight at Okeechobee, Florida
- Freight hubs needed in West Palm Beach and Miami

Appendix H: Passenger & Freight Rail Outreach

Figure H-16 | Aventura Freight Rail Public Comment Board

SOUTH FLORIDA - FREIGHT



LEGEND

- DOR Freight Parcels
- Interstates
- Major Roads

Class I

- CSX Transportation

Class II

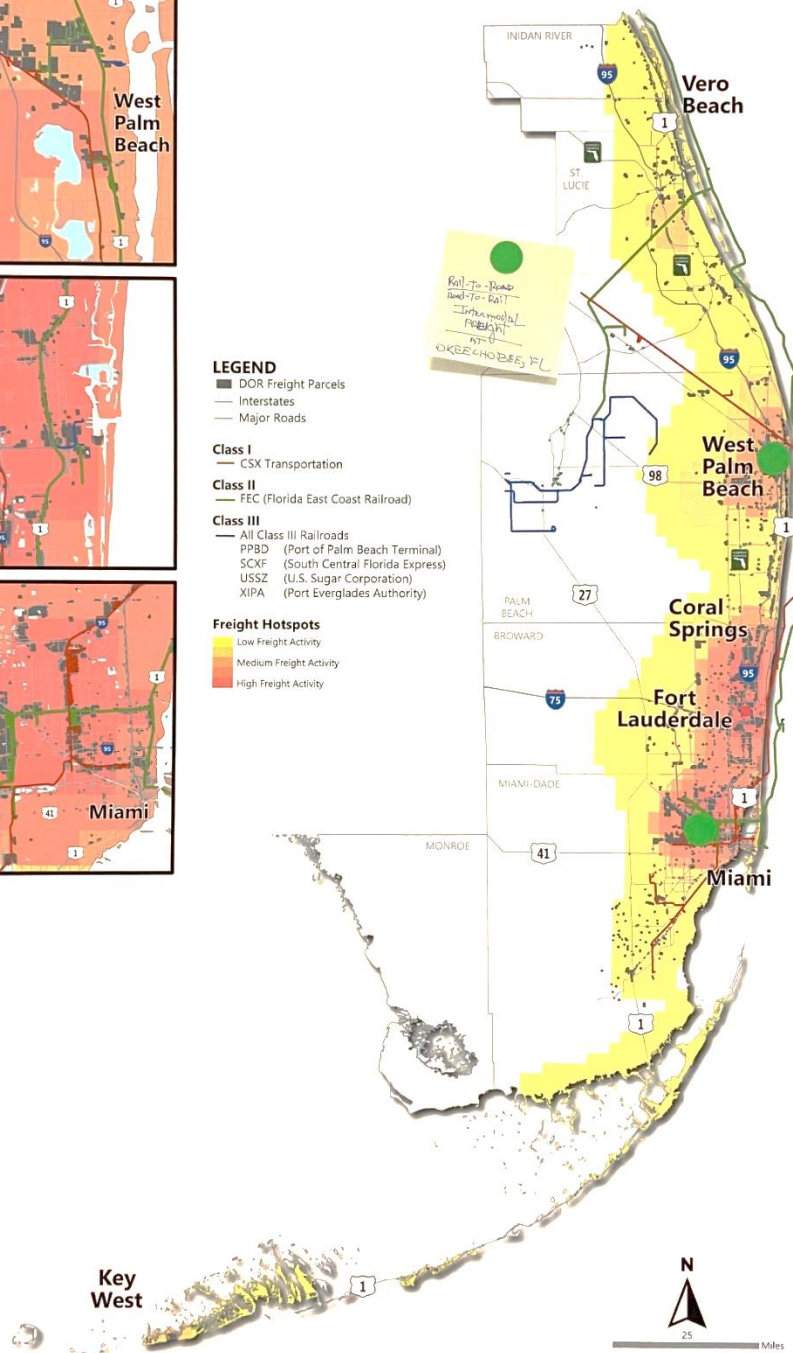
- FEC (Florida East Coast Railroad)

Class III

- All Class III Railroads
 - PPBD (Port of Palm Beach Terminal)
 - SCXF (South Central Florida Express)
 - USSZ (U.S. Sugar Corporation)
 - XIPA (Port Everglades Authority)

Freight Hotspots

- Low Freight Activity
- Medium Freight Activity
- High Freight Activity



Appendix H: Passenger & Freight Rail Outreach

Marianna

Freight Polling Responses:

Representation	Votes
State, regional, or local government	10
Transit or rail industry	1
Advocacy group	4
Private citizens	1
Other	4

Which of the following is your top freight rail priority?	Votes
Safety	6
Liability	1
Capacity	12
Funding	5

Sticky Notes for “How Can We Improve Freight Rail in this Region?”:

- How to combine expansion of Port Panama City in conjunction with Bayline
- Need additional spurs in Leon County
- Promote more utilization of Bayline from FGA to Port PC
- Improvements on FGA could attract new distribution centers
- ROW, grade-separated crossing improvements, and maintenance/retention of existing corridors
- Partnerships with state, local, and RRs
- Long term intermodal to region (E-W-N-S)

Conversation & Other Notes Related to Freight Rail:

- The fact that the gulf coast rail line went from a Class I (CSX) to a Class III (FGA) means that we are missing out on opportunities.
- FGA improvements would bring in potential for distribution centers and increase capacities, spurs, and yards – FDOT is actively helping FGA pursue grants to improve their facilities. We want to see them be successful.
- Spurs – access for different freight generators to have direct access to rail. Some spurs are less active than others.
- Relationship between Bayline and Port of Panama City – been a great relationship with the port and Bayline to discuss increased capacity for the port.
- Maintenance and retention of existing corridors – maintenance is on the railroad company, but we want them to be properly up and running.
- Partnership between locals and RRs.

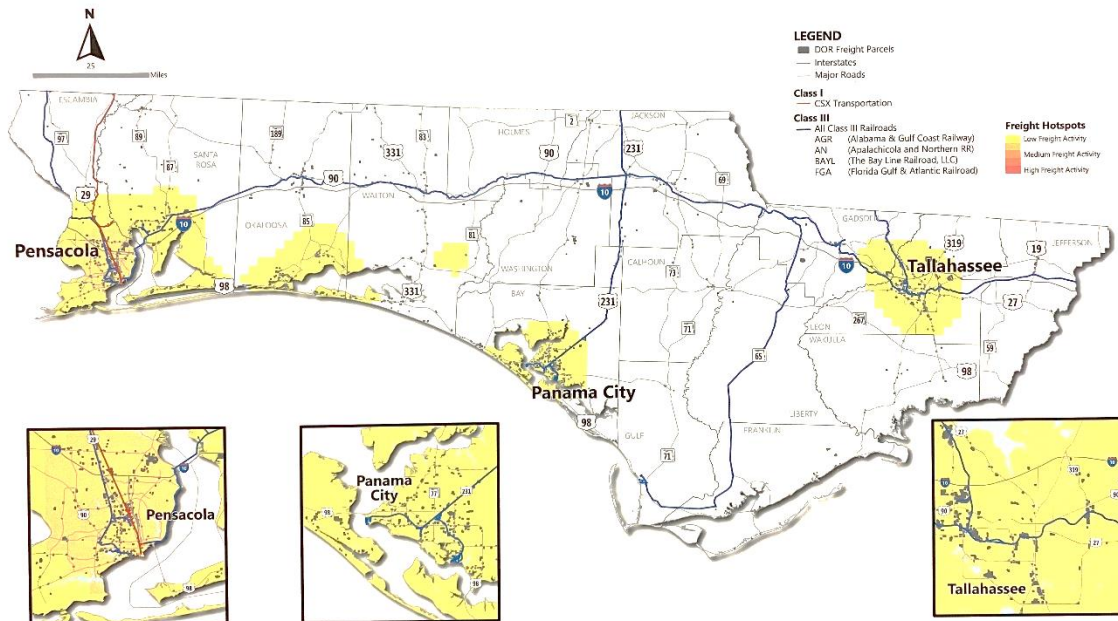
Board Notes:

- Freight hub needed in Cottondale

Appendix H: Passenger & Freight Rail Outreach

Figure H-17 | Marianna Freight Rail Public Comment Board

DISTRICT THREE - FREIGHT RAIL



Appendix H: Passenger & Freight Rail Outreach

Figure H-18 | Marianna Freight Rail Public Comment Board, Full State

FREIGHT RAIL



LEGEND

— Interstates
— Major Roads

Class I

— CSX Transportation
— Norfolk Southern Corporation

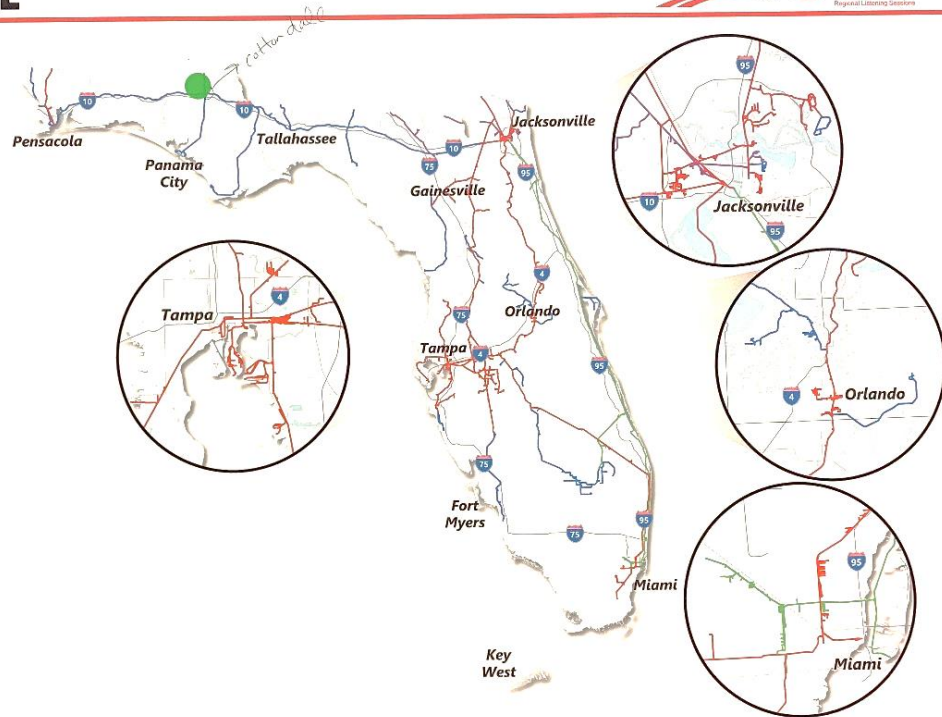
Class II

— FEC (Florida East Coast Railroad)

Class III

— All Class III Railroads

AGR (Alabama & Gulf Coast Railway)
AN (Apalachicola and Northern RR)
BAYL (The Bay Line Railroad, LLC)
DUPZ (Duke Energy Railroad)
FCEN (Florida Central Railroad)
FCRD (First Coast Railroad)
FGA (Florida Gulf & Atlantic Railroad)
FMID (Florida Midland Railroad)
FNOR (Florida Northern Railroad)
GFRK (Georgia & Florida Railway)
GPJA (Georgia Pacific Railway)
JPA (Jacksonville Port Authority)
MALUP (Port of Manatee)
ORLUZ (Orlando Utilities Commission)
PPBD (Port of Palm Beach Terminal)
SCFX (South Central Florida Express)
SGLR (Seminole Gulf Railway)
TTR (Tallyrand Terminal Railroad)
USGG (United States Government)
USSZ (U.S. Sugar Corporation)
XIPA (Port Everglades Authority)





Rickey Fitzgerald

Manager, Freight & Rail Office
Florida Department of Transportation
rickey.fitzgerald@dot.state.fl.us