

# FLORIDA RAIL SYSTEM PLAN

DECEMBER 2022



# CONTENTS

THE ROLE OF RAIL IN STATEWIDE TRANSPORTATION	3
FLORIDA'S EXISTING RAIL SYSTEM	15
PROPOSED PASSENGER RAIL IMPROVEMENTS AND INVESTMENTS	31
PROPOSED FREIGHT RAIL IMPROVEMENTS AND INVESTMENTS	40
FLORIDA'S RAIL SERVICE AND INVESTMENT PROGRAM	44
COORDINATION AND OUTREACH	50

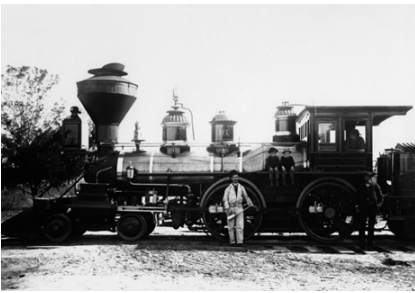




# **THE ROLE OF RAIL IN STATEWIDE TRANSPORTATION**



# HISTORY OF RAIL IN FLORIDA



*Florida Railway & Navigation Co. steam engine*



*Visitors arriving in Florida*



*Bullet train proposal for Florida*



*Brightline train arriving at station*

**1836**

The first steam-powered railroad line in the state began operation

**1880**

With state support and the Internal Improvement Act of 1855, Florida's railroad network grew to more than 500 miles of track

**1890 - 1920**

Florida's developing industrial centers, luxury destinations, agricultural sectors, and growing communities were connected by train

**1988 - 1989**

FDOT purchased the South Florida Rail Corridor from CSX Transportation; Tri-Rail began commuter rail operations in southeast Florida

**2014**

SunRail began commuter service in the Orlando area

**2018**

All Aboard Florida's Brightline began service between Miami, Fort Lauderdale, and West Palm Beach

**1845**

Florida became a state; Railroad developers began piecemeal projects to link east and west Florida

**1880 - 1890**

Rail mileage in Florida increased four-fold; Henry Plant linked central and west Florida to the rest of the country, and Henry Flagler built a railroad from Jacksonville south along Florida's east coast, eventually reaching Key West

**MID 1900S**

Construction of the National System of Interstate and Defense Highways after World War II made the automobile the preferred choice for personal travel and increased the trucking industry's share of freight transportation

**2009**

Florida Rail Enterprise was established under the authority of FDOT

**2016**

The widened Panama Canal expanded shipments of containerized freight through Florida seaports and onto trains to reach interior U.S. markets



*Overseas extension bridge to Key West*



*Diesel-electric locomotives replaced steam in the '40s*



*Double-stacked containers of cargo move by rail between Florida and markets across North America*



*Cargo ship crossing Panama Canal*

# VISION & STATUTORY AUTHORITY



## RAIL VISION



*Florida's rail vision is to provide safe, equitable, and reliable mobility solutions for people and freight. An integrated and resilient rail system will enhance transportation options and modal connections, promote sustainable communities, and strengthen Florida's economy.*

## STATUTORY AUTHORITY



### SECTION 341.302, FLORIDA STATUTES








*The Department, in conjunction with other governmental entities, including the rail enterprise and the private sector, shall develop and implement a rail program of statewide application designed to ensure the proper maintenance, safety, revitalization, and expansion of the rail system to assure its continued and increased availability to respond to statewide mobility needs.*



### PASSENGER RAIL INVESTMENT AND IMPROVEMENT ACT OF 2008

*Places funding responsibility with states for subsidizing Amtrak passenger trains on routes of 750 miles or less; Authorizes Federal appropriations for Amtrak long-distance trains (routes of more than 750 miles); Mandates establishment of passenger train performance standards.*



Florida Transportation Plan Goals		State Rail Plan Objectives
	<b><i>Safety and Security for Residents, Visitors, and Businesses</i></b>	<ul style="list-style-type: none"> <li>• Reduce incidents, accidents, and fatalities</li> <li>• Improve rail system security</li> <li>• Enhance the rail system to better respond to emergencies</li> <li>• Support Florida's Highway-Rail Grade Crossing State Action Plan initiatives to improve safety at grade crossings</li> </ul>
	<b><i>Agile, Resilient, and Quality Transportation Infrastructure</i></b>	<ul style="list-style-type: none"> <li>• Preserve and maintain rail assets in a state of good repair</li> <li>• Modernize the rail system when public benefit can be demonstrated</li> <li>• Increase the resilience of infrastructure</li> </ul>
	<b><i>Connected, Efficient, and Reliable Mobility for People and Freight</i></b>	<ul style="list-style-type: none"> <li>• Improve rail system connectivity</li> <li>• Increase the reliability and efficiency of people and freight trips</li> <li>• Eliminate rail bottlenecks where possible</li> <li>• Meet customer expectations for infrastructure quality and service</li> </ul>
	<b><i>Transportation Choices that Improve Accessibility and Equity</i></b>	<ul style="list-style-type: none"> <li>• Achieve broad public support for investments in the rail system</li> <li>• Maximize the use of state and federal funding programs</li> <li>• Identify new and alternative revenue sources and financial tools</li> <li>• Increase alternatives to single occupancy vehicles</li> <li>• Increase access to jobs, education, health, and other services for all residents</li> </ul>
	<b><i>Transportation Solutions that Strengthen Florida's Economy</i></b>	<ul style="list-style-type: none"> <li>• Invest in rail capacity improvements to enhance the interstate and intrastate movement of passengers and freight when public benefit can be demonstrated</li> <li>• Invest in rail improvement projects that support job creation and economic development</li> </ul>
	<b><i>Transportation Systems that Enhance Florida's Communities</i></b>	<ul style="list-style-type: none"> <li>• Support responsible land use strategies</li> <li>• Support job creation and economic development</li> </ul>
	<b><i>Transportation Solutions that Enhance Florida's Environment</i></b>	<ul style="list-style-type: none"> <li>• Support responsible environmental stewardship</li> <li>• Reduce transportation's impact on water, critical lands, and habitats</li> <li>• Decrease transportation-related air quality pollutants and greenhouse gas emissions</li> </ul>

# RAIL'S ROLE IN THE STATE

Florida's rail systems move people and freight while reducing roadway congestion, providing safer travel options, improving air quality, and promoting economic development.

## FREIGHT

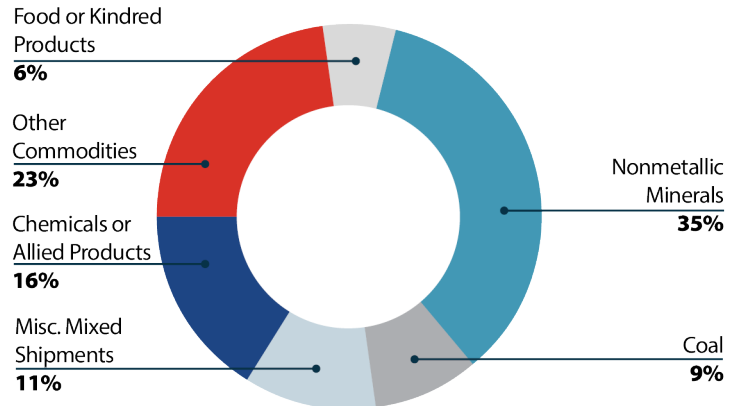
In 2018, Florida's freight railroads carried

# 80.1

**MILLION TONS OF FREIGHT**

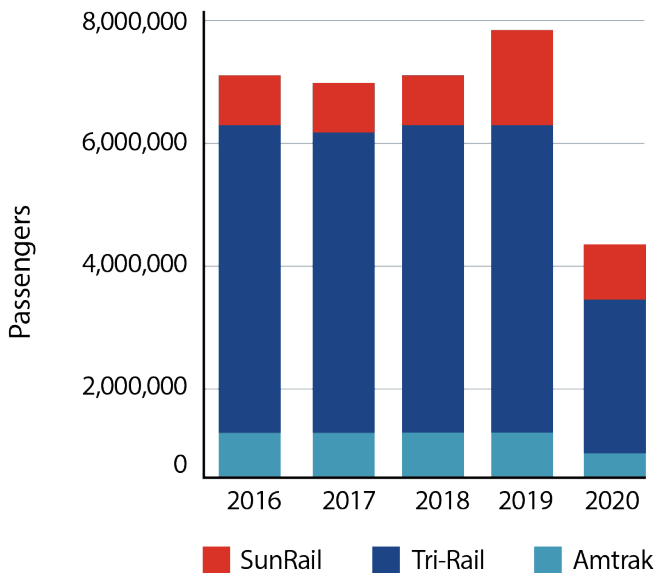
that originated in or terminated in the state of Florida.

## FLORIDA RAIL COMMODITIES BY TONNAGE IN 2018



Source: IHS Markit, 2018

## FLORIDA PASSENGER RAIL RIDERSHIP



Source: FDOT Sourcebook, 2021

## PASSENGER

In 2019, Florida had over

# 7.8

**MILLION RAIL PASSENGERS**

(not including Brightline or rail transit systems)

Florida's passenger rail system plays an increasingly important role in addressing the mobility needs of a growing state.

## RAIL RELATED IMPACTS STATEWIDE

### EMPLOYMENT



**1.1** **MILLION**  
**JOB-YEARS**  
**IN 2018**

### INCOME

**\$56.8** **BILLION**  
**EARNED**  
**IN 2018**

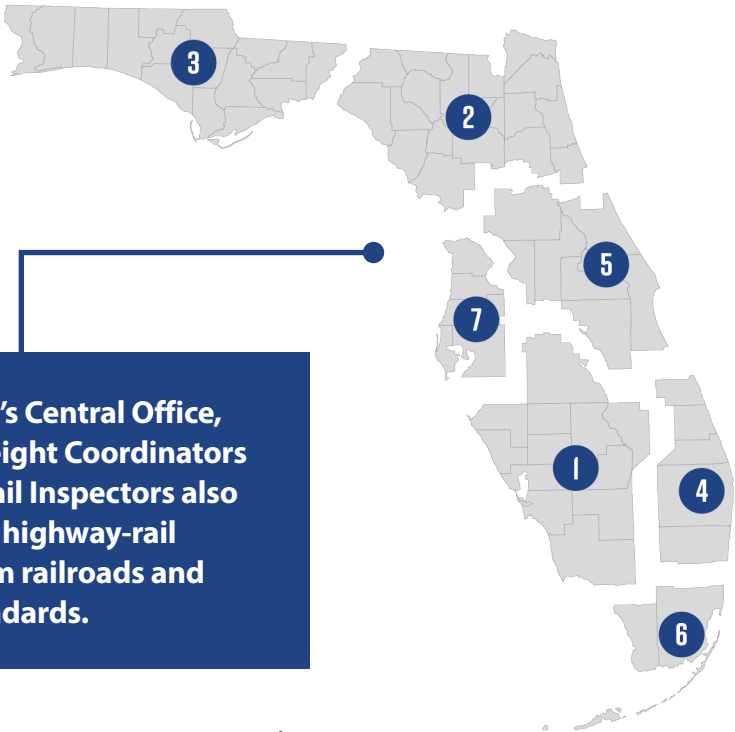
### ECONOMIC VALUE-ADDED/ GROSS STATE PRODUCT

**\$83.8** **BILLION**  
**IMPACT**  
**IN 2018**



# FDOT RAIL FUNCTIONS

Rail functions within FDOT are conducted primarily by the Office of Modal Development, which includes the Aviation Office, the Spaceport Office, the Freight & Rail Office (FRO), the Seaport Office, and the Public Transit Office.



**In addition to federal functions carried out by FDOT’s Central Office, local rail functions are carried out by the District Freight Coordinators and District Rail Coordinators. A team of six State Rail Inspectors also work to inspect track, locomotives, equipment, and highway-rail grade crossing warning devices, as well as to confirm railroads and shippers are operating within federal and state standards.**

FRO’s rail functions include the following plans, programs, inventories, and initiatives.

Rail System Plan	Rail Capacity Program	Operation STRIDE
Highway-Rail Grade Crossing State Action Plan	Rail Safety Inspection Program	Florida Rail Enterprise Program
Opening-Closure Program	Operation Lifesaver	Rail Highway Crossing Inventory

[CLICK TO VIEW FRO WEBSITE](#)





# STATE FUNDING FOR RAIL

There are two primary sources of state funding for passenger rail in Florida: Florida Rail Enterprise, administered by the FRO, and New Starts Transit Program, administered by the Public Transit Office. State funding for freight rail comes primarily from Strategic Intermodal System (SIS) program investments, managed by FDOT's Systems Implementation Office.

## FLORIDA RAIL ENTERPRISE FUNDING LEVEL, FY12-FY22

2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
\$267M	\$110M	\$128.5M	\$169.4M	\$362.9M	\$130.5M	\$222.8M	\$163.4M	\$175.8M	\$247.7M	\$259.9M	<b>\$2,237.9M</b>

Source: FDOT Work Program, 2022

## NEW STARTS TRANSIT PROGRAM FUNDING LEVEL, FY12-FY22

2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
\$34M	\$10.3M	\$20.6M	\$6.4M	\$70.2M	\$5M	\$5.7M	\$0.1M	\$119.8M	\$12.3M	\$20.9M	<b>\$305.3M</b>

Source: FDOT Work Program, 2022

## STRATEGIC INTERMODAL SYSTEM PROGRAM RAIL FUNDING LEVEL, FY12-FY22

2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
\$29.4M	\$8.5M	\$24.7M	\$41.6M	\$3.2M	\$12.4M	\$38.1M	\$38.5M	\$20.7M	\$38.5M	\$16.3M	<b>\$271.9M</b>

Source: FDOT Work Program, 2022



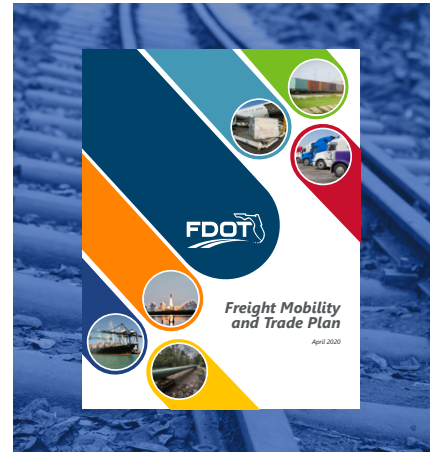
## ADDITIONAL EXAMPLE FUNDING PROGRAMS FOR WHICH RAIL IMPROVEMENTS ARE ELIGIBLE:

- FDOT Rail Bridge Program
- State Infrastructure Bank
- Transportation Regional Incentive Program
- Economic Development Transportation Fund
- Intermodal Development Program
- Railway-Highway Crossings (Section 130) Program
- Rail-Highway Grade Crossing Construction and Maintenance Coordination Program
- Rural Economic Development Initiative
- Rural Infrastructure Fund
- Florida Job Growth Grant Fund

# RAIL PLANNING

## FREIGHT MOBILITY AND TRADE PLAN

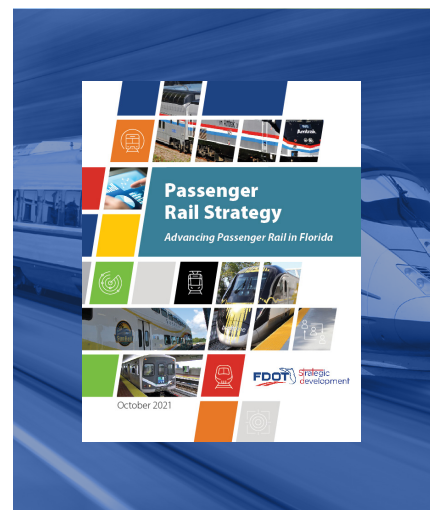
In April 2020, FDOT released an updated Freight Mobility and Trade Plan (FMTP) that inventories the freight transportation facilities critical to the state's economic growth, identifies specific freight-oriented objectives designed to assist the state in meeting the overarching transportation goals outlined in the Florida Transportation Plan, and guides multimodal freight investments in the state.



[CLICK TO VIEW](#)

## FLORIDA PASSENGER RAIL STRATEGY

In October 2021, FDOT developed a Passenger Rail Strategy document that identifies specific policies and recommendations for improving statewide mobility through the enhancement of intercity passenger, commuter, and urban rail transit services.

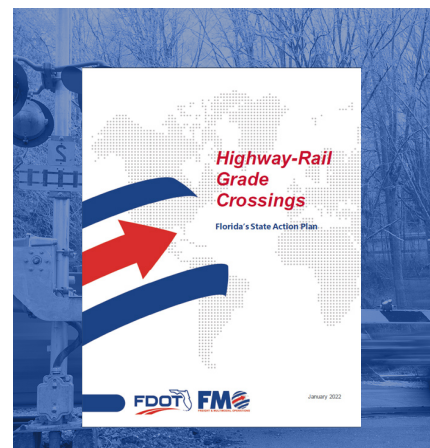


## HIGHWAY-RAIL GRADE CROSSING STATE ACTION PLAN

Florida's Highway-Rail Grade Crossing State Action Plan, submitted to the Federal Railroad Administration (FRA) in January 2022, highlights data and analyses to detail where grade crossing risks are the highest.

The priority safety challenges in the state are:

- driver and pedestrian behavior
- humped crossings
- traffic queuing on tracks
- blocked crossings



[CLICK TO VIEW](#)

# TRENDS AND FORECASTS

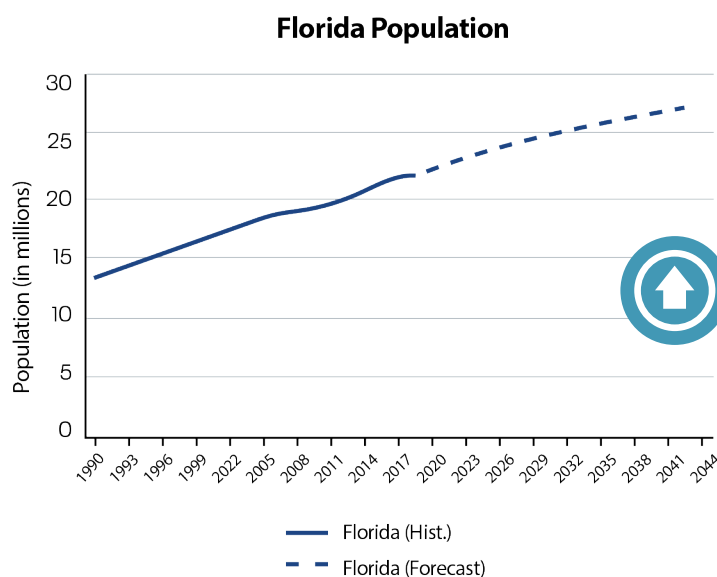
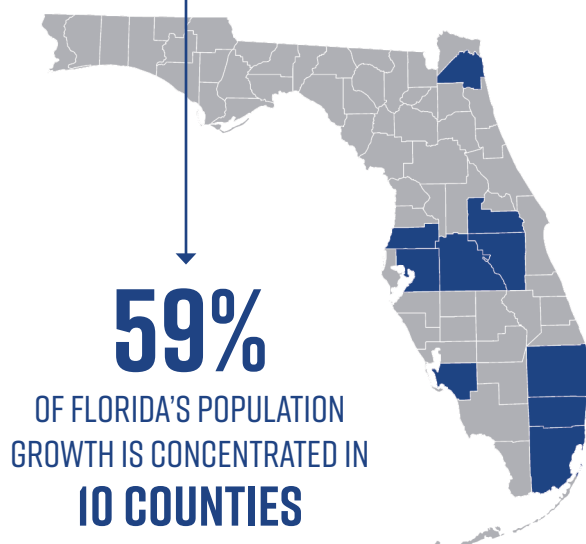
## POPULATION

Population is a key factor that drives traffic movements including those on the state's passenger and freight rail system.

### FLORIDA'S POPULATION GROWTH

**+783** NET NEW PEOPLE  
EVERY DAY  
BETWEEN 2021 AND 2030

 **24** MILLION  
RESIDENTS  
BY 2030



Sources: Census, 2022; BEBR, 2022



*As population surges in key areas of the state, congestion and delays along the highway system will worsen unless our infrastructure changes to adapt.*



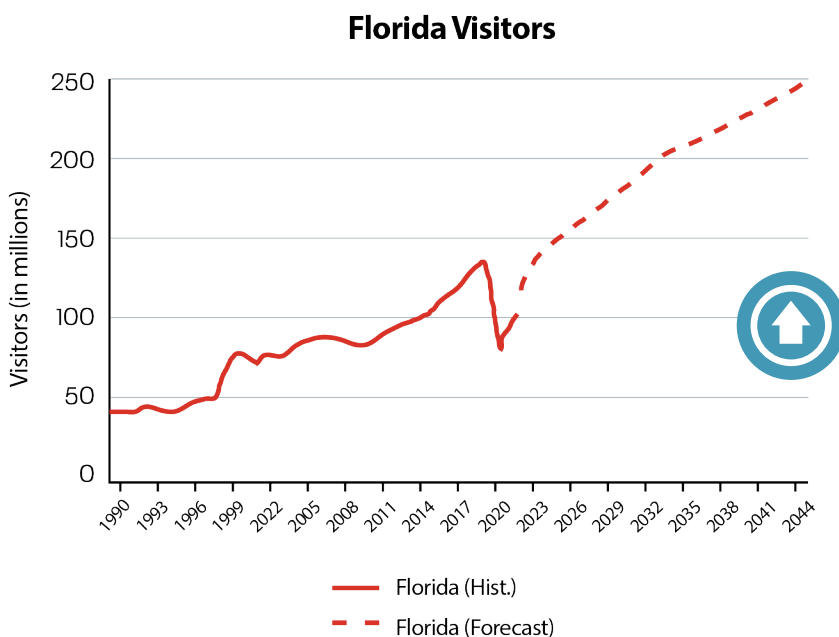
*FDOT is committed to planning for this growth and the mobility options our residents and visitors will demand both now and in the future.*



## VISITORS



Vacationers and other visitors to Florida are an important travel market that the state's rail system has served for more than a century. Florida's economy has thrived on visitors. Visitor growth had been steadily increasing in the state before the pandemic and is forecast to recover and continue going up.

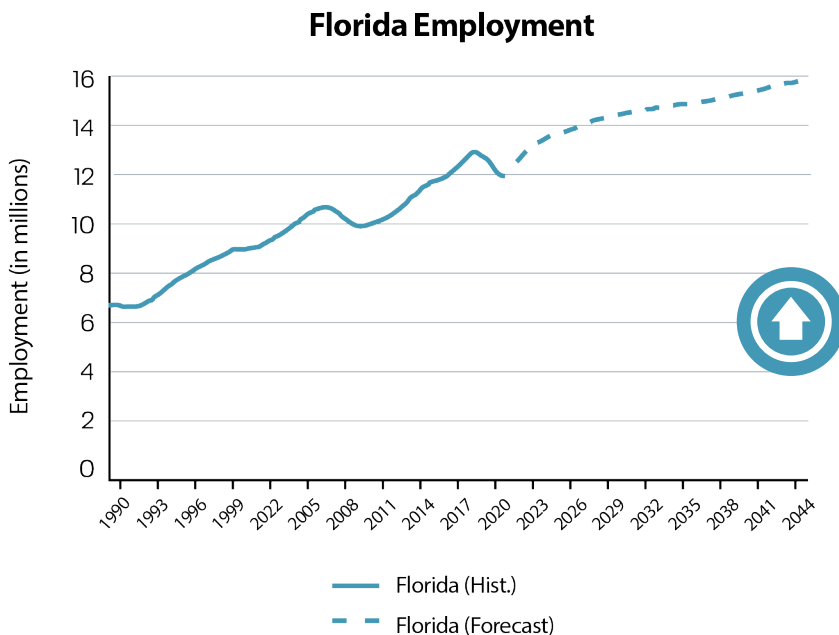


Sources: Visit Florida, 2022; BEBR, 2017; EDR, 2022

## EMPLOYMENT



Employment is a key driver behind production and commuting flows, influencing the state's passenger and freight rail system. Florida's employment has grown robustly, at almost double the national pace over the past 30 years.

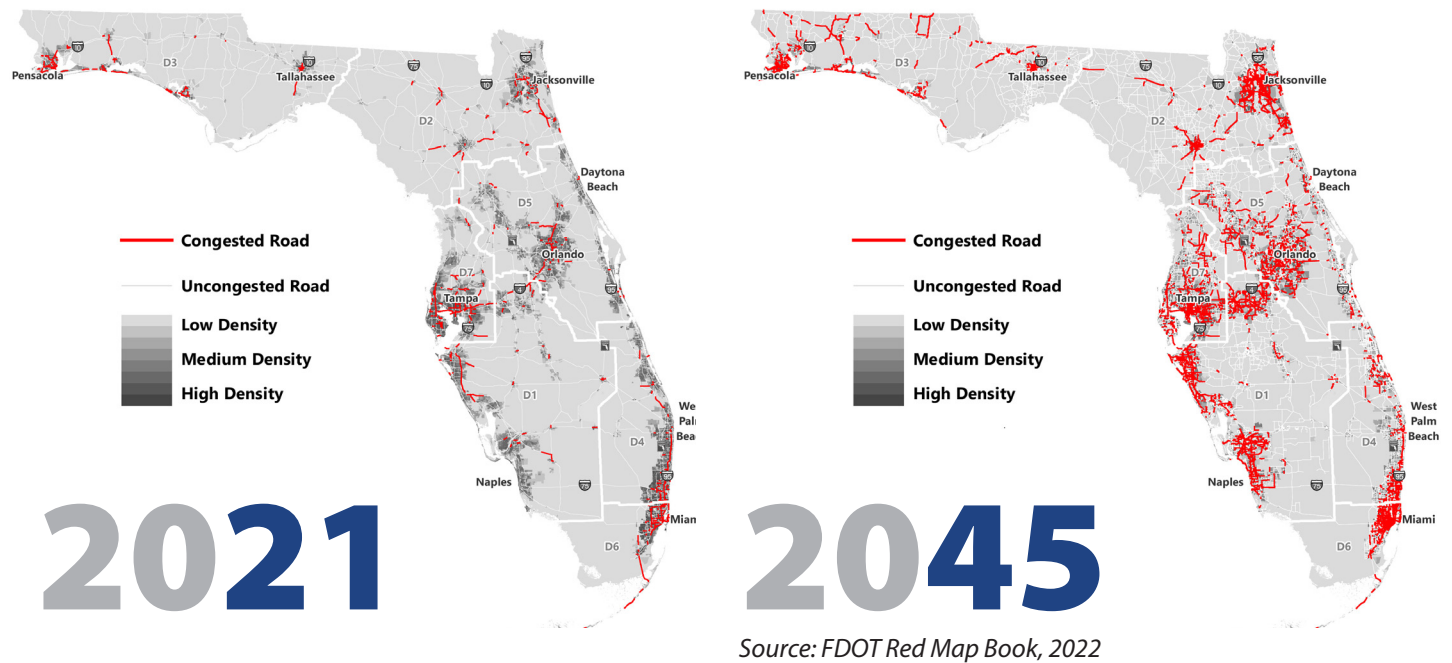


Source: BEA, 2021; EDR, 2021

## ROAD CONGESTION

As the third most populous state in the country with a \$1 trillion economy, Florida has experienced tremendous growth in people and goods over the last few decades.

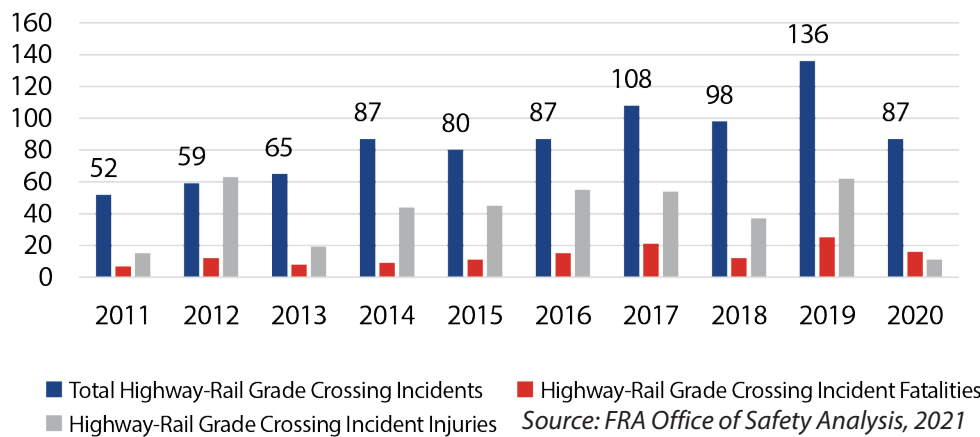
These maps show how road congestion is expected to grow through 2045 if current trends continue.



## SAFETY AROUND RAILROAD TRACKS

The number of incidents occurring at highway-rail grade crossings and trespassing incidents that occur elsewhere along the tracks have both been trending upward in Florida over the past decade.

**Total Highway-Rail Grade Crossing Incidents in Florida**



**859** Highway-Rail  
Grade Crossing Incidents  
2011 - 2020

**458** Trespassing Casualties  
(Injuries + Fatalities)  
2011 - 2020



# OPPORTUNITIES



## IIJA FUNDING

The Infrastructure Investment and Jobs Act (IIJA) includes new investments totalling \$66 billion for passenger and freight rail over the next 5 years.

[ ADVANCED APPROPRIATIONS ]

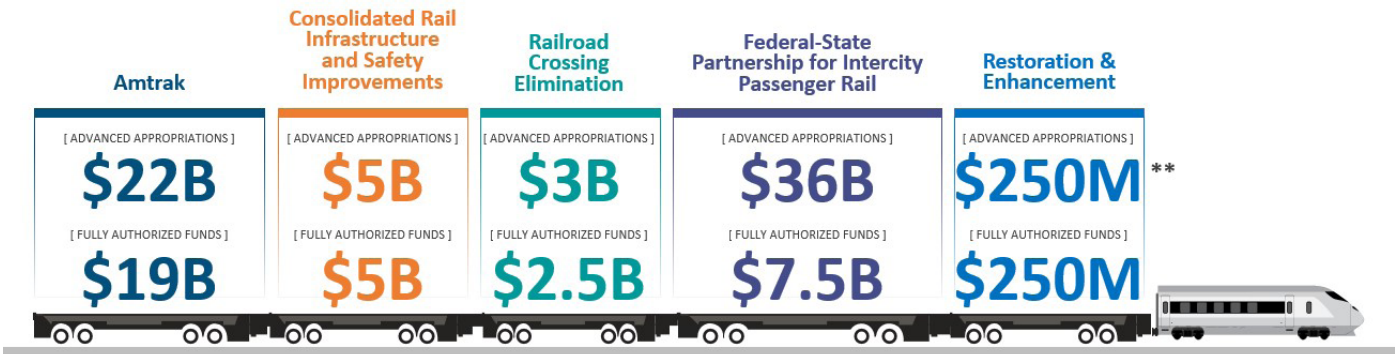
From FY22-FY26

**\$66B** in total funding

[ FULLY AUTHORIZED FUNDS ]

From FY22-FY26

**\$36B** \* in total funding



\* \$34.5 billion for grant programs; additional \$1.5 billion is authorized for FRA operations and R&D – not included in this graphic.  
\*\* Grants for Restoration & Enhancement (advanced appropriations portion) are funded through “takedowns” from Amtrak NN account; not included in totals to avoid double-counting.

Source: FRA, 2022

## FRA CORRIDOR ID PROGRAM

In addition to the grant opportunities above, the IIJA also requires the FRA to establish a Corridor Identification and Development Program that will identify new intercity passenger rail corridors, develop the necessary service planning elements, and create a project pipeline for associated capital projects.



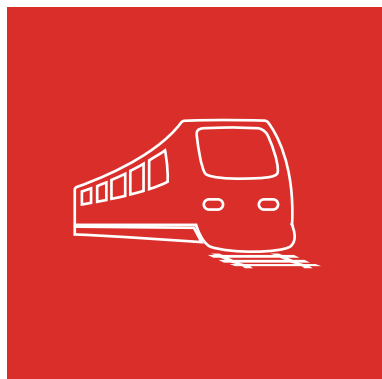
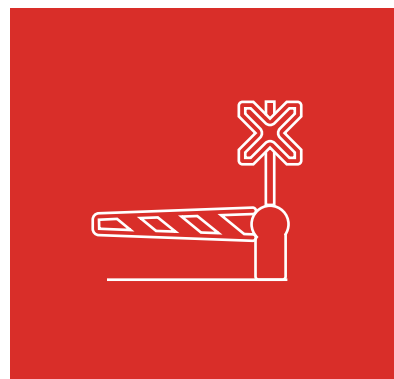


# FLORIDA'S EXISTING RAIL SYSTEM





**FLORIDA'S**  
**3,858-**  
**MILE**  
**RAIL NETWORK IS A VITAL**  
**ASSET SUPPORTING THE**  
**STATE'S ECONOMY**  
**AND MOBILITY**

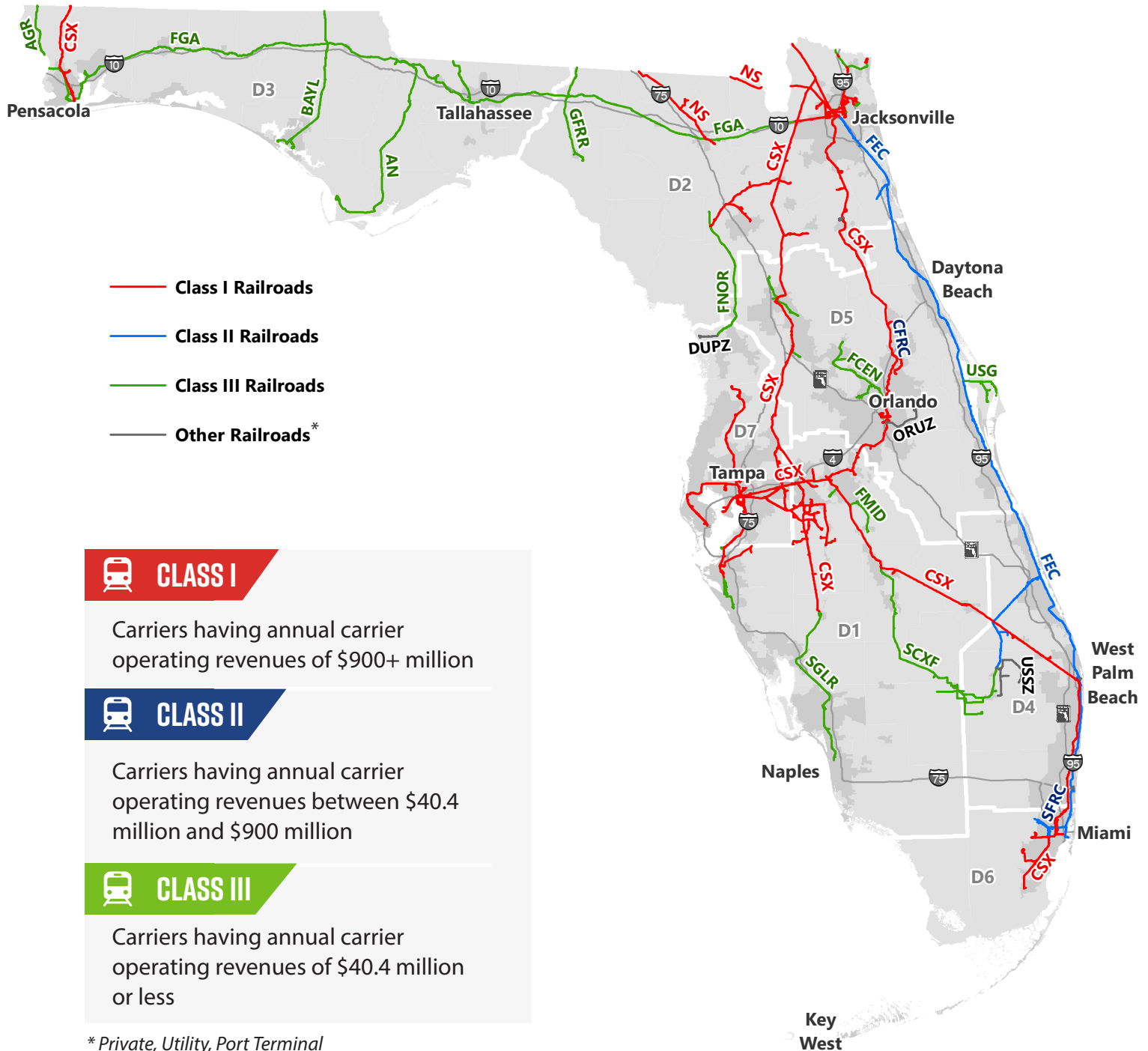


Railroad	Miles Owned*	Percent
CSX Transportation	1627.545	42.19%
Norfolk Southern	126.272	3.27%
Florida DOT	135.781	3.52%
Florida East Coast Railway	562.198	14.57%
Class III Rail Lines	1405.751	36.44%
<b>Totals</b>	<b>3857.547</b>	<b>100%</b>

*\*Includes mainline, siding, spur, connector, yard, and storage miles. Route miles shown elsewhere refer to aggregate length, excluding yard tracks, sidings, and parallel lines.*

# FREIGHT RAIL

Freight rail is a vital asset to the growing state of Florida, providing a critical link to business markets across the state, nation, and ultimately the world. The freight railroads that operate on Florida's rail network are categorized by the Surface Transportation Board under three classifications based on annual operating revenue.







**CLASS I**



## CSX TRANSPORTATION

CSX is the largest railroad in Florida, providing statewide service, and has its corporate headquarters in Jacksonville. Major commodities transported by rail to and from Florida on CSX include containerized consumer goods, phosphates, coal, stone, food and agricultural products, and light trucks.

## NORFOLK SOUTHERN RAILWAY

Norfolk Southern has the least mileage of the major railroads in Florida, providing service only in the northeastern corner of the state. Major commodities moved by Norfolk Southern in Florida include containerized goods, automobiles and automotive parts, agricultural products, and metals and construction materials.







## CLASS II



## FLORIDA EAST COAST (FEC) RAILWAY

FEC is the only Class II railroad in the state. FEC is an intrastate railroad with 351 miles of mainline track running along the east coast of the state between Jacksonville and Miami. FEC is the exclusive rail provider for PortMiami, Port Everglades, and the Port of Palm Beach. FEC moves a variety of commodities including pulp, paper and allied products, chemicals, petroleum products, stone, clay and glass, primary metal products, machinery, automobiles, waste and scrap materials, and hazardous materials.







## CLASS III

Florida's Class III railroads, also known as short line or local railroads, are shown below. Many of the short line railroads were developed to serve the paper mill industry in Florida and still carry lumber, wood products, pulp, and paper products.

Railroad	SCAC*	Parent Company	Miles Owned
Alabama & Gulf Coast Railway	AGR	Genesee & Wyoming	53.568
Apalachicola Northern Railway	AN	Genesee & Wyoming	114.82
The Bay Line Railroad	BAYL	Genesee & Wyoming	96.371
City of Pensacola (Port of Pensacola)	CPP	City of Pensacola (Port of Pensacola)	1.6365
Duke Energy	DUPZ	Duke Energy	10.325
Florida Central Railroad	FCEN	Regional Rail, LLC	80.731
First Coast Railroad	FCRD	Genesee & Wyoming	21.465
Florida Gulf & Atlantic Railroad	FGA	RailUSA, LLC	407.058
Florida Midland Railroad	FMID	Regional Rail, LLC	33.701
Florida Northern Railroad	FNOR	Regional Rail, LLC	96.641
Georgia and Florida Railway	GFRR	Georgia & Florida Railway, LLC	46.358
Georgia Pacific Railway	GPAJ	Georgia Pacific Corporation	8.358
Jacksonville Port Authority	JPA	Jacksonville Port Terminal Railroad, Inc.	6.7
Port of Manatee	MAUP	Regional Rail, LLC	2.266
Orlando Utilities Commission	ORUZ	Orlando Utilities Commission	25.273
Port of Palm Beach Terminal	PPBD	Port of Palm Beach Terminal	1.663
South Central Florida Express	SCXF	US Sugar Corporation	168.057
Seminole Gulf Railway	SGLR	Seminole Gulf, LP	107.506
Talleyrand Terminal Railroad	TRTX	Genesee & Wyoming	4.911
United States Government	USGG	United States Government	34.646
US Sugar Railroad	USSZ	US Sugar Corporation	60.095
Florida Power & Light Company	XFPW	Florida Power & Light Company	21.406
Port Everglades Authority	XIPA	Port Everglades Authority	2.195

\* Standard Carrier Alpha Code



# PASSENGER RAIL SYSTEMS IN FLORIDA

## INTERCITY

Intercity passenger rail services connect cities and regions on routes that have long distances (typically 100 miles or more) and intermediate station stops in major population, employment, and tourist centers. Intercity trains may use dedicated tracks or tracks that are owned by other rail agencies or freight railroads.

## COMMUTER

Commuter rail services operate within a large metropolitan region, serving work commuters and local travelers on routes that connect suburban locations and city centers. Commuter trains typically use tracks that are part of the existing national rail network. Commuter trains in Florida use tracks owned by FDOT.

## RAIL TRANSIT

Urban rail transit systems operate within a city or urbanized area and are designed to move large volumes of people. Urban rail transit takes several forms in Florida, including heavy rail (metro), light rail (streetcar), and people mover (driverless) systems. Urban rail transit systems operate on dedicated tracks.





## INTERCITY

*Intercity passenger trains primarily use tracks maintained by freight or commuter railroads to carry travelers both within Florida and north along the eastern seaboard.*

Amtrak operates primarily over CSX trackage but also operates over state-owned trackage between DeLand, Orlando and Poinciana, and between Mangonia Park and Miami. Brightline, the nation's only for-profit passenger rail service, operates a corridor between Miami and West Palm Beach that serves Miami-Dade, Broward, and Palm Beach Counties. Brightline trains use FEC tracks north of Miami and will soon use a dedicated passenger line between Cocoa and Orlando.





- Operates 3 daily long-distance trains linking Florida and the Northeast U.S.
- Started in 1971
- Serves 18 stations and runs on 423 miles of track in Florida
- Two-thirds of Florida residents live within 25 miles of an Amtrak station
- Auto Train is the only one of its kind in the U.S., carrying passengers and their vehicles between Florida and Virginia
- 970,000 passengers carried in 2019
- Sunset Limited service between Orlando and Los Angeles was suspended in 2005 after Hurricane Katrina damaged rail infrastructure along the Gulf Coast

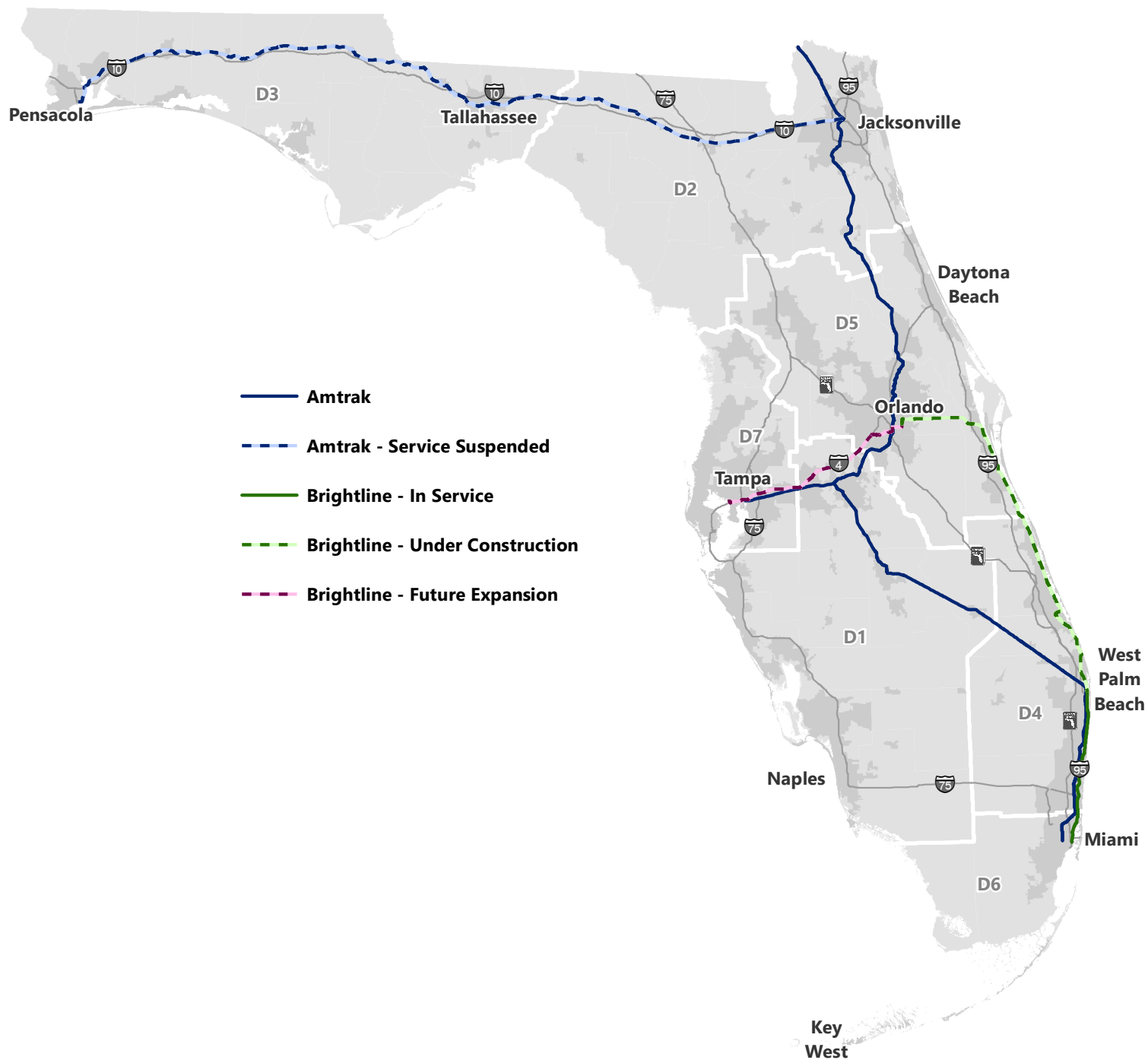


## *brightline*

- Operates the only for-profit passenger rail service in the U.S.
- Started in 2018
- Serves 3 stations along a 71-mile corridor linking Miami, Fort Lauderdale, and West Palm Beach
- 17 weekday, 10 Saturday, and 9 Sunday round trips
- Future extensions to Orlando under construction and to Tampa in design phase
- New stations planned at PortMiami, Aventura, and Boca Raton
- 1 million passengers carried in 2019



# INTERCITY







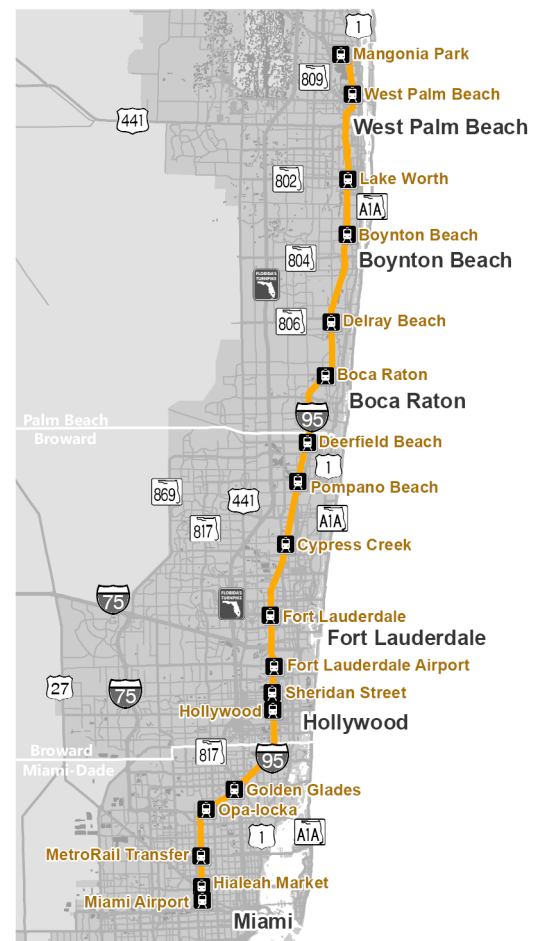
## COMMUTER

*In Orlando and Miami, FDOT owns rail corridors where significant investments have been made to add and improve regional commuter rail service on lines also used by intercity passenger and freight trains.*

Tri-Rail, managed by the South Florida Regional Transportation Authority (SFRTA), links Miami, Fort Lauderdale, and West Palm Beach. SunRail runs from DeBary to Poinciana via Orlando. An extension to Orlando International Airport is being studied.



A photograph of a green and white locomotive, numbered 803, stopped at a train station platform. The locomotive has orange and blue decorative stripes and is equipped with various lights and safety railings. A yellow tactile paving strip is visible on the platform edge.

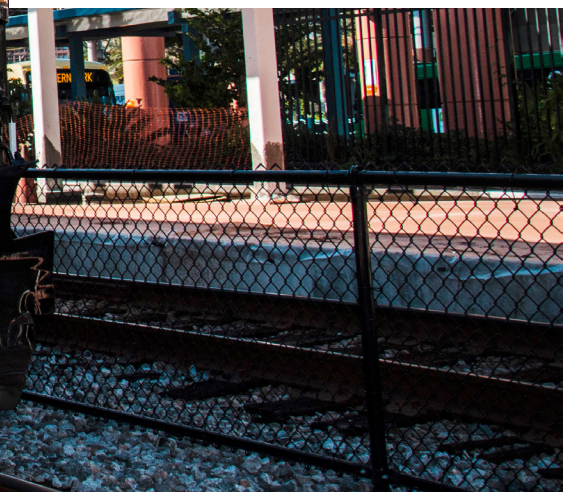
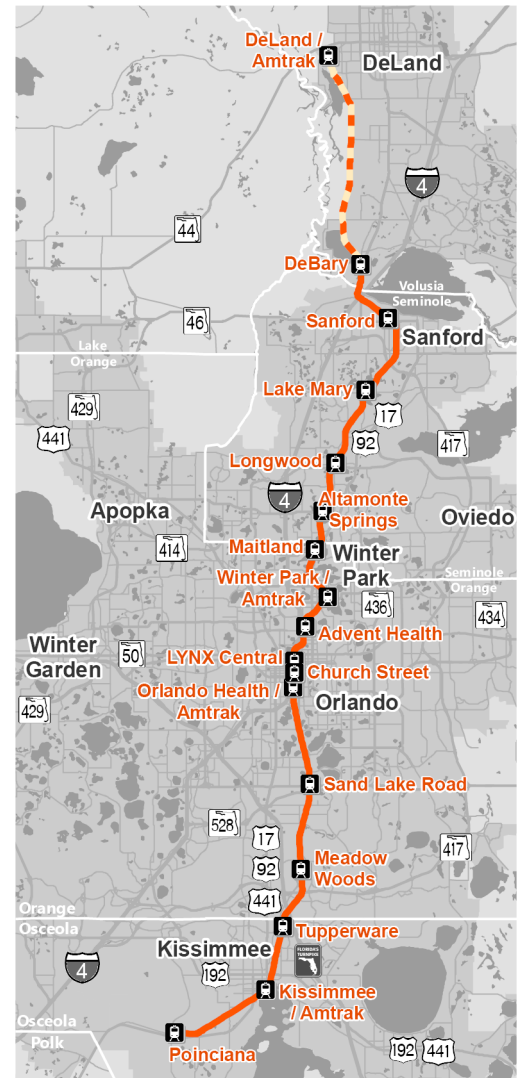






***SunRail is a commuter rail service that currently operates over 49 miles with 16 stations through Volusia, Seminole, Orange, and Osceola Counties.***

SunRail began operations in May 2014. Developed and constructed by FDOT, SunRail runs from DeBary to Poinciana. The construction of SunRail's Phase 2 Northern Expansion includes approximately 12 miles of expanded commuter rail service between the DeBary Station and the DeLand Amtrak Station on the existing Central Florida Rail Corridor (CFRC). This segment is currently anticipated to open in late 2024.





**Metrorail**



**Metromover**



**TECO Line Streetcar**



**Jacksonville Skyway**



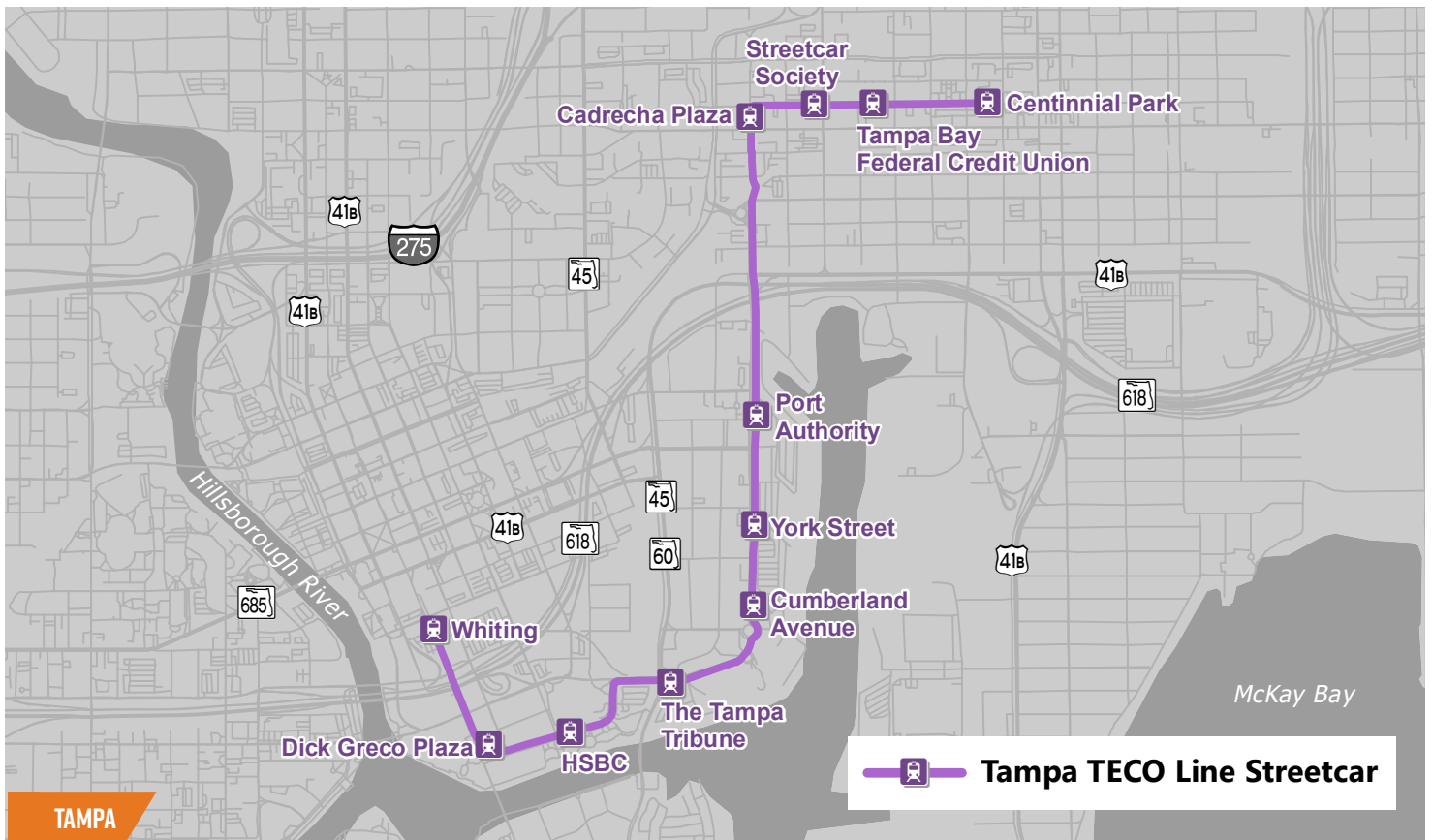
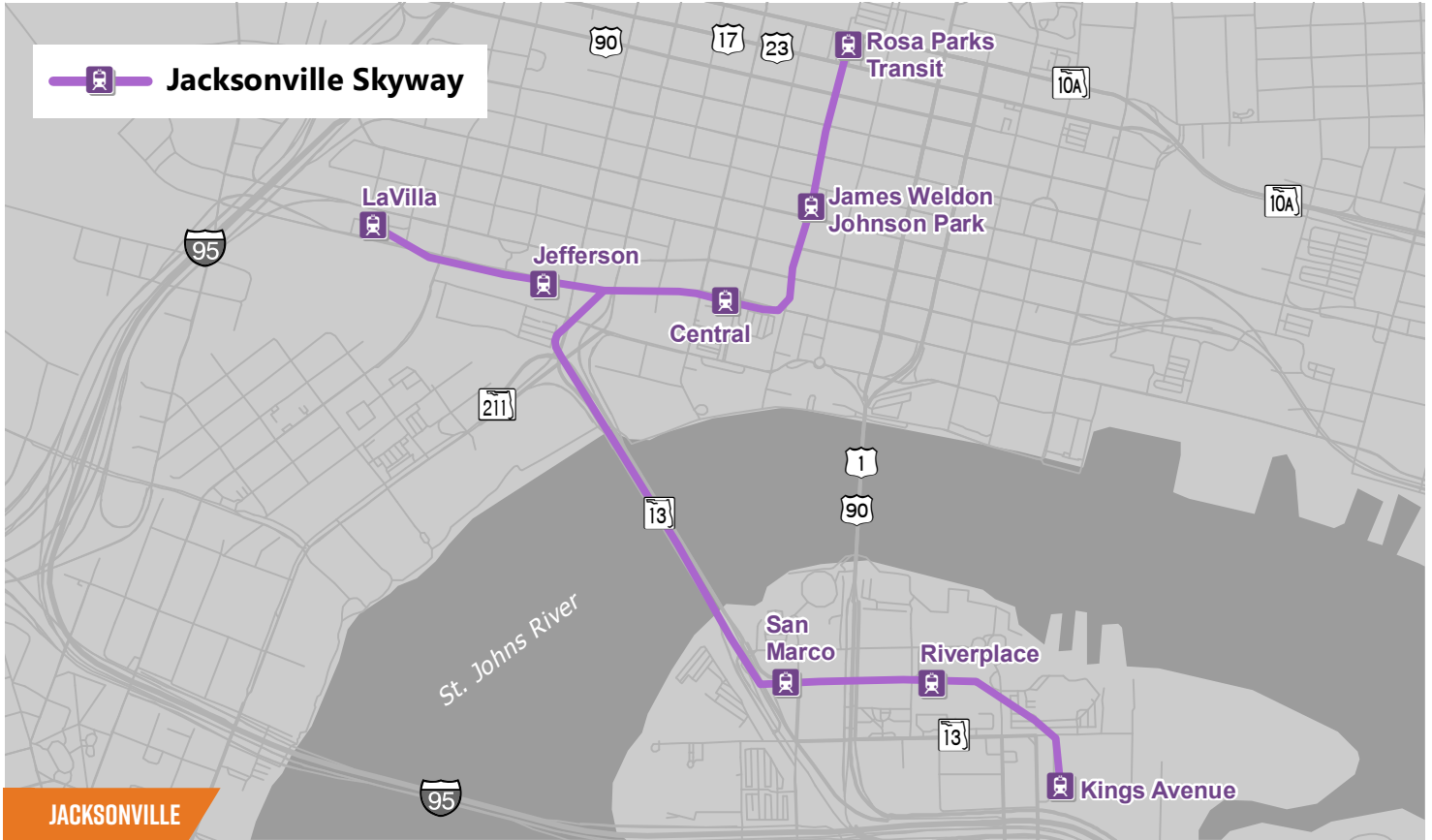
## RAIL TRANSIT

*Four rail transit systems in Miami, Tampa, and Jacksonville shuttle travelers within metropolitan regions on tracks completely separated from the national rail network.*

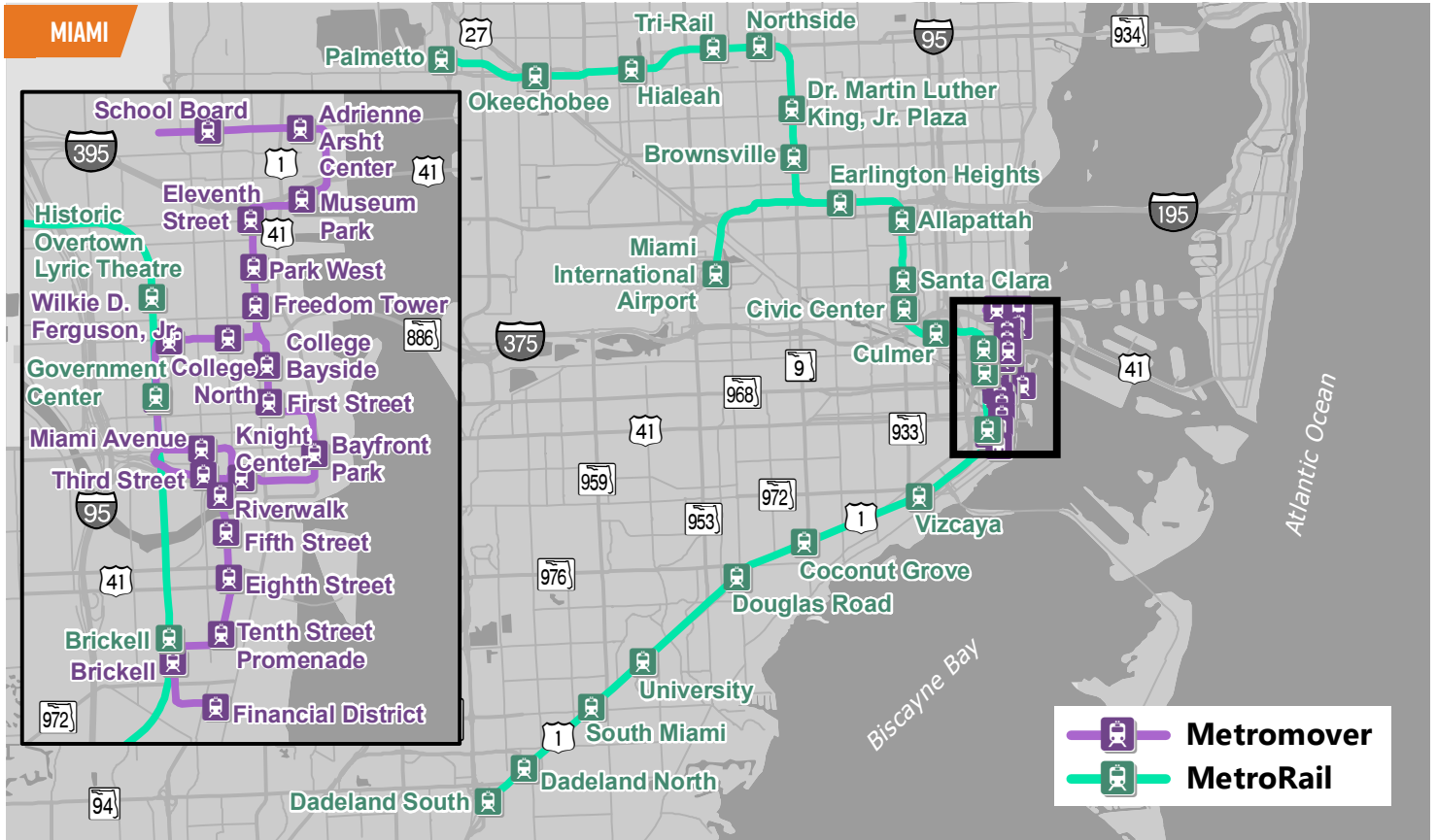
Metrorail, operated by Miami-Dade Transit, is a heavy rail rapid transit system that links Palmetto with downtown Miami, the University of Miami, Dadeland Mall, and the Miami International Airport, and connects with both Tri-Rail and Brightline. Miami also has a 4.4-mile Metromover Automated People Mover network in its downtown. In Tampa, the TECO Line Streetcar is a heritage streetcar transit line run by the Hillsborough Area Regional Transportation Authority, and connects downtown Tampa, the Channel District, and the historic Ybor City District. It is owned by the City of Tampa and managed by Tampa Historic Streetcar, Inc. The Jacksonville Transportation Authority operates the Jacksonville Skyway, an elevated, driverless monorail system that glides above the streets of downtown Jacksonville on a 2.5-mile route.



# RAIL TRANSIT



# RAIL TRANSIT







# PROPOSED PASSENGER RAIL IMPROVEMENTS AND INVESTMENTS



# PASSENGER RAIL STRATEGIES

The following strategies will guide passenger rail improvements and investments in the state.



**Create Intercity Hybrid Model**



**Provide Assistance to Local Partners**



**Preserve Corridors**



**Balance Needs of All Users**



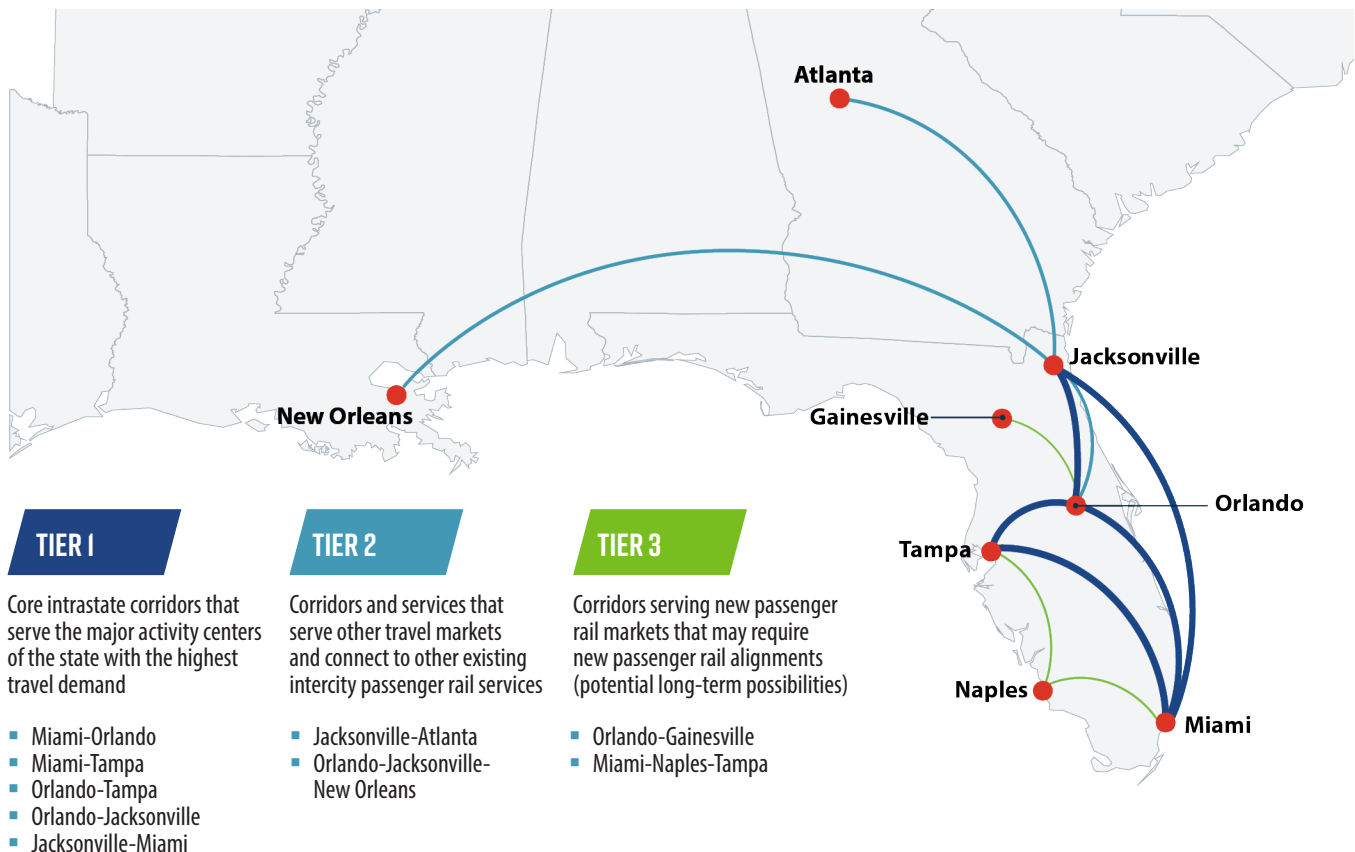
**Lead Regional Efforts**



**Ensure Regional/Local Funding Mechanisms**

# PASSENGER RAIL DEVELOPMENT

Based on community input and leveraging new passenger rail funding available in the IIJA, FDOT is evaluating three tiers of corridors to assess their ability to help achieve the statewide vision for passenger rail.



Lines represent conceptual corridor connections, not actual alignments.





## SOUTHEAST REGIONAL RAIL PLAN

The FRA in partnership with stakeholders throughout the Southeast U.S. created a multi-state network conceptual planning study for high-performance rail across the region. The plan considers the possibility of developing an intercity passenger rail network in Florida in three incremental phases:

### PHASE I

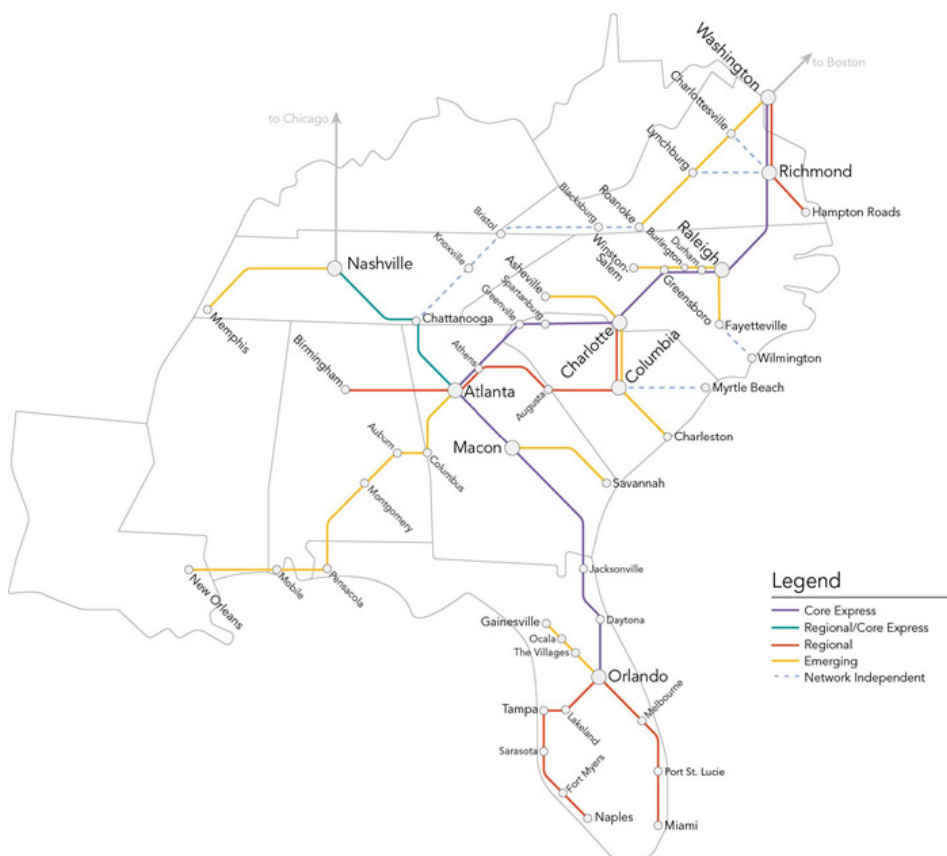
A baseline network that includes the regional Miami-Orlando corridor

### PHASE II

A backbone network that includes an Atlanta to Orlando Core Express spine and the extension of the regional Miami to Orlando corridor to Tampa

### PHASE III

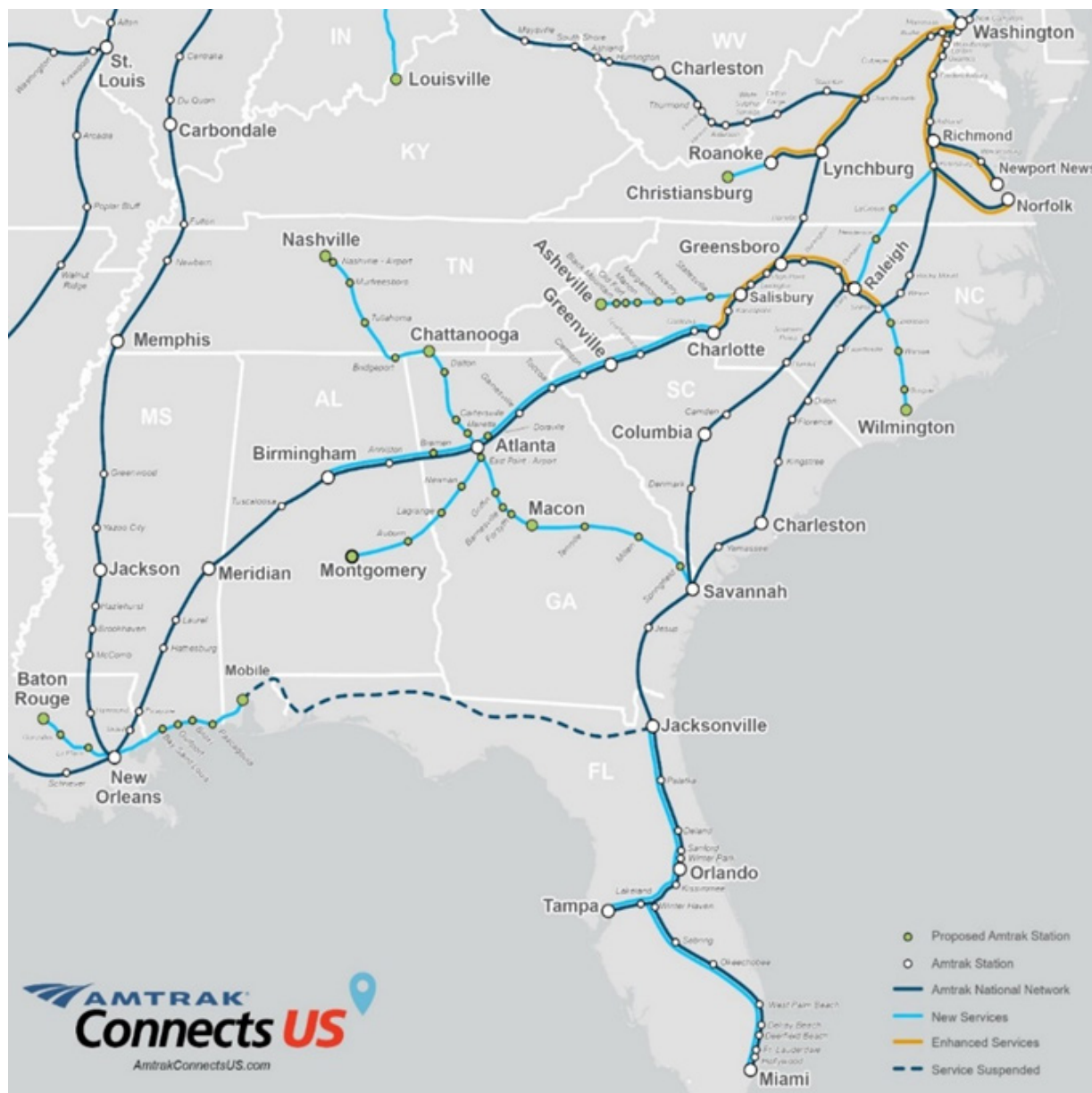
A full network that includes an extension of the regional Miami to Tampa corridor to Naples and an emerging corridor between Orlando and Gainesville



Source: Southeast Regional Rail Plan, FRA, December 2020

# AMTRAK

In March 2021, Amtrak released a long-term vision plan for new corridors and enhanced service frequencies on existing routes that could be developed in conjunction with state partners by 2035. This vision comprises the “Amtrak Connects US” plan.



Amtrak’s vision for expanding regional services includes routes in Florida. Over the next 35 years, Amtrak’s plan proposes to introduce the following new routes:

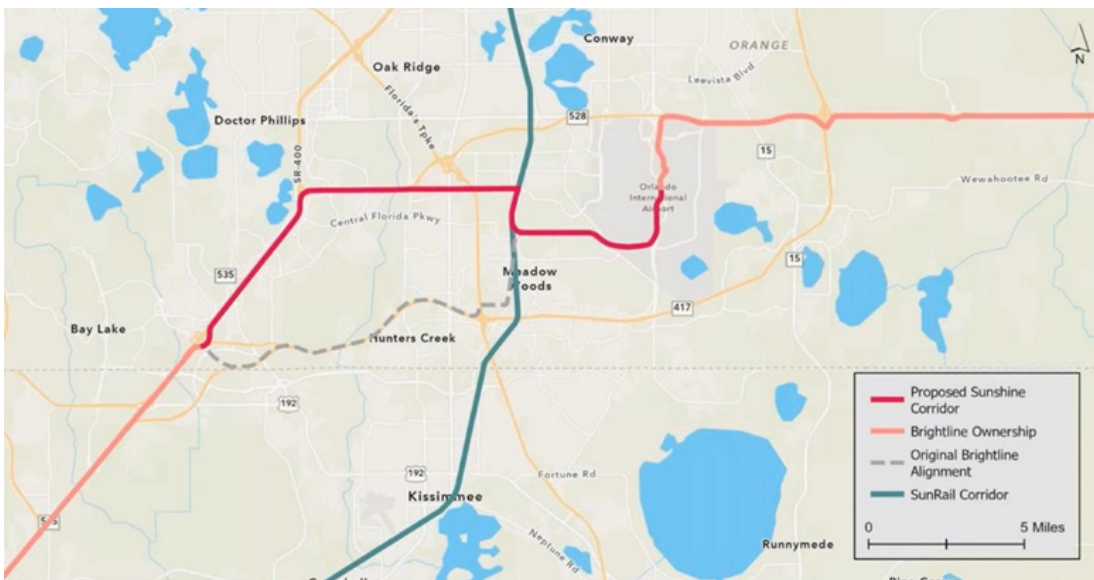
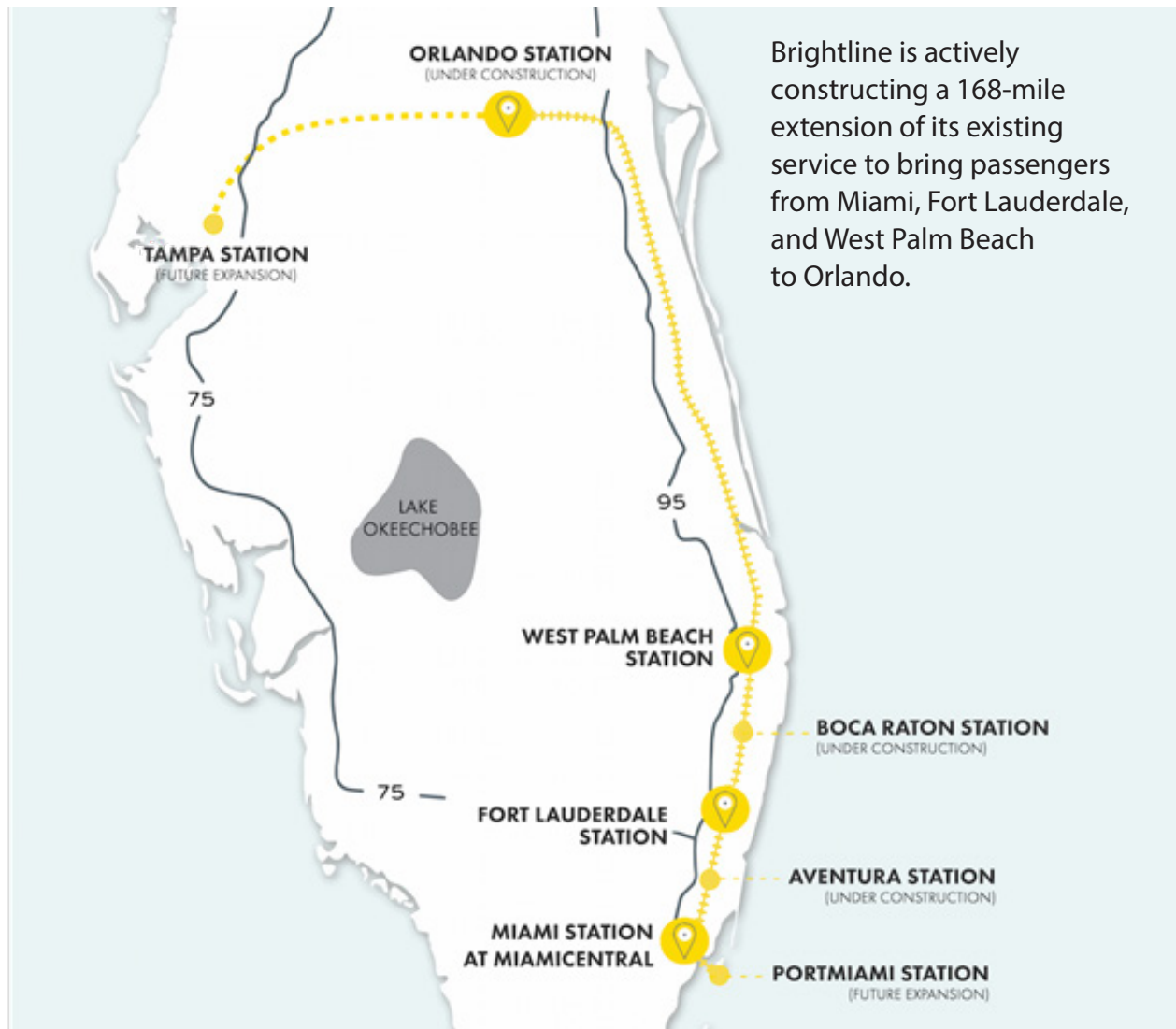
- ▶ **Jacksonville - Orlando - Tampa**
- ▶ **Orlando - Miami**
- ▶ **Tampa - Miami**



**2 daily round trips per corridor**



# BRIGHTLINE



Brightline is also actively developing an extension of its service west from Orlando to Tampa. Discussions are underway between FDOT, Brightline Florida, SunRail, Orange County, and other local and private entities to jointly develop the segment of the Brightline Florida route through Orlando as the Sunshine Corridor.

# COMMUTER RAIL

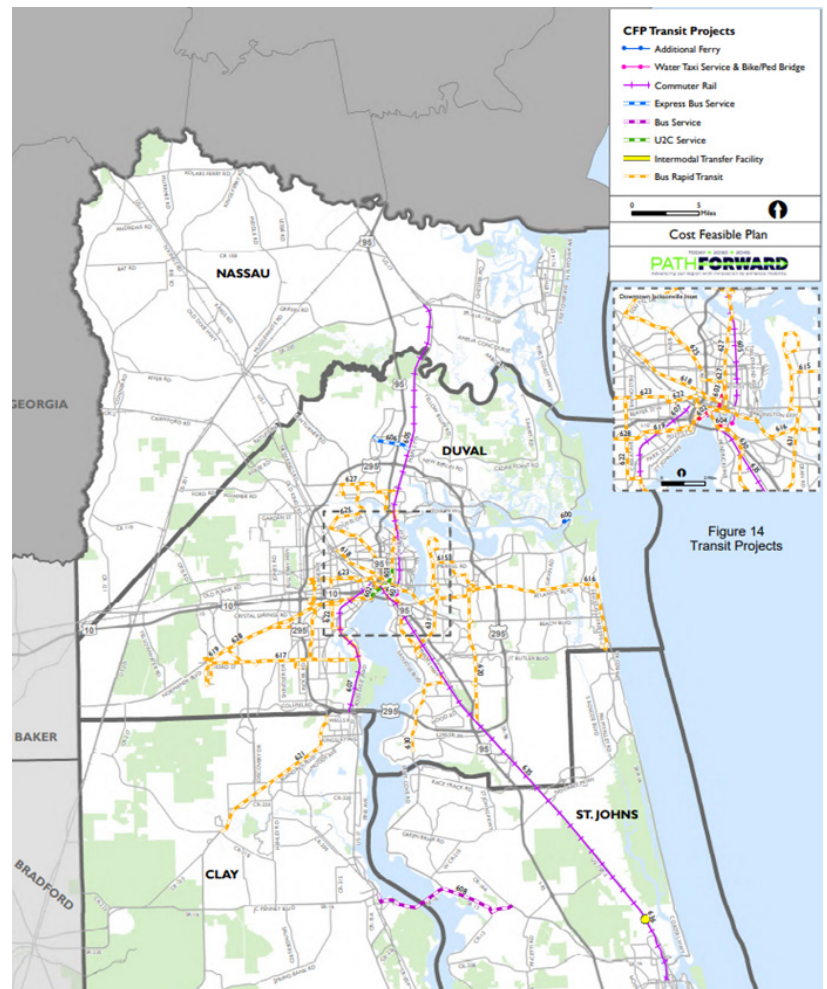
## COASTAL LINK

The Coastal Link plan to add commuter rail service on 85 miles of the FEC Railway between Miami and Jupiter will be developed incrementally as separate projects.



## JACKSONVILLE COMMUTER RAIL

In 2022, Jacksonville Transportation Authority commissioned a study to analyze the feasibility and projected costs of establishing commuter rail service on a 38-mile route between Jacksonville and St. Augustine.

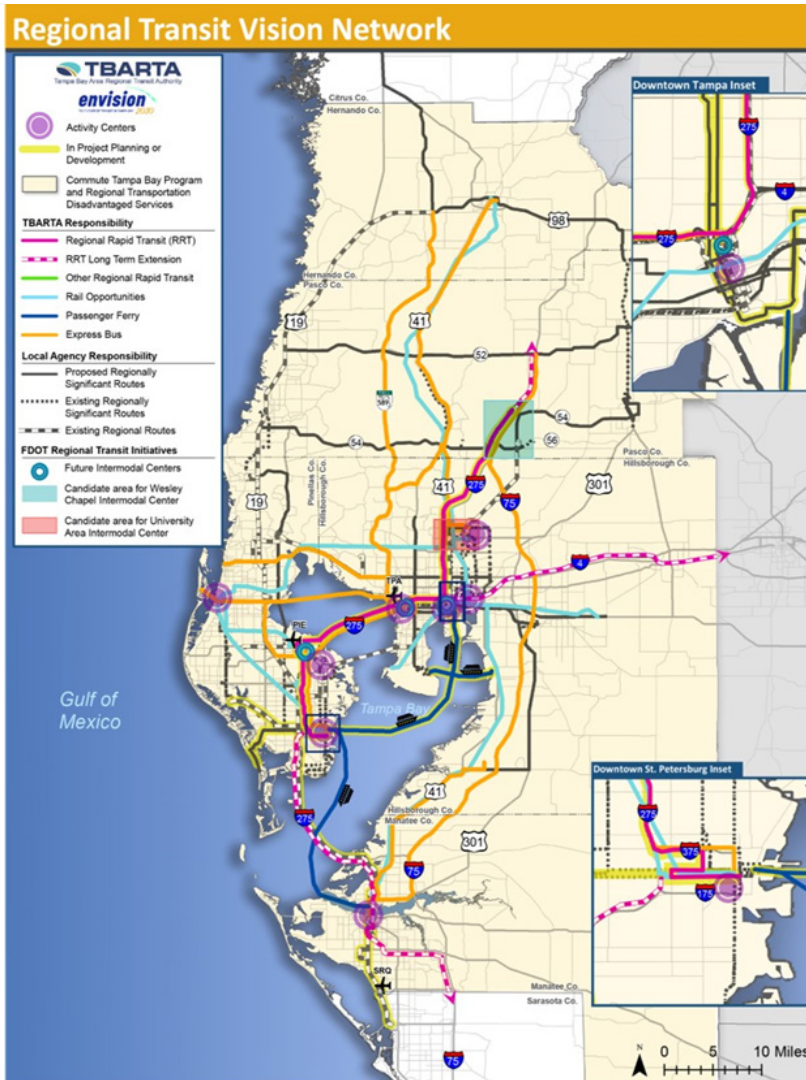


## ADDITIONAL COMMUTER RAIL PROJECTS

- SunRail Extension, Phase 2 North and Phase 3 Sunshine Corridor
- Tri-Rail Facilities, Stations, and Improvements
- Northeast Corridor Rapid Transit Project
- Tampa Commuter Rail
- Broward Commuter Rail
- Palm Beach County Coastal Link
- Tri-Rail Coastal Link



# RAIL TRANSIT



## TAMPA BAY AREA REGIONAL TRANSIT NETWORK

Tampa Bay Regional Transit Authority (TBARTA) has developed a vision for a transit network that provides regional connectivity across TBARTA's five-county service area. Passenger rail, bus rapid transit, express bus, streetcar, and passenger ferry are among the options in the proposed Regional Transit Vision Network.



## TAMPA STREETCAR EXTENSION

After experiencing significant ridership gains upon waiving fares, the City of Tampa is moving forward with a plan to upgrade and extend the Tampa streetcar system with modern vehicles and a longer route.

## BROWARD COUNTY LIGHT RAIL

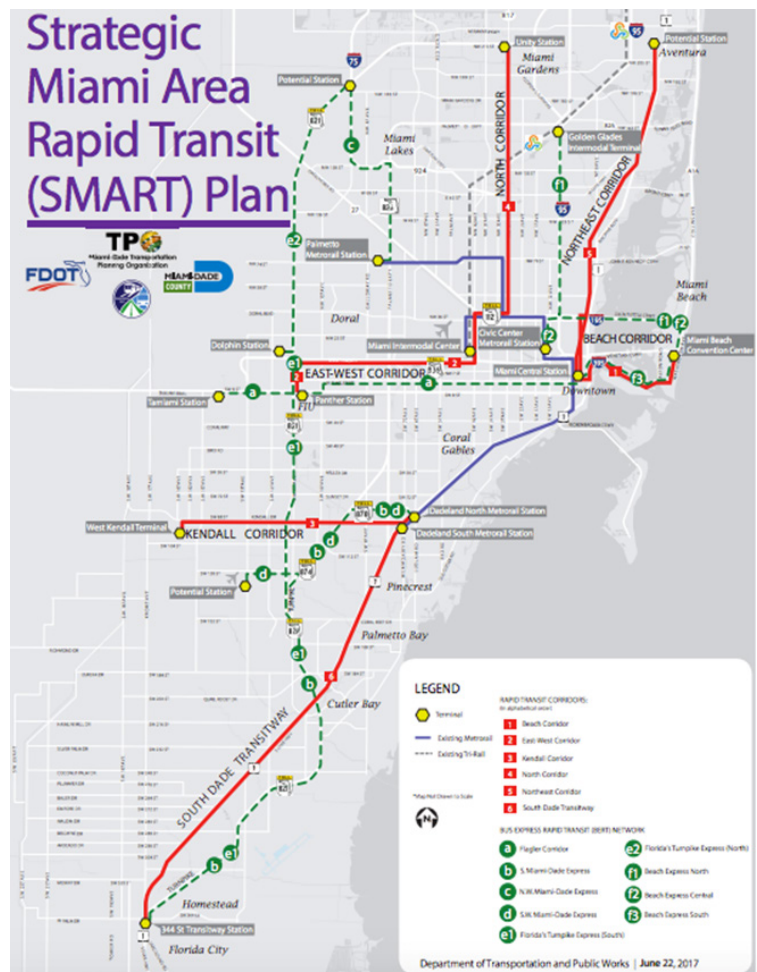
FDOT and its project partners have continued to advance the Central Broward Transit efforts by focusing on the 3.8-mile Broward Boulevard corridor. The purpose of the current effort is to provide a premium transit service that will improve mobility, offer an alternative to single-occupant vehicles, and provide convenient access to major destinations in central Broward County.



## MIAMI-DADE SMART PLAN

Miami-Dade's SMART Plan is advancing the development of six new bus and rail transit corridors in Miami-Dade County. The corridors are:

- ▶ Beach Corridor
- ▶ East-West Corridor
- ▶ Kendall Corridor
- ▶ North Corridor
- ▶ Northeast Corridor
- ▶ South Dade Transitway



## ADDITIONAL RAIL TRANSIT PROJECTS

- Miami Metrorail Improvements (Downtown Intermodal Terminal)
- Miami Metromover Improvements (Metromover Guideway Superstructure Structural Retrofit)



# PASSENGER RAIL INITIATIVES

The following projects that have received federal funding awards since FY 2019 will benefit passenger and commuter rail transportation in the state.

## TAMPA TO ORLANDO HIGH-SPEED INTERCITY PASSENGER RAIL PROJECT

Brightline was awarded \$15,875,000 in FY 2021 Consolidated Rail Infrastructure and Safety Improvements (CRISI) program funding to advance preliminary engineering activities to support Phase III of the Brightline system, a 67-mile extension from Orlando to Tampa mostly within the right of way of I-4 in Central Florida. The full buildout of the Phase III Extension would provide an alternative for travelers on an overburdened state highway system and is projected to reduce the number of vehicle miles traveled along I-4.

## CFRC/SUNRAIL PHASE 2 SOUTH CAPACITY IMPROVEMENTS

FDOT was awarded \$5.6 million in FY 2020 CRISI program funding for an \$11.3 million project to eliminate a railroad chokepoint and reduce train delays by constructing the final 1.7-mile segment of second main track on the 61.3-mile state-owned Central Florida Rail Corridor in Kissimmee.

## PHILIP RANDOLPH REGIONAL MULTIMODAL TRANSPORTATION HUB AND COMPLETE STREETS CONNECTIVITY

The City of Palatka was awarded \$8.2 million in FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) to improve multimodal connectivity at the Amtrak intercity passenger rail station in Palatka.

## FLORIDA EAST COAST CORRIDOR TRESPASSING AND INTRUSION MITIGATION PROJECT

FDOT, in partnership with Brightline, received \$25 million in RAISE grant funding in 2022 to enhance safety along the FEC Corridor (Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, and Brevard Counties). This investment will benefit this corridor by constructing supplemental safety measures at 328 roadway-railroad grade crossings and installing 33 miles of pedestrian protection features.

## BOCA RATON PASSENGER RAIL STATION

The City of Boca Raton was awarded nearly \$16.4 million in FY 2020 CRISI program funding to construct an intercity passenger rail station and parking garage.





AC MOTORS

# PROPOSED FREIGHT RAIL IMPROVEMENTS AND INVESTMENTS



## FREIGHT RAIL STRATEGIES

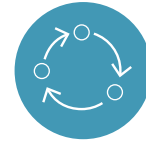
Florida's freight railroads are privately owned and operated, but there are areas of common interest between FDOT and its railroad partners. The following strategies will guide freight rail improvements and investments in the state.



***Safety***



***Liability***



***Capacity***



***Funding***



***New Access***



***Economic Development***

## FREIGHT RAIL PROJECTS

### SEAPORT MANATEE INTERMODAL AND YARD EXPANSION

SeaPort Manatee has a \$19.2 million rail capacity project planned to improve supply chain efficiency of containerized export and import cargo movements. New intermodal container rail facilities will transfer containerized cargo between 40-foot marine containers carried by ship and 53-foot domestic containers carried by rail to and from U.S. markets in the Midwest and Northeast.



Source: Manatee County Port Authority, 2022

## OPERATION STRIDE

To support Operation Lifesaver's message, Operation STRIDE (Statewide Traffic and Railroad Initiative using Dynamic Envelopes) was established by FDOT in December 2019. Operation STRIDE provides a comprehensive strategy to prevent fatalities and includes engineering countermeasures, education, and enforcement efforts. As a result of this strategy, by September 2021 FDOT had installed dynamic envelopes at 620 state-managed rail crossings, a roughly \$60 million investment.



## SHORT LINE INFRASTRUCTURE IMPROVEMENTS

Florida Gulf & Atlantic Railroad is working on the Northeast Florida Rural Rail Yard Project to construct a new rail yard in Baker County. Another short line infrastructure improvement is the Florida Panhandle Rural Capacity Expansion Project, which will replace ties, install new ties, rehabilitate sidings, and make repairs to grade crossings on Florida Gulf & Atlantic's line between Jacksonville and Pensacola.



### ADDITIONAL FREIGHT RAIL PROJECTS

- PortMiami Net Zero – Resiliency and Supply Chain Improvements
- Port of Palm Beach Capacity Expansion
- Tampa Bay Port Authority Berth 214
- SeaPort Manatee Track Rehabilitation
- Be Rail Smart Campaign



# FREIGHT RAIL INITIATIVES

The following projects that have received federal funding awards since FY 2019 will benefit freight rail transportation in the state.

## RAIL CROSSING IMPROVEMENTS AND DYNAMIC ENVELOPE MARKINGS

FDOT was awarded \$2.3 million in FY 2020 CRISI program funding to improve safety and reduce maintenance costs at 13 grade crossings in rural parts of St. Lucie and Palm Beach Counties.

## NORTHEAST FLORIDA RAILYARD PROJECT

The Florida Gulf & Atlantic Railroad was awarded \$7.8 million in FY 2019 CRISI program funding to design and build a 72-acre rail yard in Baker County that will include space for a new transload facility as well as a new staging yard that will eliminate the need to haul freight cars an additional 125 miles west to Tallahassee prior to interchange with CSX.

## PORT OF PALM BEACH ON-DOCK RAIL FACILITY DEVELOPMENT

The Port of Palm Beach was awarded \$13.2 million in FY 2020 Port Infrastructure Development Program (PIDP) funding to construct an on-dock intermodal container transfer facility to improve container throughput and speed the transfer of containerized cargo between vessels and railcars.

## SEAPORT MANATEE RAILROAD TRACK REHABILITATION PROJECTS

Manatee County Port Authority was awarded two FY 2019 CRISI grants with a combined total of approximately \$908,000 to replace and upgrade track within SeaPort Manatee in Palmetto.

## FLORIDA PANHANDLE RURAL CAPACITY EXPANSION PROJECT

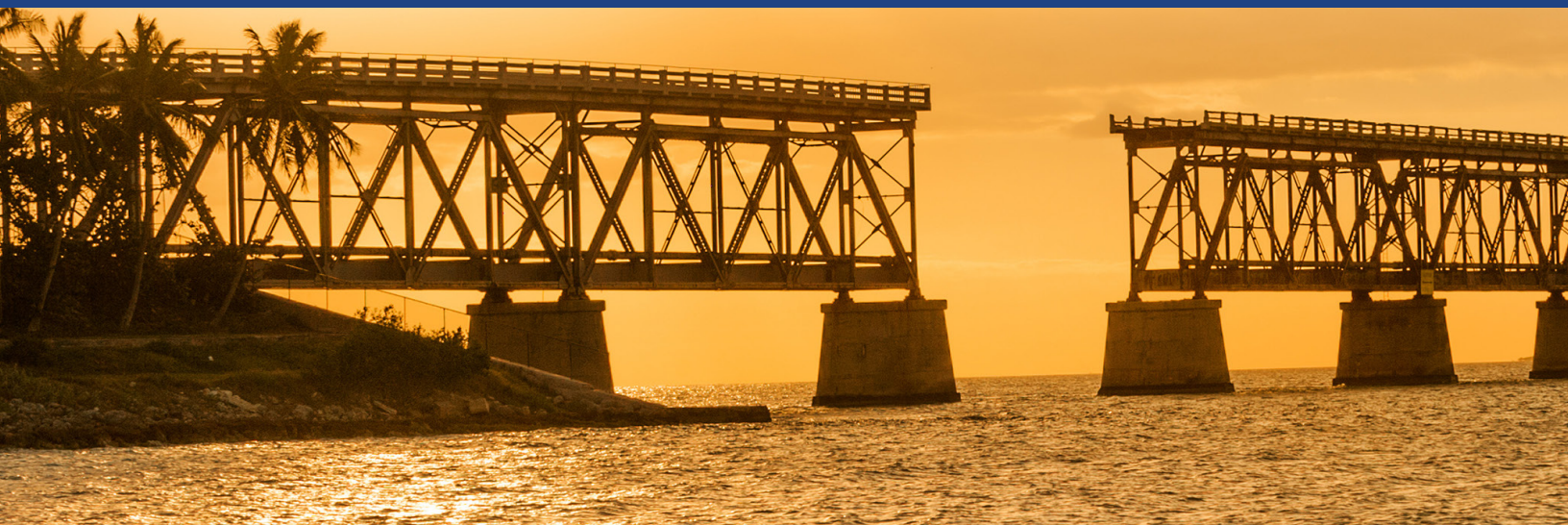
The Florida Gulf & Atlantic Railroad was awarded \$8.3 million in FY 2021 CRISI program funding to replace approximately 70,000 ties, install approximately 14,300 new ties, rehabilitate 11 sidings, and make repairs to 60 grade crossings between Jacksonville and Pensacola.





# **FLORIDA'S RAIL SERVICE AND INVESTMENT PROGRAM**





## FREIGHT RAIL

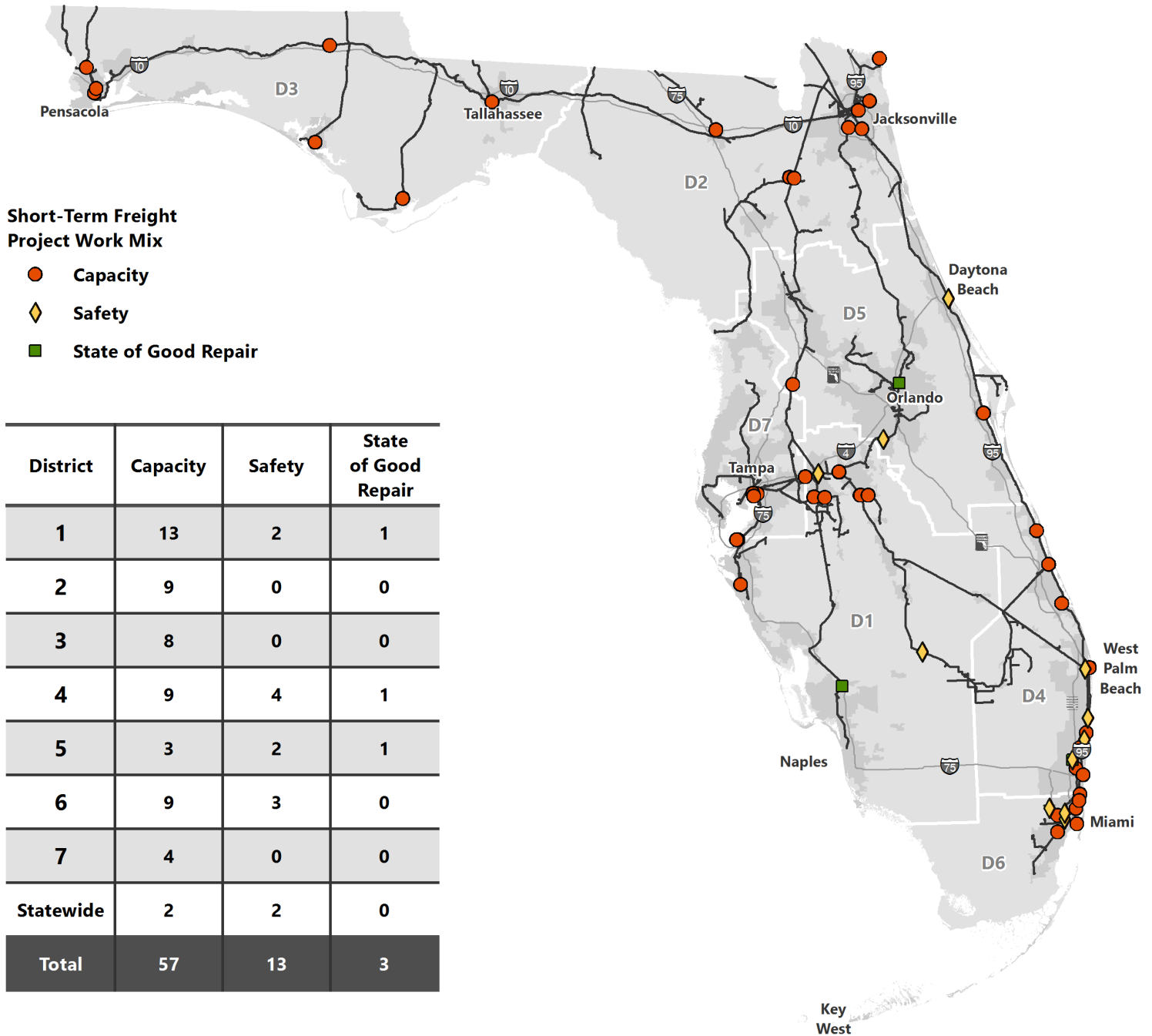
Project Type	Number of Projects	Programmed Funds	Estimated Capital Cost*
Short-Term (2023 - 2026)			
Capacity	57	\$153,609,299	\$2,040,259,962
Safety	13	\$25,242,772	\$38,883,264
State of Good Repair	3	\$31,909,120	\$28,000,000
Long-Term (2027 - 2042)			
Capacity	61	TBD	\$3,793,408,625
Safety	11	TBD	\$1,231,473,000
State of Good Repair	5	TBD	\$378,370,000

## PASSENGER RAIL

Project Type	Number of Projects	Programmed Funds	Estimated Capital Cost*
Short-Term (2023 - 2026)			
Capacity	64	\$41,254,681	\$5,154,479,823
New Services	5	\$250,000	\$175,900,093
Safety	5	\$3,843,426	\$24,647,330
State of Good Repair	21	\$487,495,060	TBD
Long-Term (2027 - 2042)			
Capacity	65	TBD	\$10,137,349,550
New Services	47	TBD	\$4,545,170,000
State of Good Repair	12	\$124,962,868	\$8,941,815

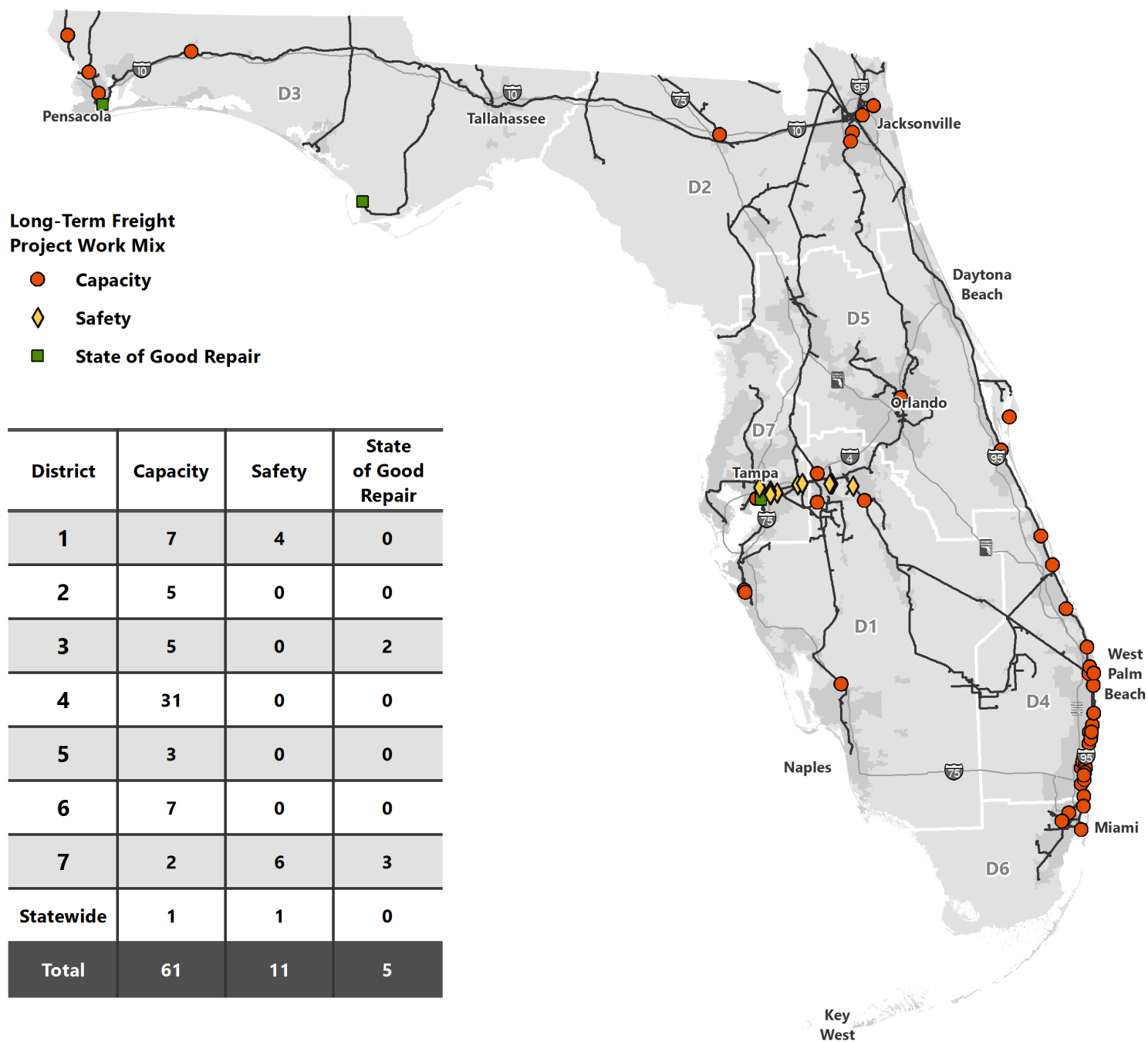
\*Amounts represent only projects with known cost estimates, not all projects proposed for investment.

# SHORT-TERM FREIGHT RAIL PROJECTS

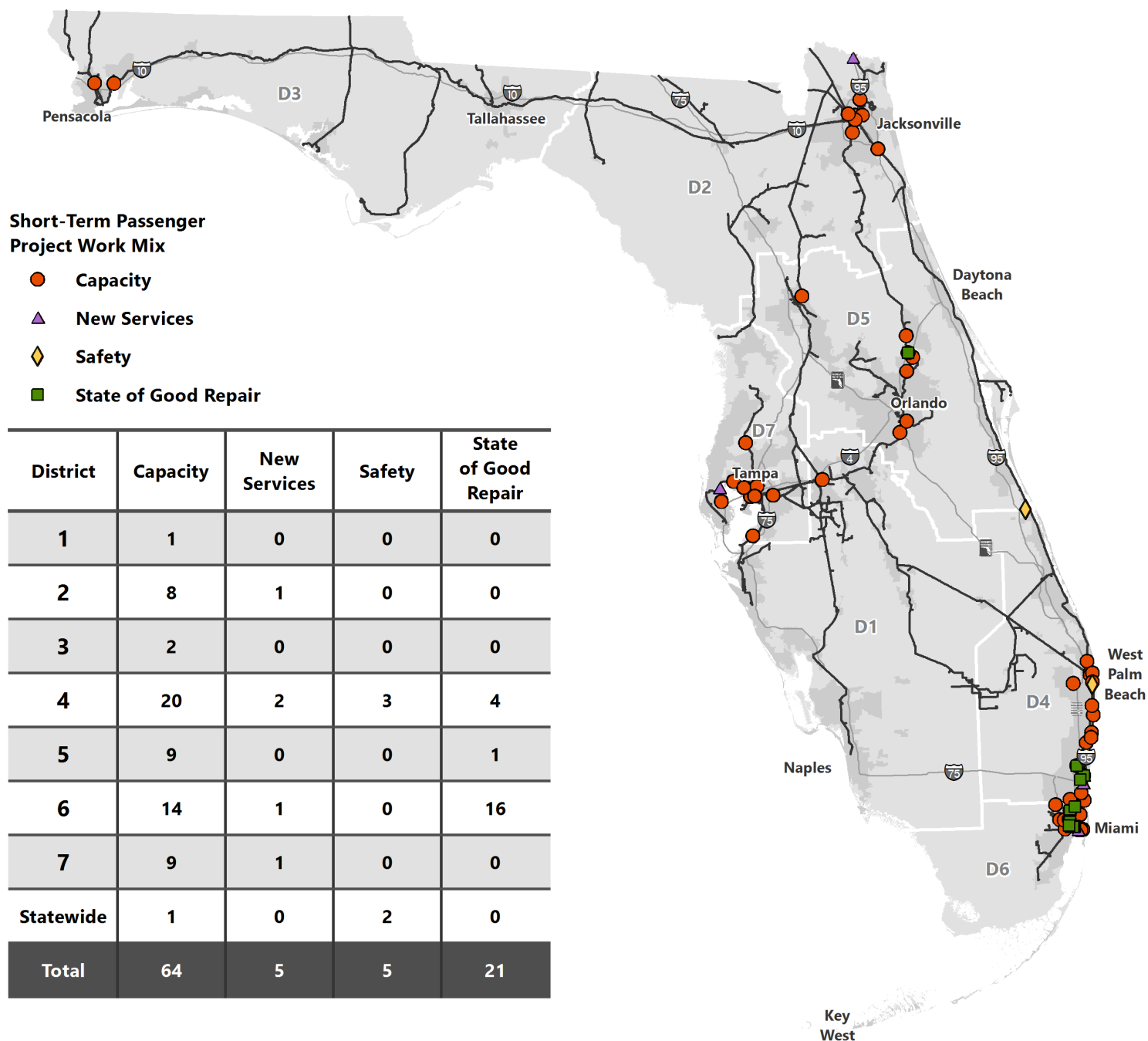




## LONG-TERM FREIGHT RAIL PROJECTS

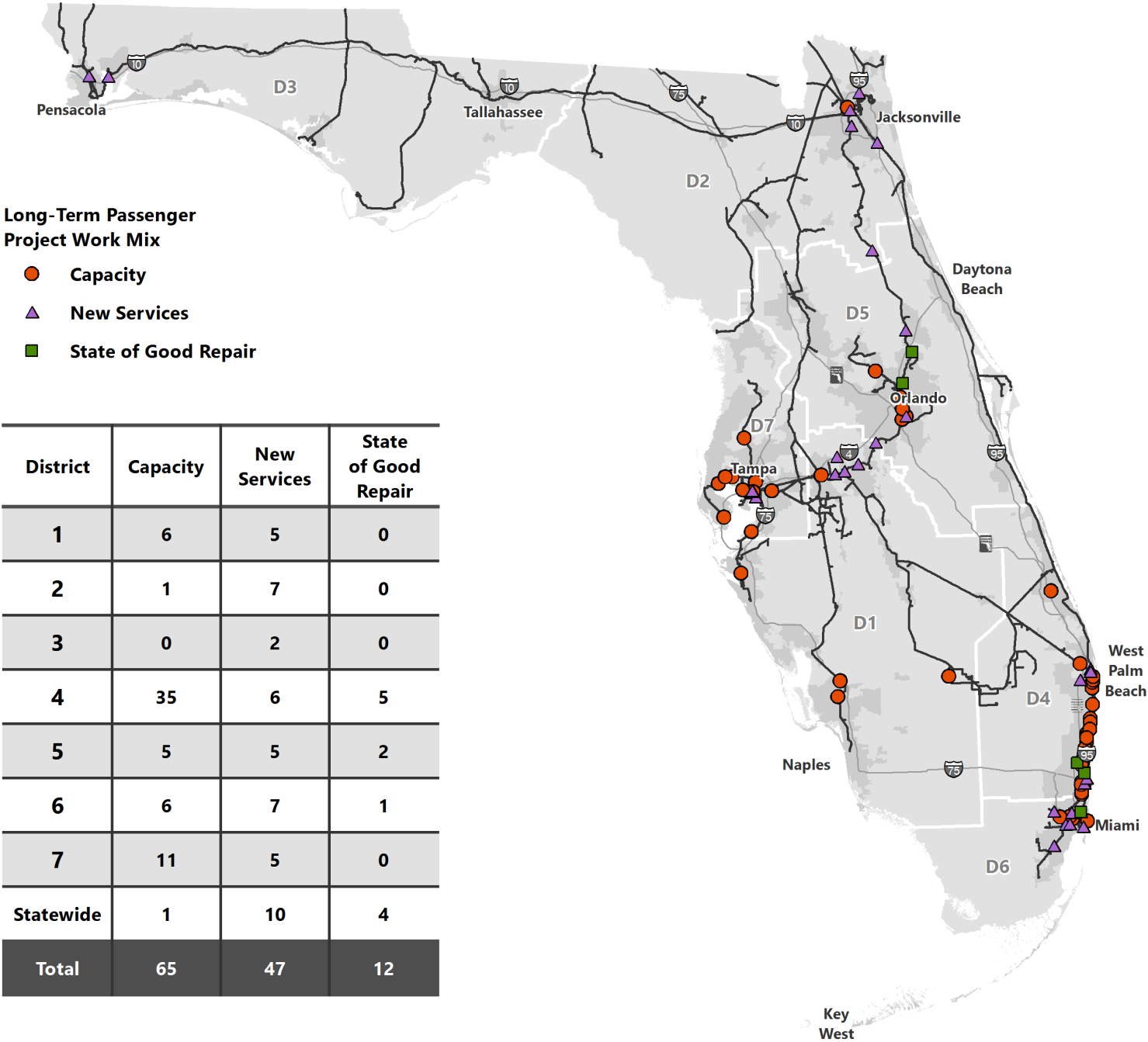


# SHORT-TERM PASSENGER RAIL PROJECTS





# LONG-TERM PASSENGER RAIL PROJECTS







## **COORDINATION AND OUTREACH**



# STATE RAIL PLANNING COORDINATION



*While the Freight & Rail Office has the primary responsibility for rail planning and policy within FDOT to administer various federal and state rail-related programs, some aspects of rail planning occur within other FDOT offices.*

## 4 PROJECT ADVISORY COMMITTEE (PAC) MEETINGS

were held among FDOT offices to engage representatives for FDOT awareness and provide project oversight.

These meetings included members from:

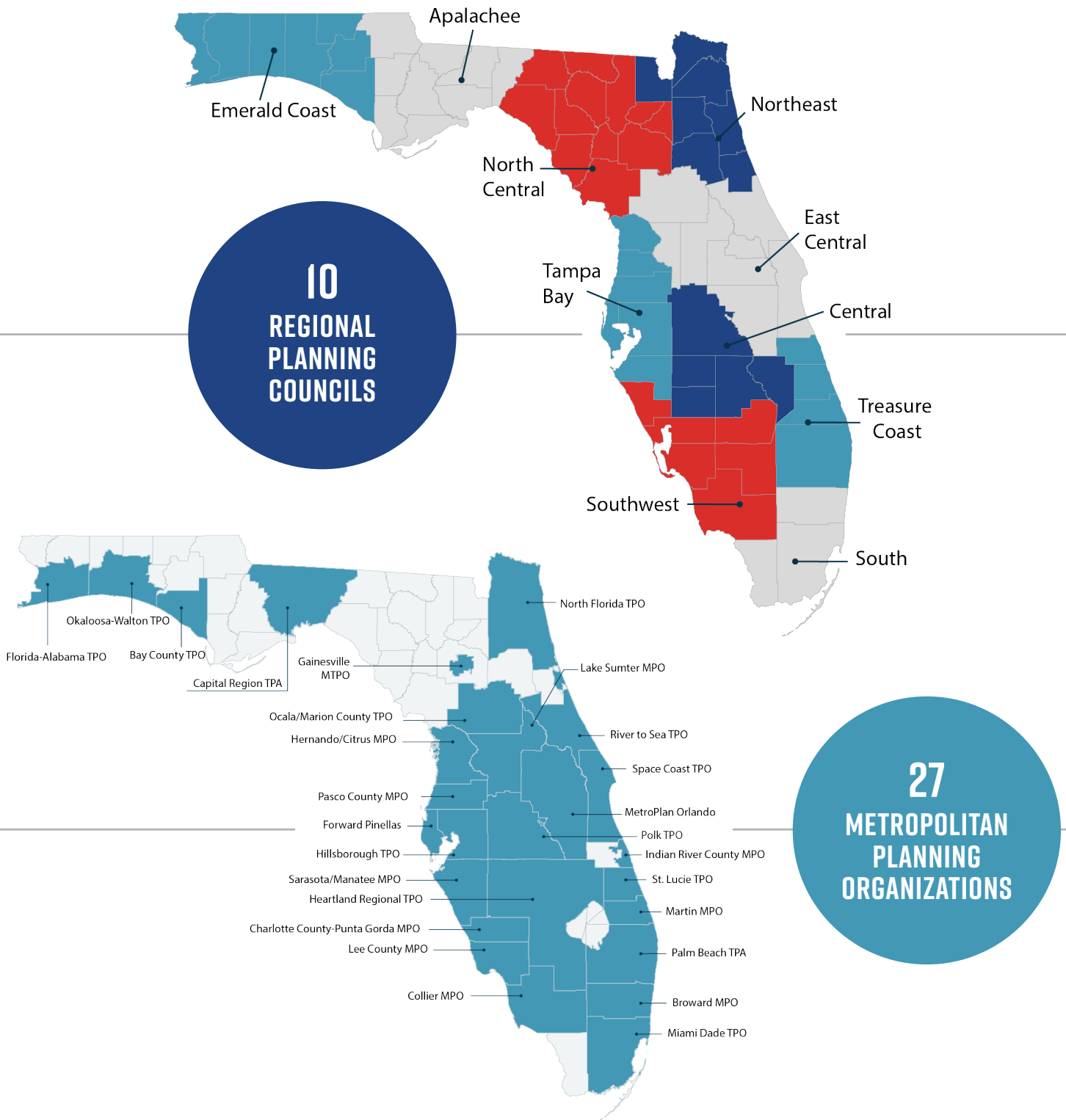
- FDOT Leadership
- Modal Offices
- Systems Implementation Office
- Transportation Data Analytics Office
- Office of Work Program
- Freight & Rail District Coordinators

The PAC helped guide plan vision, goals, and objectives, as well as rail needs and projects.



# REGIONAL AND LOCAL ORGANIZATIONS

Regional and local organizations such as Regional Planning Councils and Metropolitan Planning Organizations provide input and expertise to ensure that transportation policy, programming, and funding is beneficial to Florida communities.







# STAKEHOLDER ENGAGEMENT

Stakeholder engagement is pivotal in providing input on the role that rail plays in enhancing mobility in Florida – connecting residents with jobs, bringing visitors to vacation destinations, and providing equitable, safe, and sustainable travel options – as well as painting a picture of the current issues and needs.

## STAKEHOLDERS INCLUDED

- City, county, and MPO planners and transportation engineers
- Railroads
- Business owners
- Community redevelopment agencies
- The public/daily transportation users

## STAKEHOLDER INVOLVEMENT INCLUDED

- Identification of freight and passenger rail priorities and goals
- Agency roles and responsibility improvements
- Location-specific rail improvements
- Identification of issues, needs, and potential investments for rail in Florida



# REGIONAL LISTENING SESSIONS

Between March 29 and April 26, 2022, a series of in-person Regional Listening Sessions were held by FDOT around the state to gather input from stakeholders and the public.



## Rail and Transit



Regional Listening Sessions

MAR 21

Virtual Kick-Off Meeting

1:00 PM - 3:00 PM

JUN 16

Virtual Closing Webinar

4:30 PM - 6:30 PM

MAR 29

**Jacksonville**

FDOT District Two Headquarters Training Room

1:00 PM - 4:00 PM

APR 6

**Lakeland**

Magnolia Building  
9:00 AM - 12:00 PM

APR 7

**Longwood**

Longwood Community Building

9:00 AM - 12:00 PM

APR 12

**Fort Myers**

Riverside Community Center

9:00 AM - 12:00 PM

APR 13

**Aventura Miami**

Aventura Branch Library

1:00 PM - 4:00 PM

APR 26

**Marianna**

Jackson County Agriculture Center

9:00 AM - 12:00 PM

## THE PURPOSE OF THIS SERIES WAS TO

- Gather input on current rail systems and how they should function as part of a better-integrated statewide and regional transportation system in the future
- Gather input on roles and responsibilities of FDOT, its partners, and local agencies
- Strengthen collaboration to better advance cohesive rail priorities

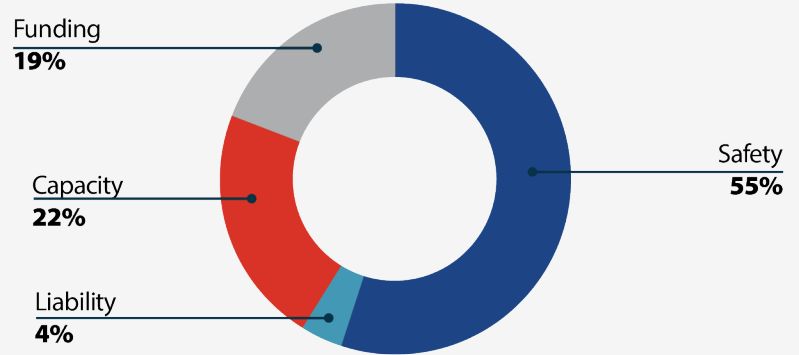
*Through live polling, interactive station activities, and a discussion on roles and responsibilities, freight and passenger rail needs were identified.*





# FREIGHT RAIL NEEDS SUMMARY

*The top freight rail priority for the participants at the regional listening sessions was safety, followed by capacity and funding.*



## SUMMARIZED FREIGHT RAIL NEEDS



### Capacity/ Corridors

Capacity and connections for freight rail, whether through re-imagining shared tracks or dedicated freight corridors



### Modal Shift

Modal shift from truck to rail to ease highway congestion, reduce carbon footprint, and help solve the truck parking issue



### Maintenance Needs

Maintenance and retention of existing corridors around the state



### Intermodal Facilities

Inland ports and inland port funding opportunities



### Business Needs

More Class I railroads in Florida's market



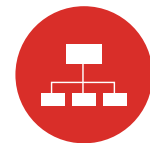
### Safety Around Railroad Tracks

Elimination of rail/roadway conflicts through highway-rail grade crossing reduction/separation and encouraging safe behavior around tracks



### Coordination/ Relationships

Coordination between FDOT, freight railroads, ports, intercity passenger and commuter railroads, and local jurisdictions



### FDOT's Role

Expansion of FDOT's role in supporting the use and improvement of freight rail transportation

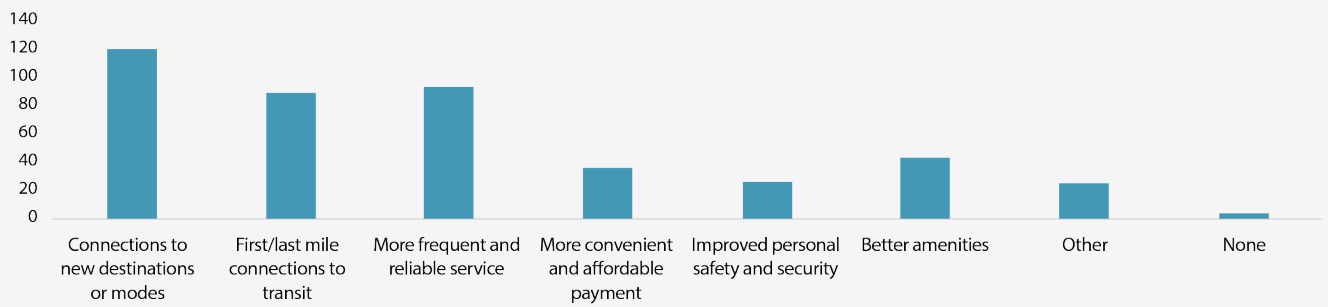


# PASSENGER RAIL NEEDS SUMMARY

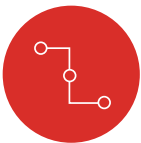
Participants were asked how often they use passenger rail, on a sliding scale from 1-5, with 1 being "Never" and 5 being "Daily." The average answer was 1.7, representing the use of passenger rail between never and once a year.



Participants were then asked what would encourage them to use passenger rail more. The top three selections were connections to new destinations or modes, more first/last mile options, and more frequent and reliable service.



## SUMMARIZED PASSENGER RAIL NEEDS



### Connectivity

New routes, regional hubs, connections to other modes, and first/last mile connections



### More Service

Increased frequencies and extended service hours



### Accessibility

Accessibility and convenience for all user groups, with the help of technology



### Corridor Preservation

Dedicated rail infrastructure within existing highway/utility corridors



### Awareness

Civic engagement through outreach and marketing



### Safety

Increased safety for riders and roadway users who interact with railroad tracks



### Partnership

Increased coordination between FDOT, the railroads, and local jurisdictions



### Funding

A reimagined use of transportation funds and additional funding opportunities





**FREIGHT & RAIL**

**Rickey Fitzgerald**

Manager, Freight & Rail Office  
Florida Department of Transportation  
[rickey.fitzgerald@dot.state.fl.us](mailto:rickey.fitzgerald@dot.state.fl.us)