

FLORIDA RAIL SYSTEM PLAN

NOVEMBER 2023

Chapter 5

The State's Rail Service and Investment Program



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Chapter 5 The State's Rail Service and Investment Program

This chapter includes a discussion of the state's rail vision, goals and objectives, program coordination, passenger and freight rail project benefits, planned investments, and funding sources. The chapter concludes with tables highlighting the proposed short term (1-4 year) and long term (5-20 year) program of projects. The Rail Service and Investment Program (RSIP) addresses the specific projects, programs, policies, laws, and funding necessary to achieve the rail vision and describes the related financial and physical impacts of these proposed actions.

5.1 Vision

The development of Florida's State Rail Vision was informed by an extensive public and stakeholder outreach process (described in Chapter 6 of the State Rail System Plan) and by a review of existing FDOT planning documents and state rail plans of other states. These efforts identified common themes relevant for setting a direction for rail planning in Florida. Based on a consensus among stakeholders, the State Rail Vision statement is as follows:

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.

5.1.1 Goals

The goals described below are aligned with the State Rail Vision, consistent with comments received from public outreach activities, and based on consensus of the Florida Project Advisory Committee members.

- **Safety and Security for Residents, Visitors, and Businesses:** Florida will work to eliminate rail/roadway conflicts and improve security of the rail transportation system.
- **Agile and Resilient Transportation Infrastructure:** Florida will work to ensure its rail system is adaptable to changing customer needs, mobility options, and technologies. This system will be designed to mitigate and recover from climate change and economic volatility.
- **Connected, Efficient, and Reliable Mobility for People and Freight:** Florida will work to move both people and freight efficiently from origin to destination, with seamless transfers between modes, services, and systems.
- **Transportation Choices that Improve Accessibility and Equity:** Florida will work to enhance mobility for people, regardless of age or ability, and provide access to goods and services for underserved communities.








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- **Transportation Solutions that Strengthen Florida's Economy:** Florida will provide opportunity and connectivity for people and freight to strengthen a growing economy.
- **Rail Systems that Enhance Florida's Communities:** Florida will create a rail system that provides communities with goods, services and connections required for a high quality of life in Florida's rural and urban areas.
- **Transportation Solutions that Enhance Florida's Environment:** Florida will promote rail as an environmentally responsible transportation alternative.

To more clearly define the goals listed above, each goal includes objectives, which are presented in the following section.

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5.1.2 Objectives

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

5.2 Program Coordination

5.2.1 Integration with other State Planning Efforts

This State Rail System Plan is intended to integrate with and expand upon other Florida's transportation plans including:

- Florida Rail System Plan Update, 2018
- Florida Transportation Plan (FTP), 2020
- Florida Strategic Intermodal System (SIS) Policy Plan, 2022
- Florida Freight Mobility & Trade Plan, 2020
- Florida Strategic Highway Safety Plan, 2021
- Florida Highway-Rail Grade Crossing State Action Plan, 2022
- The Florida Statewide Transportation Improvement Program (STIP)
- Recent studies and continuing work on:
 - SFRTA commuter rail planning studies
 - SunRail commuter rail planning studies

Florida Rail System Plan Update, 2018

Updated in 2018, the Rail System Plan vision and goals mirrored the goals set forth in the 2035 Florida Transportation Plan (FTP).¹ The plan includes goals and objectives that supported the previous Florida Transportation Plan goals.

Florida Transportation Plan, 2020

The FTP is the statewide long-range transportation plan for all of Florida. In 2020, FDOT updated the 2015 FTP, which defines Florida's future transportation vision and identifies goals, objectives, and strategies to accomplish that vision. The 2020 update is comprised of four main elements: a Vision Element, a Policy Element, a Performance Element, and an Implementation Element.

The updated Vision Element (May 2020)² provides a longer-term view of the major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system.

A key purpose of the visioning effort is to guide the FTP update with consideration of the future Florida may face. To this end, FDOT focused on six key trends that will impact Florida's transportation future: Population Growth, Diversity, Rural/Urban Development, Innovation, Global Integration, and Risks & Disruptions.



¹ FTP (floridatransportationplan.com)

² REPORT FDOT Vision2020 final Apr20 spreads.pdf (floridatransportationplan.com)

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The updated Policy Element (December 2020)³ describes the objectives and strategies to guide transportation partners statewide in accomplishing the vision and goals. It includes the goals and objectives necessary to guide FDOT towards this vision over the next 25 years.



The Performance Element (December 2020)⁴ is a new element and reports how Florida's system performs on key measures of safety, asset condition, and mobility. This Element focuses on the list of measures and targets required by Federal rule.

The final Element of the FTP is the Implementation Element⁵. The Implementation Element is important as it provides specific direction and action items to be taken in order for FDOT and the state to meet the goals and objectives provided in the Policy Element.



Florida Strategic Intermodal System (SIS) Policy Plan, 2022

The SIS Policy Plan identifies policies for planning and implementing Florida's Strategic Intermodal System, the statewide high-priority network of transportation facilities critical to Florida's economic competitiveness. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS Policy Plan provides direction specific to the Strategic Intermodal System, in order to address changing trends and take advantage of future opportunities.



In 2022, the SIS Policy Plan⁶ was updated to be consistent with the guidance provided by the FTP. The SIS Policy Plan establishes the policy framework for planning and managing the SIS over the next five years. FDOT will work with MPOs, local governments, modal operators, and other partners to implement this Policy Plan, with emphasis on the following topics:

- **Designation criteria and policies:** FDOT, with input from partners and the public, will evaluate and update, as applicable, the criteria and thresholds used to designate facilities as a part of the SIS to reflect the objectives and policies identified in this plan.
- **Needs and prioritization policies:** FDOT will adapt its guidance and processes for identifying, evaluating, and setting priorities among potential investment needs consistent with the policies identified in this plan. FDOT anticipates conducting a small number of pilot initiatives, in collaboration with MPOs and local governments, to refine new policies for implementation during the next few years. FDOT will also enhance partner education and awareness of these

³ [policyelement2020.pdf \(floridatransportationplan.com\)](https://floridatransportationplan.com/policyelement2020.pdf)

⁴ [performanceelement2020.pdf \(floridatransportationplan.com\)](https://floridatransportationplan.com/performanceelement2020.pdf)

⁵ [Florida FTP/SIS \(floridatransportationplan.com\)](https://floridatransportationplan.com/florida-ftp/sis)

⁶ [sis-policy-plan.pdf \(windows.net\)](https://windows.net/sis-policy-plan.pdf)

policies and provide guidance on how these identified policies can be implemented in the context of specific projects.

- **Planning and collaboration policies:** FDOT will collaborate with partners to implement the policies identified in this plan. This will include a more proactive, integrated long-range approach to developing solutions for statewide/interregional and regional/local mobility and connectivity needs.

Florida Freight Mobility & Trade Plan, 2020

Signed into law in 2012, Florida House Bill 599 directed FDOT to create a state Freight Mobility and Trade Plan (FMTP).⁷ The FMTP was originally developed and completed in two phases: the Policy Element (June 2013) and the Investment Element (September 2014), each addressing specific needs, with their own purposes.



These documents were updated in April 2020 in order to meet statutory requirements of the Federal Fixing America's Surface Transportation (FAST) Act, which required the development of a state freight plan addressing the state's freight planning activities and investments, both immediate and long term.

Freight stakeholders helped craft objectives and strategies to further develop the policy framework. Multimodal freight objectives of the FMTP include the following:

- Leverage multisource data and technology to improve freight system safety and security
- Create a more resilient multimodal freight system
- Ensure the Florida freight system is in a state of good repair
- Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
- Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains
- Improve last mile connectivity for all freight modes
- Continue to forge partnerships between the public and private sectors to improve trade and logistics
- Capitalize on emerging freight trends to promote economic development
- Increase freight-related regional and local transportation planning and land use coordination
- Promote and support the shift to alternatively fueled freight vehicles

⁷ [Freight Mobility and Trade Plan \(fdot.gov\)](https://www.fdot.gov/freight)

Florida Strategic Highway Safety Plan, 2021

The Department's top priority is to provide a safe transportation system that efficiently moves people and goods throughout Florida. The 2021 Strategic Highway Safety Plan⁸ provides a framework for eliminating fatalities and serious injuries on all public roads, include high-rail grade crossings. This SHSP:

- Introduces the Safe System approach, which acknowledges that humans make mistakes, the human body is vulnerable, and that FDOT should design and operate our transportation system to ensure that if crashes do occur, they do not result in serious human injury.
- Recognizes the complexity of crashes and categorizes emphasis areas into three components: roadway; road user, including demographics and mode of travel; and road user behavior.
- Expands FDOT's strategies beyond the 4Es of traffic safety: Engineering, Education, Enforcement, and Emergency Response to include the 4Is: Information Intelligence, Innovation, Insight into Communities, and Investments and Policies.



Florida Highway-Rail Grade Crossing State Action Plan, 2022

Florida's most recent Highway-Rail Grade Crossing State Action Plan (SAP) is being reviewed by the FRA. The SAP evaluates existing safety practices used at highway-railroad grade crossings, provides data analysis, strategies, and suggested improvement projects, and also provides plans to implement safety improvements in the short and long term.⁹ Through outreach, data analysis, and risk assessment, the SAP identified the highest-priority grade crossing safety challenges in Florida, which were found to be:

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

The FRO updated the SAP to explore how each safety challenge was selected and will follow with proactive measures for eliminating hazards in the short term to create positive future impacts. The goals and objectives are designed to address the highest priority safety challenges.

5.2.2 National and Regional Rail Planning Integration

As Florida shares rail corridors and services with other states, it is essential to coordinate with other states through both direct interaction and through comprehensive review and analysis of state or regional rail plans prepared by or in cooperation with other states in the region.

The 2008 Passenger Rail Investment and Improvement Act directed FRA to develop a Preliminary National Rail Plan to address the rail needs of the U.S. The preliminary plan, published in October

⁸ [shsp_mar21.pdf \(windows.net\)](#)

⁹ [State Highway-Rail Grade Crossing Action Plans | FRA \(dot.gov\)](#)

2009, provided objectives for rail as a means of improving the performance of the nation's transportation system, which included:

- Increased passenger and freight rail performance
- Integration of all transportation modes to form a more complementary transportation system
- Identification of projects of national significance
- Providing for increased public awareness

Since 2009, the concept of developing a federal national rail plan has evolved toward capturing state rail plan findings, and reflecting the issues and priorities addressed in various state rail plans. An outgrowth of this process is expected to be development of regional rail plans and multi-state corridor plans inclusive of solutions for freight and passenger service issues on a regional rather than state-by-state basis.

FDOT has been working with FRA and other states in the Southeast to ensure that the region's rail perspectives and issues are adequately addressed within the national rail planning process. FDOT is an active member of the Southeast Corridor Commission, which has been working with FRA to develop the Southeast Regional Rail Plan to provide a blueprint for establishing high-performance intercity passenger rail throughout the Southeast U.S.

5.2.3 National Strategic Rail Corridor Network

The National Strategic Rail Corridor Network (STRACNET) is comprised of an approximately 32,000-mile national, interconnected network of rail corridors and associated connector lines most important to national defense. Figure 5-1 depicts the STRACNET system within Florida. The lines shown provide main line corridor throughput capability as well as access to major defense contractors, logistics sites, and military facilities critical to national defense. Florida will also continue to coordinate as necessary with the U.S. Military Surface Deployment and Distribution Command's Transportation Engineering Agency, which oversees the STRACNET.

Figure 5-1 Florida's Strategic Rail Corridor Network



Source: FDOT Freight & Rail Office, 2023

5.3 Rail Agencies

As noted in Chapter 1 of the State Rail System Plan, FDOT's Freight & Rail Office (FRO) is primarily responsible for assisting in the development of Florida's rail system, both passenger and freight. The FRO develops and implements FDOT's Rail System Plan, rail safety, rail project development/management, and the Strategic Intermodal System (SIS) Program.

The Florida Rail Enterprise (FRE) is authorized by Florida Statute 341.303 to direct passenger rail funding provided by FDOT and coordinate publicly funded passenger rail operations in Florida.

This State Rail Plan does not recommend the creation or dissolution of any other state agencies or authorities governing rail oversight or funding.

5.4 Program Effects

The short-range and long-range projects proposed in Section 5.8 include improvements to Class II and III railroads operating in the state, improvements in rail infrastructure at ports, and highway-rail grade crossing safety improvements. These projects are anticipated to offer public benefits, such as increased transportation competition resulting in lower cost to shippers, less highway congestion and damage, and reduced environmental and energy impacts. The proposed passenger projects in the short- and long-range include rail improvements that are based on preservation and improvement of existing service, the safety of passengers, and potential expansion of intercity passenger and commuter rail services. Projects that improve or eliminate highway-rail grade crossings also form a significant component of the investment program. These projects will improve safety, reduce congestion, improve travel time, and enhance mobility.

As intercity and commuter rail passengers are diverted from the automobile, passenger rail service improvements and expansion efforts will result in a more extensive and inclusive intercity transportation network, enhanced mobility, increased tourism and access to job opportunities, and increased energy efficiency compared to other modes.

For rail freight improvements, the public benefits involve increased transportation options and competition resulting in lower cost to Florida business that ship by rail, less highway congestion and roadway surface damage, and reduced environmental and energy impacts compared to other modes.

Highway-rail grade crossing improvement projects, as well as other rail-related infrastructure improvements aimed at maintaining a state of good repair. Projects that replace at-grade crossings with grade separations provide significant benefits, including reduced roadway congestion, improved motorist and pedestrian safety, improved travel times, enhanced transportation mobility, and improved sustainability and environmental justice impacts from the reduction in idling motor vehicles and associated reductions in emissions.

Impacts of freight and passenger rail transportation are discussed further in Chapter 2.

5.5 Passenger Element

The funding mechanisms for intercity passenger, commuter rail, and rail transit systems in Florida were identified in Chapter 1 and Chapter 2. There are two primary sources of state funding for passenger rail in Florida: Florida Rail Enterprise (FRE) funds, administered by FDOT's Freight & Rail Office (FRO), and New Starts Transit Program (NSTP), administered by FDOT's Public Transit Office. Passenger rail is also supported by other state programs such as the Strategic Intermodal System, Statewide Public Transportation funds, and District Dedicated Revenues.

5.5.1 Passenger Rail Capital Financing Plan

Florida uses the following as primary funding sources for passenger rail capital projects:

- Florida Rail Enterprise funding for passenger rail planning, development, and capital project costs, including projects to identify or address anticipated impacts of increased freight rail traffic resulting from the implementation of passenger rail systems
- State Regional and Urban Rail Transit Funding
- Florida New Starts Transit Program
- State Infrastructure Bank
- Department Owned Railroad Bridge Management Program
- Transportation Regional Incentive Program
- Intermodal Development Program
- Florida Job Growth Grant Fund
- Private railroad funds, including Private Activity Bond allocations
- Local or regional matching funds
- Federally administered rail funding

For the short-range horizon, funding has been allocated for passenger rail improvements through FDOT's five-year budget, which is updated annually and from which annual allocations are made.

5.5.2 Passenger Rail Operating Financing Plan

Passenger fares and revenues are used to defray a portion of the operating costs of Florida's intercity passenger, commuter rail, and rail transit systems. However, as with other public transportation modes, passenger rail systems require some manner of subsidy to support capital and ongoing operating costs. The degree and amount of subsidy required will vary depending on the type and level of service provided.

FDOT uses the following as primary funding sources for passenger rail system operating subsidies:

- Florida Rail Enterprise funding for commuter rail operations
- State regional and urban rail transit funding
- Department Owned Railroad Bridge Management Program
- Local or regional funds and payments
- Federally administered rail funding

Amtrak has the sole financial responsibility for financing the operation of the long-distance Amtrak intercity passenger trains that serve Florida. Likewise, Brightline has the sole financial responsibility for financing the operation of the Brightline intercity passenger trains that operate within Florida.

5.5.3 Passenger Rail Economic Benefits

The short-range passenger rail investment program includes capital projects to expand Florida's existing intercity, commuter, and rail transit systems, as well as continue planning and development efforts for potential future expansion of intercity passenger rail. Long-range investments will build on previous work and continue expansion of existing passenger, commuter, and rail transit systems, implement new regional commuter and rail transit networks, and potentially implement additional intercity passenger rail services. Short-range and long-range passenger investments are being made in order to meet projected increases in travel demand, promote economic development, and improve statewide mobility and quality of life. Improvements

made to the state's intercity, commuter, and rail transit passenger networks will expand resident and visitor access to job markets, residential centers, business services, tourist destinations, and educational, medical, and other services. Expanded use of passenger rail could reduce highway congestion, improve roadway safety, and reduce emissions. It also spurs economic benefits to areas surrounding stations by incentivizing new mixed-use development which can lead to an enhanced tax base for local governments.¹⁰

Projects that improve the Tri-Rail and SunRail commuter systems will support the preservation, protection, and enhancement of state-owned rail assets. Public and private economic benefits and impacts of passenger rail are identified in Section 2.1.9 and Section 5.4.

5.6 Freight Element

5.6.1 Freight Rail Capital Financing Plan

Florida's Class I and Class II railroads use private financing to fund capital projects that improve their private freight rail networks and fund costs associated with the regular maintenance and upkeep of their infrastructure, facilities, and equipment. However, Strategic Intermodal System (SIS) funding and other state funding sources are available to fund certain types of Class I railroad improvement projects if there is a benefit to Florida. Florida's Class III railroads typically rely on private funding, public funding, or some combination of sources to finance capital projects, equipment acquisitions, and general infrastructure improvements. State funding sources are available to assist shortline freight railroads with funding state of good repair and rail network improvement projects.

Florida uses the following as primary funding sources for freight rail projects:

- Strategic Intermodal Systems program
- FRE funds to mitigate freight impacts from passenger rail projects
- State Infrastructure Bank
- Department Owned Railroad Bridge Management Program
- Transportation Regional Incentive Program
- Economic Development Transportation Fund
- Intermodal Development Program
- Rural Economic Development Initiative
- Rural Infrastructure Fund
- Private railroad funds
- Local or regional matching funds
- Federally administered rail funding

5.6.2 Freight Rail Economic Benefits

The freight rail projects in the short-range investment program include projects for which funding has been allocated through FDOT's five-year budget, which is updated annually. Some of the freight rail projects in the long-range investment program are larger in scale and cost than projects

¹⁰ [Mixed-Use Development | Planning for Complete Communities in Delaware \(completecommunitiesde.org\)](https://www.completecommunitiesde.org/)

in the short-range program. Therefore, the expected benefits from these projects are typically larger and have greater overall impacts.

Improvements to the state's freight rail network are anticipated to provide socio-economic and environmental benefits (resulting from diversions of freight from highway to rail); lower transportation costs; the preservation and expansion of cost-efficient freight rail transportation for businesses in the state to maintain operations, reach new markets, and access national and global supply chains. The public and private economic benefits and impacts of freight rail are identified in Section 2.1.9 and Section 5.4.

5.7 Rail Studies and Reports

As Florida's population and economy continue to grow, the use of the state's transportation infrastructure and the demand for travel will open up new opportunities to study the feasibility of expanding or improving freight and passenger systems across the state.

FDOT intends to continue exploring the feasibility of new or improved intercity passenger rail services in the state, leveraging funding opportunities made available in the Infrastructure Investment and Jobs Act. Future studies are anticipated for intercity passenger corridors that FDOT chooses to analyze in more detail. These corridors may include:

- A new intercity passenger rail route of less than 750 miles
 - Orlando-Tampa, Miami-Tampa, Orlando-Jacksonville, and Miami-Jacksonville routes connecting major urban areas in the state. In addition to working with Amtrak, FDOT's vision for passenger rail includes working with for-profit service providers to develop public private partnerships that would enhance statewide mobility
- Enhancement of an existing intercity passenger rail route of less than 750 miles
 - Miami-Orlando (service began in 2023)
- Restoration of service over all or portions of an intercity passenger rail route formerly operated by Amtrak
 - Orlando-New Orleans (Sunset Limited route, 769 miles). FDOT is potentially supportive of a service restoration in this corridor as an Amtrak National Network long-distance train that does not require operating financial support from the state
- Increase of service frequency of a long-distance intercity passenger rail route
 - New York-Miami via Charleston, SC (Silver Meteor route) and New York-Miami via Raleigh, NC and Tampa, FL (Silver Star route). FDOT is potentially supportive of service frequency increases on these long-distance routes as additional Amtrak National Network long-distance trains that do not require operating financial support from the state

Florida's two commuter rail agencies, SunRail and Tri-Rail, are studying initiatives to improve or expand their networks. Other regions, such as Jacksonville and Tampa, are also exploring the feasibility of adding commuter rail or rail transit services to improve regional mobility. Chapter 3 provides more information on the plans for improved regional passenger rail being advanced in different parts of the states.

In addition, FDOT is agreeable to providing support in an advisory capacity to other multistate, regional, or local public agencies that wish to develop and implement other intercity passenger rail

corridors serving Florida linking Jacksonville and Atlanta, or long-distance routes of more than 750 miles.

Studies to improve highway-rail grade crossing safety are anticipated to include future updates of Florida's Highway-Rail Grade Crossing State Action Plan. FDOT anticipates that feasibility studies and environmental evaluations may be undertaken to advance the implementation of projects in the long-range investment program, depending on the project's current state of readiness.

Potential additional rail studies that could be considered in the future will focus on the following areas:

- Studies that enhance existing intercity passenger rail services and facilities or develop new intercity passenger rail corridors and services
- Studies that enhance existing commuter rail services and facilities or develop new commuter rail corridors and services
- Studies that evaluate the freight rail network at a statewide or regional level, which could facilitate prioritized investments in additional rail capacity and facilities to enhance freight and passenger operations
- Studies that assess the development of new or enhancement of existing intermodal container transfer facilities, port facilities with rail, truck-rail transload facilities, and other facilities to support a modal shift toward freight rail transportation
- Studies focused on safety enhancements at highway-rail grade crossings
- Any other future studies related to state and federal funding opportunities

5.8 Passenger and Freight Rail Capital Program

This section identifies the short-range and long-range program of studies and projects, consistent with PRIIA requirements¹¹, with specific project detail. The short-range studies and projects have been limited to those for which funding will be available based on past legislative budget allocations for rail projects. Long-range studies and projects include specific projects or prospective projects which could arise from various studies for which funding has not been committed but have been deemed important as part of a multi-year program that exceed the four-year short-range period. The projects, anticipated public benefits, and cost estimates are listed in the RSIP.

Table 5-2 and Table 5-3 contain the lists of short-range and long-range projects. The projects are listed by category (passenger and freight rail studies and projects) and time frame for potential implementation (short-range and long-range). The projects are prioritized in terms of short-range studies and projects, (those which will occur in the first four years from 2023 to 2026); and long-range studies and projects, that is, those which that will be considered over a 20-year period (2027 to 2042).

The projects are discussed in the narrative that follows. The total costs identified in the RSIP to implement passenger rail service by corridor, if known, are conceptual planning estimates only.

¹¹ [General Summary of Passenger Rail Investment and Improvement Act of 2008 Division B \(Amtrak\), Public Law 110-432 \(dot.gov\)](#)

Further study and consultation with host railroads would be required to better understand and refine these cost estimates.

5.8.1 Short-Range Rail Investment Program

Florida's proposed short-range RSIP is comprised of projects and studies for which estimated capital costs are known. These projects have been evaluated on the basis of their respective potential funding sources and the anticipated benefits to be realized from the completion of each project.

Projects identified for potential funding have been selected on the basis of preserving the state's past investments and improving the levels of service and financial performance of the state's railroads as well as the anticipated benefits expected for projects in terms of freight and passenger system capacity, efficiency, and safety; rail network access; economic development and competitiveness; job creation and retention; transportation savings; energy and environmental benefits; and other program-specific benefits.

Proposed Short-Range Rail Projects and Studies

Florida's proposed short-range passenger and freight rail projects and studies include:

- Infrastructure upgrades to accommodate 286,000-lb. rail cars
- Infrastructure upgrades to improve operating speeds
- Highway-rail grade crossing improvements and grade separation projects
- Enhancements to the capacity of the state's rail network

Types of short-range passenger and freight rail project work mixes and count described in Table 5-1.

Table 5-1 | Short-Range Studies and Projects List Count, by Work Mix and (Years 1-4; 2023-2026)

Work Mix	Passenger	Freight
Capacity	67	59
New Services	6	-
Safety	5	80
State of Good Repair	43	4
Total	121	143

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These projects are described in further detailed in Table 5-2.

Table 5-2 | Short-Range Studies and Projects, by Improvement Type (Years 1-4; 2023-2026)

Work Mix	Improvement Type	Programmed	Estimated Capital Cost
Passenger Rail			
Capacity	Bus Rapid Transit, Commuter Rail	\$ -	\$300,000,000
Capacity	Commuter Rail	\$7,519,220	\$1,065,000,000
Capacity	Connector	\$33,109	\$ -
Capacity	Double Tracking	\$28,707,208	\$31,500,000
Capacity	Grade Crossing	\$2,995,024	\$ -
Capacity	Heavy Rail	\$ -	\$81,308,198
Capacity	Highway - Modify Connector	\$ -	\$20,010,000
Capacity	Intermodal Station	\$ -	\$4,000,000
Capacity	Light Rail Station	\$ -	\$34,969,000
Capacity	Monorail	\$ -	\$ -
Capacity	New Commuter Rail	\$ -	\$1,242,100,000
Capacity	New Light Rail	\$ -	\$ -
Capacity	New Passenger Service	\$ -	\$102,930,000
Capacity	New Rail Line	\$ -	\$327,100,000
Capacity	New Road	\$ -	\$4,591,625
Capacity	Operational Improvements	\$ -	\$ -
Capacity	Passenger Service	\$2,000,882	\$1,024,610,000
Capacity	Passenger Terminal	\$ -	\$657,267,000
Capacity	Rail - Track Upgrade	\$ -	\$110,000,000
Capacity	RR Bridge Maintenance and Rehab	\$ -	\$85,000,000
Capacity	Station	\$ -	\$ -
Capacity	Streetcar	\$ -	\$ -
Capacity	Transit - Hub	\$ -	\$64,094,000
New Services	Intermodal Terminal for Heavy Rail	\$ -	\$35,000,000
New Services	New Light Rail	\$ -	\$ -
New Services	New Passenger Service	\$ -	\$50,000,000
New Services	People Mover / Light Rail	\$ -	\$90,900,093
New Services	Planning	\$ -	\$ -
New Services	Service Extension	\$250,000	\$ -
Safety	Crossing Closure	\$521,550	\$ -

Chapter 5: The State's Rail Service and Investment Program

Work Mix	Improvement Type	Programmed	Estimated Capital Cost
Safety	Safety	\$3,321,876	\$24,647,330
State of Good Repair	Crossing Rehab	\$11,684,420	\$ -
State of Good Repair	Infrastructure Improvement	\$ -	\$ -
State of Good Repair	Operational Improvements	\$475,643,301	\$ -
State of Good Repair	RR Bridge Maintenance and Rehab	\$167,337	\$ -
State of Good Repair	RR Bridge Replacement	\$2	\$ -
State of Good Repair	Safety	\$ -	\$ -
State of Good Repair	Station	\$ -	\$ -
State of Good Repair	Study	\$ -	\$ -
Freight Rail			
Capacity	Double Tracking	\$9,587,000	\$ -
Capacity	Freight Capacity-Access	\$ -	\$12,950,000
Capacity	Freight Capacity-Line Expansion	\$ -	\$12,950,000
Capacity	Freight Capacity-Rehabilitation	\$ -	\$ -
Capacity	Grade Crossings	\$ -	\$45,000,000
Capacity	Grade Separation	\$94,685,493	\$223,947,337
Capacity	Highway – Grade Separation	\$ -	\$52,000,000
Capacity	Interchange Yard	\$ -	\$6,500,000
Capacity	Intermodal and Yard	\$ -	\$19,200,000
Capacity	New Road	\$ -	\$4,591,625
Capacity	Other Improvements	\$17,207,000	\$6,158,000
Capacity	Rail – Terminal	\$ -	\$100,000,000
Capacity	Rail – Track Upgrade	\$ -	\$56,643,000
Capacity	Rail Bridge Maintenance and Rehab	\$ -	\$9,545,000
Capacity	Rail Yard	\$ -	\$110,000,000

Chapter 5: The State's Rail Service and Investment Program

Work Mix	Improvement Type	Programmed	Estimated Capital Cost
Capacity	Seaport – Intermodal Container Terminal	\$ -	\$64,300,000
Capacity	Seaport – Internal Rail	\$ -	\$314,975,000
Capacity	Seaport – Seaport Capacity Project	\$ -	1,000,000,000
Capacity	Seaport – Terminal	\$ -	\$ -
Capacity	Spur	\$1,777,306	\$ -
Capacity	Study	\$ -	\$1,500,000
Capacity	Track Rehabilitation	\$12,000,000	\$ -
Capacity	Yard Expansion	\$2,002,500	\$ -
Capacity	Rail Capacity Project	\$16,350,000	\$ -
Capacity	Seaport – Seaport Capacity Project	\$ -	\$1,000,000,000
Safety	Crossing Rehab	\$134	\$ -
Safety	Dynamic Envelope	\$5,937,057	\$ -
Safety	Grade Crossing	\$ -	\$38,883,264
Safety	Grade Crossings	\$117,579	\$ -
Safety	Pedestrian Overpass	\$22,040,301	\$ -
Safety	Section 130	\$ -	\$21,261,936
Safety	Quiet Zone	\$4,598	\$ -
State of Good Repair	Bridge Replacement	\$28,055,000	\$ -
State of Good Repair	Rail Bridge Maintenance and Rehab	\$ -	\$ -
State of Good Repair	Resurfacing	\$3,854,120	\$ -

Estimated capital costs for all the short-range freight and passenger rail projects and studies may not be known at this time. To the extent that FDOT makes investments in support of the identified long-range projects, these investments will be included in future iterations of the RSIP as long as they remain relevant to affected stakeholders and continue to be necessary to help achieve Florida's State Rail Vision. These projects are described in further detail in Table 5-3. These project costs could have an estimated total \$7.5 billion.

Chapter 5: The State's Rail Service and Investment Program

Table 5-3 | Short-Range Studies and Projects List (Years 1-4; 2023-2026)

ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
Passenger Rail							
1	Capacity	Intermodal Station	1		Lakeland Intermodal Center		\$4,000,000
2	Capacity	New Commuter Rail	2		North Commuter Rail		\$250,000,000
3	Capacity	New Commuter Rail	2		SE Commuter Rail		\$250,000,000
4	Capacity	New Commuter Rail	2		SW Commuter Rail		\$250,000,000
5	Capacity	New Rail Line	2		Jacksonville Port Authority at Talleyrand Track Addition		\$2,100,000
6	Capacity	New Road	2		Norfolk Southern Railroad Overpass		\$4,591,625
7	Capacity	Passenger Terminal	2		Amtrak (Terminal / Rail) at Jacksonville Transportation Center		\$64,990,000
8	Capacity	Passenger Terminal	2		Jacksonville Transportation Center at Intermodal Center		\$35,900,000
9	Capacity	Station	2		Relocation of the Jacksonville (Amtrak) station		\$-
10	New Services	New Passenger Service	2		Intercity Passenger Rail at Florida Component of Jacksonville to Savannah		\$50,000,000
11	Capacity	New Commuter Rail	3		Commuter Rail - East		\$246,050,000
12	Capacity	New Commuter Rail	3		Commuter Rail - West		\$246,050,000
13	Capacity	Commuter Rail	4	417031-5	SFECC Corridor Transit Alt, From Miami To Broward	\$3,019,220	\$-
14	Capacity	Commuter Rail	4	417031-6	SFECC Corridor Transit Alt, Broward To Palm Beach	\$3,150,000	\$-
15	Capacity	Commuter Rail	4	417031-7	SFECC Corridor Transit Alt, For Palm Beach County	\$1,350,000	\$-
16	Capacity	Commuter Rail	4		Broward Commuter Rail (Coastal Link)		\$-
17	Capacity	Commuter Rail	4		Palm Beach County (Coastal Link)		\$-
18	Capacity	Connector	4	417031-9	CSX To FEC Pompano Connection	\$26,972	\$-
19	Capacity	Connector	4	434948-1	Northwood Connection Fr. CSX Mainline To FEC Mainline	\$687	\$-
20	Capacity	Connector	4	434948-2	Northwood Connection From CSX Mainline To FEC Mainline	\$5,450	\$-
21	Capacity	Highway - Modify Connector	4		West Palm Beach Intermodal Center - SIS Connector from I-95 to West Palm Beach Intermodal Center		\$20,010,000
22	Capacity	New Light Rail	4		Okeechobee and SR7 Multimodal Corridor Study		\$-

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ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
23	Capacity	Operational Improvements	4		SFRC System Upgrades Control Point Parker- Control Point Pineapple		
24	Capacity	Passenger Service	4	417031-3	South Florida East Coast Corridor (SFECC) Corridor Management	\$2,000,882	\$-
25	Capacity	Passenger Service	4		Florida East Coast Railway from West Palm Beach to Jupiter - Interim Service		\$61,110,000
26	Capacity	Passenger Service	4		South Florida Rail Corridor/CSX Railway Corridor from 45th St. to Blue Heron Blvd		\$61,500,000
27	Capacity	Passenger Service	4		Tri-Rail Coastal Link along FEC railway from Miami to Jupiter		\$832,000,000
28	Capacity	Passenger Terminal	4		Broward County Transit Hub at Broward Blvd. / Florida East Coast Railway		\$11,400,000
29	Capacity	Passenger Terminal	4		South Florida Rail Corridor at Boca Raton Tri-Rail Station (Yamato Rd.)		\$105,730,000
30	Capacity	Passenger Terminal	4		South Florida Rail Corridor at Hollywood Tri-Rail Station		\$21,900,000
31	Capacity	Passenger Terminal	4		South Florida Rail Corridor at Mangonia Park Tri-Rail Station		\$14,550,000
32	Capacity	Passenger Terminal	4		South Florida Rail Corridor at New Tri-Rail Station at Boca Raton (Glades Rd.)		\$4,850,000
33	Capacity	Passenger Terminal	4		West Palm Beach Transit Hub at West Palm Beach Tri-Rail Station		\$8,150,000
34	Capacity	RR Bridge Maintenance and Rehab	4		SFRC - Pedestrian Bridges		
35	Capacity	Station	4		SFRC - West Palm Beach Parking		
36	New Services	People Mover / Light Rail	4		Hollywood/Ft. Lauderdale Airport (FLL) Automated People Mover		\$90,900,093
37	New Services	Planning	4		SFRC - Planning & Capital Development		
38	New Services	Service Extension	4	449933-1	Veterans Administration (VA) Rail Connection Feasibility Study	\$250,000	\$-
39	Safety	Crossing Closure	4		SFRC - Closures Analysis Palm Beach -Allendale St, Caroline St. Rail Overpass Study NW 22nd Ave/ NW 27 Ave	\$521,550	

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ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
40	Safety	Safety	4	44431-1	SFRC Safety Outreach	\$1,000,000	
41	Safety	Safety	4	449229-1	Rail Safety Study		\$7,820,867
42	State of Good Repair	Infrastructure Improvement	4		SFRC - Infrastructure Improvements		
43	State of Good Repair	Infrastructure Improvement	4		SFRC - 'Wayside Impact Load Dector Train Wheel Detectors - CSXT Freight Car		
44	State of Good Repair	Infrastructure Improvement	4		SFRC - Wood Tie Conversion (80,000 LF of 136# Rail)		
45	State of Good Repair	Infrastructure Improvement	4		SFRC - Wood Tie Conversion Control Point Manatee To Control Point Sample Rd Both Tracks		
46	State of Good Repair	Infrastructure Improvement	4		SFRC - Wood Tie Conversion Control Point Parker To Control Point Orange Blossom		
47	State of Good Repair	Operational Improvements	4	236854-2	Miami UZA - SFRTA Section 5307 Formula Funds	\$242,670,575	\$-
48	State of Good Repair	Operational Improvements	4	433611-1	Miami UZA - SFRTA Section 5337 State Of Good Repair	\$226,962,242	\$-
49	State of Good Repair	Operational Improvements	4	435688-1	Miami UZA - SFRTA Capital Section 5339 Bus And Bus Facilities	\$6,010,484	\$-
50	State of Good Repair	Operational Improvements	4		SFRC - MOW Oversight		
51	State of Good Repair	Operational Improvements	4		SFRC - New Rolling Stock		
52	State of Good Repair	Operational Improvements	4		SFRC - Preventative Maintenance		
53	State of Good Repair	Operational Improvements	4		SFRC - Replace DAX Cable WPB - Banyan		

Chapter 5: The State's Rail Service and Investment Program

ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
54	State of Good Repair	Operational Improvements	4		SFRC System Upgrades Control Point Dania - Control Point Cypress		
55	State of Good Repair	RR Bridge Maintenance and Rehab	4		SFRC - Bridge Deck Rehab At Bisc Canal, C-12, C-10 N&S		
56	State of Good Repair	RR Bridge Maintenance and Rehab	4		SFRC - Bridges Inspection Rehab At RR MP 982.20, 1005.70, 1009.00, 1013.90 , 1018.90. 1018.90, 1027.90, 1032.30		
57	State of Good Repair	RR Bridge Maintenance and Rehab	4		SFRC Bridges Inspection/ Rehab At RR MP 1004.30		
58	State of Good Repair	RR Bridge Maintenance and Rehab	4		SFRC Dania Cut Off Canal Bridge Replacement		
59	State of Good Repair	RR Bridge Replacement	4	406919-1	SFRC R/R Bridge Over S Fork New River Replace Existing Bridge BR#86992	\$2	\$-
60	State of Good Repair	Safety	4		SFRC - Security Cameras-Phase 2		
61	State of Good Repair	Station	4		SFRC - Corridor Station Rehab		
62	State of Good Repair	Station	4		SFRC - Station Improvements		
63	State of Good Repair	Study	4		SFRC - Environmental Mitigation		
64	Capacity	Bus Rapid Transit, Commuter Rail	5		SunRail Connector to the Orlando International Airport (Sunrail Phase 3)		\$300,000,000
65	Capacity	Commuter Rail	5		Orlando – SunRail Phase II North		\$65,000,000
66	Capacity	Commuter Rail	5		Sunshine Corridor (Extend SunRail Commute Train Service to Orlando International Airport and the Orange County Convention Center)		\$1,000,000,000
67	Capacity	Double Tracking	5	423446-9	SunRai Phase 2 South	\$15,713,059	\$31,500,000

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ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
68	Capacity	Grade Crossing	5	431798-3	NE 36th Avenue From NE 20th Place To North Of NE 25th Street	\$39,311	\$-
69	Capacity	Passenger Terminal	5		SunRail at Sanford Platform at Operations Control Center		\$3,000,000
70	Capacity	Passenger Terminal	5		SunRail from Phase 2 - North DeBary Station to Deland Amtrak St		\$65,000,000
71	Capacity	Rail - Track Upgrade	5		SunRail from Aloma Spur to Sanford Airport		\$110,000,000
72	Capacity	RR Bridge Maintenance and Rehab	5		SunRail at Lake Monroe Draw Bridge		\$85,000,000
73	State of Good Repair	RR Bridge Maintenance and Rehab	5	436436-1	CFCR Railroad Bridge Over Lake Monroe/St Johns River	\$167,337	\$-
74	Capacity	Commuter Rail	6		Northeast Corridor (Smart Plan)		\$-
75	Capacity	Double Tracking	6	429487-2	SFRC Double-Tracking From Hialeah Market To MIC	\$12,994,149	\$-
76	Capacity	Grade Crossing	6	433511-2	NE 203 Street Intersection Improvements Betwn SR 5/US-1 & W. Dixie Hwy	\$2,955,713	\$-
77	Capacity	Heavy Rail	6		Metromover Guideway Superstructure Structural Retrofit – New Switches and Crossovers		\$81,308,198
78	Capacity	Heavy Rail	6		North Corridor (Smart Plan)		\$-
79	Capacity	Monorail	6		Beach Corridor Trunkline (Smart Plan)		\$-
80	Capacity	New Passenger Service	6		CSX - Tri-Rail Dolphin Extension (Phase 1) from Miami Intermodal Center to SW 137th Ave.		\$102,930,000
81	Capacity	New Rail Line	6		Okeechobee Link from Miami Intermodal Center to American Dream Mal		\$325,000,000
82	Capacity	Passenger Service	6		MIA / PortMiami - Extension from Miami Intermodal Center to PortMiami		\$25,000,000
83	Capacity	Passenger Terminal	6		Gulfstream West/Dolphin Stadium Multimodal Center at NW 27 Ave at 215 ST/HEFT		\$30,000,000
84	Capacity	Passenger Terminal	6		Palmetto Metrorail Intermodal Terminal Ph 1 at SR 826 & NW 74 St		\$270,620,000

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ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
85	Capacity	Passenger Terminal	6		Tri-Rail Midtown Miami Station from NE 36th St to NE 29th St.		\$20,185,000
86	Capacity	Transit - Hub	6		American Dream Mall Multimodal Center from I-75 at Miami Gardens Dr. Interchange to Adjacent to the HEFT		\$50,000,000
87	Capacity	Transit - Hub	6		Downtown Intermodal Terminal at NW 1st St. and NW 3rd St		\$14,094,000
88	New Services	Intermodal Terminal for Heavy Rail	6		Downtown Intermodal Terminal		\$35,000,000
89	State of Good Repair	Crossing Rehab	6	448662-1	SFRC - Crossing 628340A At E 17th Street/NW 71st Street	\$720,109	\$-
90	State of Good Repair	Crossing Rehab	6	448663-1	SFRC - Crossing 628343V @ E 9th Street/ NW 62nd Street	\$992,162	\$-
91	State of Good Repair	Crossing Rehab	6	449891-1	SFRC - Crossing 628348E At NW 35th Avenue	\$750,000	\$-
92	State of Good Repair	Crossing Rehab	6	449913-1	SFRC - Downtown Lead - Crossing 628413H At NW 22nd Ct	\$462,130	\$-
93	State of Good Repair	Crossing Rehab	6	449914-1	SFRC - Crossing 628309N At NW 8th Ave	\$850,000	\$-
94	State of Good Repair	Crossing Rehab	6	449915-1	SFRC - Crossing 628476M At NW South River Dr	\$900,000	\$-
95	State of Good Repair	Crossing Rehab	6		SFRC - Railroad Crossing Rehabilitation at Codadad Street / XING: 628322C	\$143,657	\$-
96	State of Good Repair	Crossing Rehab	6		SFRC - Railroad Crossing Rehabilitation at NW 14th Avenue / XING: 628425C	\$814,500	\$-
97	State of Good Repair	Crossing Rehab	6		SFRC - Railroad Crossing Rehabilitation at NW 18th Avenue / XING: 628419Y	\$792,000	\$-
98	State of Good Repair	Crossing Rehab	6		SFRC - Railroad Crossing Rehabilitation at NW 21st Avenue / XING: 628417K	\$897,600	\$-

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ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
99	State of Good Repair	Crossing Rehab	6		SFRC - Railroad Crossing Rehabilitation at NW 22nd Avenue / XING: 628414P	\$814,500	\$-
100	State of Good Repair	Crossing Rehab	6		SFRC - Railroad Crossing Rehabilitation at NW 23rd Avenue / XING: 628412B	\$739,200	\$-
101	State of Good Repair	Crossing Rehab	6		SFRC - Railroad Crossing Rehabilitation at NW 25th Avenue / XING: 628409T	\$814,500	\$-
102	State of Good Repair	Crossing Rehab	6		SFRC - Railroad Crossing Rehabilitation at NW 26th Avenue / XING: 628408L	\$814,500	\$-
103	State of Good Repair	Crossing Rehab	6		SFRC - Railroad Crossing Rehabilitation at NW North River Drive / XING: 628403C	\$1,003,200	\$-
104	State of Good Repair	Crossing Rehab	6		SFRC - Railroad Crossing Rehabilitation at Opa Locka Boulevard / XING: 628323J	\$176,363	\$-
105	State of Good Repair	RR Bridge Replacement	6		SFRC MR MICCI Bridge Construction		
106	State of Good Repair	RR Bridge Replacement	6		SFRC MR MICCI Rail, Signals Construction		
107	State of Good Repair	RR Bridge Replacement	6		SFRC MR MICCI ROW Acquisition		
108	State of Good Repair	Study	6		SFRC Hialeah Yard Environmental Investigation Of Sanitary System And SSES Report		
109	Capacity	Light Rail Station	7		Tampa International Airport at Light Rail Station Construction		\$34,969,000
110	Capacity	New Light Rail	7		Bradenton Rail		\$-
111	Capacity	New Light Rail	7		Brandon Rail		\$-
112	Capacity	New Light Rail	7		Clearwater to Downtown Tampa Rail		\$-
113	Capacity	New Light Rail	7		South Tampa to Downtown Tampa Rail		\$-
114	Capacity	New Light Rail	7		USF (Tampa) to Brooksville Rail		\$-
115	Capacity	New Light Rail	7		USF (Tampa) to Downtown Tampa Rail		\$-

Chapter 5: The State's Rail Service and Investment Program

ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
116	Capacity	Passenger Terminal	7		St Petersburg-Clearwater Airport at Intermodal Facility		\$992,000
117	Capacity	Street Car	7		City of Tampa Streetcar		\$-
118	New Services	New Light Rail	7		Downtown Tampa to Downtown St. Petersburg Rail		\$-
119	Capacity	Passenger Service	99		Amtrak Service along FEC and S. FL rail corridor from Miami to Jacksonville		\$45,000,000
120	Safety	Safety	99		Brightline Delineators/Striping/Channelization & Onsite Signal Safety Improvement OSSI		\$16,826,463
121	Safety	Safety	99		Striping, Reflectorized Pavement Markers, and Delineator (SRD) Design and Implementation Program for CFRC/SunRail Grade Crossings	\$2,321,876	
Freight Rail							
1	Capacity	Grade Separation	1	436559-1	SR 60 GRADE SEPARATION OVER CSX RAILROAD	\$38,925,000	
2	Capacity	Grade Separation	1	436560-1	SR655/RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN POLK CO	\$29,111,610	
3	Capacity	Grade Separation	1	446351-1	SR 60/Mosaic, Fr Bonnie Mine Rd to Mosaic Entrance Rd, Feasibility Study	\$2,250,000	
4	Capacity	Grade Separation	1	446387-1	SR 60/Mosaic, Fr Bonnie Mine Rd to Mosaic Entrance Rd	\$3,250,000	
5	Capacity	Grade Separation	1	446402-1	SR 60, Nichols, Fr N of CR 676 (Nichols) to Jenkins Rd	\$2,000,000	
6	Capacity	Grade Separation	1		Crossing #624672F		\$-
7	Capacity	Grade Separation	1		CSXT at SR 60 (Mosaic, Crossing #908366)		\$37,000,000
8	Capacity	Grade Separation	1		CSXT at SR 60 (West of Lake Wales, Crossing #625419-N		\$47,000,000
9	Capacity	Grade Separation	1		CSXT at SR 655 / Recker Highway		\$1,700,000
10	Capacity	Highway - Grade Separation	1		SR 60 at W of Scenic Park Rd. / W of Lake Wales Rd		\$52,000,000
11	Capacity	Interchange Yard	1		SeaPort Manatee Interchange Yard Expansion		\$6,500,000
12	Capacity	Intermodal and Yard	1	444887-2-94-02	SeaPort Manatee Intermodal and Yard Expansion		\$19,200,000

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ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
13	Capacity	Rail - Terminal	1		Intermodal Logistics Center (ILC) at US 27 - South Bay area		\$100,000,000
14	Safety	Grade Crossings	1	434947-1	US 27 (SR 25) FROM S OF SCFE CROSSING TO N OF SCFE CROSSING	\$40,000	
15	Safety	Pedestrian Overpass	1	436656-1	New York Ave Pedestrian Overpass	\$22,040,301	
16	Safety	Section 130	1	451298-1	W Bell St From W Of Xing 627574a To E Of Xing 627574a		\$206,097
17	Safety	Section 130	1	451299-1	US98 From Afton Rd To Associate Blvd		\$367,758
18	Safety	Section 130	1	451300-1	CR 835 From N Of Xing 853356n To S Of Xing 853356n		\$426,926
19	Safety	Section 130	1	451301-1	SR70 W From W Of Xing 627642v To Old State Rte 8		\$381,271
20	Safety	Section 130	1	451334-1	Avenue R SW From 7th St SW To 3rd St SW (US17)		\$144,945
21	Safety	Section 130	1	451335-1	E Tillman Ave From S 2nd St To S 4th St		\$358,533
22	Safety	Section 130	1	451337-1	E Johnson Ave From S 2nd St To S 4th St		\$328,079
23	Safety	Section 130	1	451338-1	Harris Drive From US 27 To W Of Xing 627635n		\$299,290
24	Safety	Section 130	1	451347-1	W Lake Isis Ave From N Central Ave To N Michigan Ave		\$17,078
25	Safety	Section 130	1	451349-1	Crown Ave From W Polk St To W Main St		\$372,602
26	Safety	Section 130	1	451355-1	E Johnson Ave From S 2nd St To S 4th St		\$150,749
27	Safety	Section 130	1	451356-1	Senora Ave From S Francisco St To Twin Lakes Dr		\$416,873
28	Safety	Section 130	1	451946-1	37th Ave E From 11th St Ct E To 15th St E		\$398,661
29	State of Good Repair	Bridge Replacement	1		Seminole Gulf Rail Bridge Replacement from Hurricane Ian		\$28,000,000
30	Capacity	Freight Capacity-Access	2		FEC - Sunbeam to Bowden - need another track		
31	Capacity	Grade Separation	2	436558-1	Starke RR Overpass From: US301 To: East Of CSX RR	\$431,033	
32	Capacity	Grade Separation	2		Crossing #620891F		\$-
33	Capacity	Grade Separation	2		CSXT at SE 144th St / Mullins Grade (Starke) Cross		\$21,000,000
34	Capacity	New Road	2		Norfolk Southern Railroad Overpass		\$4,591,625
35	Capacity	Other Improvements	2		FEC at Bowden Intermodal		\$3,658,000
36	Capacity	Seaport - Internal Rail	2		Jacksonville Port Authority at Blount Island - North JAXPORT Switchyard		\$10,500,000

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ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
37	Capacity	Seaport - Internal Rail	2		Port of Fernandina Rail Track Improvements		\$600,000
38	Capacity	Seaport - Internal Rail	2		Port of Jacksonville Blount Island / Dames Point Terminals - Rail and B		\$30,000,000
39	Capacity	Seaport - Internal Rail	2		Port of Jacksonville Talleyrand Marine Terminal Rail		\$250,000,000
40	Safety	Section 130	2	209443-5	SR129(US17)Mcduff Ave At SR228(Post St) RR Crossing #621216V		\$450,000
41	Safety	Section 130	2	209443-6	SR228(Post St) At SR129(US17)Mcduff Ave RR Crossing #621215N		\$450,000
42	Safety	Section 130	2	429231-2	Flagler Center Blvd In Duval Co, Crossing 2730573, RRMP: 15.54		\$856,300
43	Safety	Section 130	2	432882-1	Kinlaw Road @ Stuart Avenue In St.Aug Railroad Crossing 271890J		\$713,430
44	Safety	Section 130	2	433092-2	Lowder St In Baker Co, Crossing 620725N, RRMP: SP 662.14		\$376,568
45	Safety	Section 130	2	433092-3	4th Street In Macclenny Crossing 620720E: RRMP:661.33		\$330,434
46	Safety	Section 130	2	433092-4	Signal Safety Upgrade At Crossing No. 620719K, Macclenny RRMP:660.98		\$579,175
47	Safety	Section 130	2	440537-2	SE 20th Street In Levy County, Crossing No. 622577D, RRMP:758.12		\$322,090
48	Safety	Section 130	2	446708-1	SR207 @ RR Crossing No 271891R RRMP:38.63		\$141,295
49	Safety	Section 130	2	446711-1	Johnson Street & SE 71 Ave @ RR Crossing No 625012X RRMP:S 704.99		\$913,000
50	Safety	Section 130	2	446713-2	SR105(Heckscher Dr) @ RR Crossing No 620874P RRMP:631.98		\$425,000
51	Safety	Section 130	2	447915-2	Signal Safety Upgrade On Cr108 Crossing No.620796K RRMP:607.50		\$22,811
52	Safety	Section 130	2	447915-4	Signal Safety Upgrade On Bonnieview Rd Crossing No.620813Y RRMP:45.02		\$54,341
53	Safety	Section 130	2	447915-5	Signal Safety Upgrade On Watson Rd Crossing No.271894L, RRMP:43.63		\$183,238

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ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
54	Safety	Section 130	2	452739-1	NW Lime Ave Rail Crossing No.623368Y RRMP:716.18		\$354,752
55	Capacity	Grade Separation	3		Becks Lake Road RR Crossing		\$12,950,000
56	Capacity	Grade Separation	3		SR 750 (Airport Boulevard) at RR Crossing		\$12,950,000
57	Capacity	Grade Separation	3		US 29 RR Crossing		\$12,950,000
58	Capacity	Other Improvements	3	440817-1	Apalachicola Northern Railroad Improvements	\$12,000,000	
59	Capacity	Rail - Track Upgrade	3		Alabama and Gulf Coast Railway at Track & Bridge Upgrade		\$6,643,000
60	Capacity	Spur	3	449893-1	BAY HARBOR SPUR	\$1,777,306	
61	Capacity	Track Rehabilitation	3	450924-1	FLORIDA GULF & ATLANTIC RAILROAD PANHANDLE TRACK REHABILITATION	\$12,000,000	
62	Capacity	Yard Expansion	3	449894-1	FGA TALLAHASSEE YARD CAPACITY EXPANSION	\$2,002,500	
63	Safety	Section 130	3	448592-1	Industrial Blvd R/R Crossing No. 353876S		\$47,280
64	Safety	Section 130	3	450043-1	Adams St R/R Crossing #625587U		\$57,399
65	Safety	Section 130	3	451398-1	Orange Street Crossing #339976M		\$400,000
66	Safety	Section 130	3	451399-1	SR 69 Porter Avenue Crossing #340015C		\$400,000
67	Safety	Section 130	3	451975-1	8th Street/MLK Crossing #339947C		\$150,000
68	Safety	Section 130	3	451976-1	5th Street Crossing #339944G		\$150,000
69	Safety	Section 130	3	451977-1	7th Street Crossing #339946V		\$150,000
70	Safety	Section 130	3	451979-1	2nd Street Crossing #339913A		\$150,000
71	Capacity	Grade Separation	4		SFRC OVERPASS FEASIBILITY STUDIES- FOREST, W ATL, LINTON, W PALM, COMMERCIAL AND STIRLING	\$1,332,850	
72	Capacity	Grade Separation	4		SFRC- WEST COPANS ROAD PD&E/PE/DESIGN OVERPASS	\$17,385,000	
73	Capacity	Grade Separation	4		SR5/US1 at Aviation Blvd		\$4,200,000
74	Capacity	Grade Separation	4		SR-714/Monterey Road at FEC RR Crossing		\$41,397,000
75	Capacity	Rail - Track Upgrade	4		FEC from Ft. Pierce to Branch Line Upgrade		\$50,000,000
76	Capacity	Rail Capacity Project	4	448349-1	FEC AT NW 4TH STREET, ADJACENT TO BOCA RATON PUBLIC LIBRARY	\$16,350,000	

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ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
77	Capacity	Seaport - Intermodal Container Terminal	4		Port Everglades Midport Multimodal Facility - Phase 1		\$39,300,000
78	Capacity	Seaport - Intermodal Container Terminal	4		Port of Palm Beach Intermodal Cargo Transfer Facility		\$25,000,000
79	Capacity	Seaport - Internal Rail	4		FEC - Port Everglades Auto Ramp		
80	Capacity	Seaport - Internal Rail	4		Port of Palm Beach On Port Rail Facility Expansion Project		\$7,275,000
81	Safety	Dynamic Envelope	4	440612-3	DYNAMIC ENVELOPE PAVEMENT MARKINGS	\$4,981	
82	Safety	Dynamic Envelope	4	440612-4	DYNAMIC ENVELOPE PAVEMENT MARKINGS	\$2,500	
83	Safety	Dynamic Envelope	4	440612-7	DYNAMIC ENVELOPE PAVEMENT MARKINGS	\$2,961,878	
84	Safety	Dynamic Envelope	4	440612-7	DYNAMIC ENVELOPE PAVEMENT MARKINGS	\$2,961,878	
85	State of Good Repair	Rail Bridge Maintenance and Rehab	4		FEC - St. Lucie bridge		
86	State of Good Repair	Resurfacing	4	227138-6	RESURFACING CONTINGENCY FOR RAILROAD CROSSING RECONSTRUCTION	\$3,854,120	
87	Capacity	Double Tracking	5	448702-1	FEC - FRONTENAC TO COCOA DOUBLE TRACK	\$9,587,000	
88	Capacity	Other Improvements	5		CSXT at Current rail terminus, Webster Turn		\$2,500,000
89	Capacity	Rail Yard	5		FEC Cocoa from Expand or build to New Intermodal Yard		\$30,000,000
90	Safety	Crossing Rehab	5	434453-1	SR 421 (DUNLAWTON AV) RAIL CROSSING #271958V REHABILITATION	\$134	
91	Safety	Grade Crossings	5	437290-1	POINCIANA BLVD RR XING #626405-J AT OLD TAMPA HIGHWAY	\$77,579	
92	Safety	Section 130	5	438980-1	Old New York Avenue From RR/Deland Amtrak To SR 44 (Paved Shoulders)		\$272,000
93	Safety	Section 130	5	440592-1	Wilder Blvd Rail Crossing 271946-B		\$10,000
94	Safety	Section 130	5	442216-1	W New Hampshire Street Crossing #622360-R		\$27,000
95	Safety	Section 130	5	444385-1	Fairgreen Ave & Turnbull Bay Rd @ Crossing # 272909-C		\$40,000

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ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
96	Safety	Section 130	5	446767-1	Wayne Ave At RR Crossing # 271967U		\$376,880
97	Safety	Section 130	5	446774-1	LED Equipment Upgrades For 2 Crossings In Volusia County		\$700
98	Safety	Section 130	5	448855-1	E Lake Mary Blvd At RR Crossing #621378X		\$4,000
99	Safety	Section 130	5	448901-1	Hester Ave At RR Crossing #621382M		\$2,800
100	Safety	Section 130	5	449414-1	FCEN Mainline #622009E At Atwater Ave.		\$276,325
101	Safety	Section 130	5	449415-1	FCEN Spur #622361X At Diversified Way		\$232,618
102	Safety	Section 130	5	449418-1	Elm Ave FEC Crossing # 271910T		\$399,390
103	Safety	Section 130	5	449472-1	Silver Meteor Dr At RR Crossing #622368V		\$225,331
104	Safety	Section 130	5	449635-1	Hansrob Rd At RR Crossing #622369C		\$232,593
105	Safety	Section 130	5	449636-1	Stevens Ave At RR Crossing #622010Y		\$258,950
106	Safety	Section 130	5	449637-1	Hiawasse Rd At RR Crossing #916805D		\$351,480
107	Safety	Section 130	5	451336-1	Regent Avenue Crossing Improvements #622366G		\$210,000
108	Safety	Section 130	5	451339-1	N Silver Meteor Dr Improvements At Crossing #622367N		\$195,000
109	Safety	Section 130	5	451340-1	Whispering Pines Battery & Box At Crossing #271965F		\$730,000
110	Safety	Section 130	5	451341-1	Williams Road At Crossing #271964Y		\$500,000
111	Safety	Section 130	5	452746-1	S Ridgewood Ave And N Of Old New York Ave Crossing 621299L		\$358,297
112	Safety	Section 130	5	453119-1	Railroad Crossing Rehabilitation At CSX Crossing 621296R		\$410,000
113	State of Good Repair	Bridge Replacement	5		Replacement bridge at CFRC MP 784.3 over US 17/92 in Maitland	\$28,055,000	
114	Capacity	Freight Capacity-Access	6		FEC Miami Freight Forwarding Yard		\$12,950,000
115	Capacity	Freight Capacity-Line Expansion	6		FEC N. Miami to Ojus Double Track		\$12,950,000
116	Capacity	Freight Capacity-Rehabilitation	6		FEC N. Miami to Little River Track Upgrade		\$-
117	Capacity	Grade Crossings	6		Rail and Intersection Improvements at NW 203 ST at US 1/ Dixie Hwy		\$45,000,000

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ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
118	Capacity	Rail Yard	6		FEC Expand Hialeah Yard to Capacity		\$80,000,000
119	Capacity	Seaport - Internal Rail	6		PortMiami Extend Railroad Tracks		\$12,000,000
120	Capacity	Seaport - Seaport Capacity Project	6		PortMiami Multimodal Terminal		\$1,000,000,000
121	Capacity	Seaport - Terminal	6		FEC Auto Handling Facility		\$-
122	Capacity	Study	6		CSXT Corridor(s) ROW in Miami Dade County at N / A		\$1,500,000
123	Safety	Dynamic Envelope	6	436780-1	SR 25/NW 36TH STREET @ RAILROAD XING #628377P	\$155	
124	Safety	Dynamic Envelope	6	438638-1	NW 121ST WAY RAILROAD AT RAILROAD XING# 272768V	\$3,871	
125	Safety	Dynamic Envelope	6	440460-1	SR 934/E 25TH ST/NW 79TH STREET RR XING# 628339F	\$1,794	
126	Safety	Section 130	6	440483-1	Codadad Street Railroad Xing# 628322C		\$283,034
127	Safety	Section 130	6	448690-1	RR Crossing 621531L At NW 32nd Avenue		\$19,082
128	Safety	Section 130	6	450046-1	NW 107th Avenue At CSXT Crossing 631075R (Railroad MP SXL 45.52)		\$857,723
129	Safety	Section 130	6	453901-1	NW 19th Avenue At SFRTA RR Crossing 628418S / RR MP SXL 38.79		\$436,391
130	Safety	Section 130	6	453902-1	NW 24th Avenue At SFRTA Crossing 628411U / RR MP SXL 38.40		\$416,987
131	Safety	Section 130	6	453903-1	NW 21st Avenue At SFRTA Crossing 628417K / RR MP SXL 38.70		\$136,815
132	Capacity	Grade Separation	7		CSXT at County Line Rd at US 92 (Crossing #624304-R)		\$37,000,000
133	Capacity	Grade Separation	7		US41 at CSX		\$33,297
134	Capacity	Seaport - Internal Rail	7		Port Tampa Bay Railroad and Crossing Improvements		\$11,000,000
135	Capacity	Seaport - Internal Rail	7		Port Tampa Bay Upland Improvements Port Redwing (Rail)		\$4,600,000
136	Safety	Section 130	7	451433-1	Polk Street From E Jefferson St To Ashley Street		\$141,474
137	Safety	Section 130	7	451436-1	East Lake Avenue At Railroad NGCN: 626907V		\$405,161
138	Safety	Section 130	7	451441-1	Lenna Avenue At Railroad NGCN: 624349X		\$365,964

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ID	Work Mix	Improvement Type	District	FM#	Project Name	Programmed	Estimated Cost
139	Safety	Section 130	7	451445-1	Wiggins Road South-RRMP A-857.81 At Rail Crossing NGCN: 624307L		\$1,115,526
140	Safety	Section 130	7	452084-1	46th Avenue North At Railroad NGCN:626693F RRMP:ARE 894.46		\$424,440
141	Capacity	Other Improvements	99	416786-4	Rail Freight Investments & Improvements - SIS	\$5,207,000	
142	Capacity	Rail Bridge Maintenance and Rehab	99		FEC at 3 Mainline Bridges		\$9,545,000
143	Safety	Quiet Zone	99	436014-1	Quiet Zone Improvements	\$4,598	

5.8.2 Long-Range Rail Investment Program

Florida's proposed long-range RSIP is comprised of projects identified by FDOT and other rail stakeholders to address rail passenger and freight needs, rail system access, infrastructure enhancement or replacement, and grade crossing safety. These projects, however, are not expected to be implemented within the next four years due to a lack of potential funding or the need for further analysis and planning.

The long-range program includes prospective freight and passenger rail projects receiving support during the public outreach process, regardless of funding availability and other technical analysis. These projects are subject to additional feasibility analysis and evaluation of potential public and private benefits. Upon completion of these analyses, long-range program updates will reflect more current and accurate information, including capital cost estimates for implementation. Upon the availability of state or federal funding resources, projects selected for implementation may move to the short-range RSIP in the future.

Proposed Long-Range Rail Projects and Studies

For the long-range program (Year 5 through Year 20), previously identified projects in the short-range program will be further advanced toward implementation, pending confirmation of construction and economic feasibility. Chief among these activities would be continued advancement of new or additional urban rail transit, commuter or intercity passenger rail development.

Long-range freight rail projects will seek to: improve the capacity, efficiency, and safety of the state's railroads (particularly in congested yards and terminal areas); enhance rail access by expanding or constructing transload and intermodal facilities for handling freight more economically and efficiently; and upgrade or replace rail bridges.

Types of long-range passenger and freight rail project work mixes and count described in Table 5-4.

Table 5-4 | Long-Range Studies and Projects List Count, by Work Mix and (Years 5-20; 2027-2042)

Work Mix	Passenger	Freight
Capacity	67	65
Safety	-	11
New Services	50	-
State of Good Repair	31	6
TOTAL	148	82

These projects are described in further detail in Table 5-5.

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Table 5-5 | Long-Range Studies and Projects List, by Work Mix and Improvement Type
(Years 5-20; 2027-2042)

Work Mix	Improvement Type	Programmed Funds	Estimated Cost
Passenger Rail			
Capacity	Fixed Guideway	\$ -	\$4,159,500,000
Capacity	Grade Separation	\$ -	\$787,121,550
Capacity	Highway - Modify Connector	\$ -	\$13,610,000
Capacity	Highway - New Connector	\$ -	\$13,610,000
Capacity	Intermodal Station	\$ -	\$12,000,000
Capacity	Multimodal Center	\$ -	\$180,000,000
Capacity	New Intermodal Station	\$ -	\$4,000,000
Capacity	New Light Rail	\$ -	
Capacity	New Passenger Rail	\$ -	\$50,000,000
Capacity	New Rail Line	\$ -	\$2,049,938,000
Capacity	New Rail Line - Same as Phase 3 below	\$ -	\$300,000,000
Capacity	Operational Improvements	\$ -	\$2,665,700
Capacity	Passenger Service	\$ -	\$1,656,400,000
Capacity	Passenger Terminal	\$ -	\$914,570,000
Capacity	Station Improvement		\$2,600,000
Capacity	Study	\$ -	\$521,550
New Services	Bus Rapid Transit, Commuter Rail	\$ -	\$ -
New Services	Commuter Rail	\$ -	\$ -
New Services	Facilities	\$ -	\$ -
New Services	Heavy Rail	\$ -	\$ -
New Services	Monorail	\$ -	\$ -
New Services	New Commuter Line	\$ -	\$45,000,000
New Services	New Commuter Rail	\$ -	\$2,786,600,248
New Services	New Light Rail	\$ -	\$13,600,000
New Services	New Passenger Rail	\$ -	\$1,890,930,000
New Services	Passenger Service	\$ -	\$32,700,000
New Services	Service Extension	\$ -	\$642,457,064
New Services	Streetcar	\$ -	\$ -
New Services	Study	\$ -	\$ -
State of Good Repair	Facilities	\$ -	\$34,710,000
State of Good Repair	Grade Separation	\$ -	\$ -
State of Good Repair	Operational Improvements	\$79,502,868	\$262,989,781

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Work Mix	Improvement Type	Programmed Funds	Estimated Cost
State of Good Repair	RR Bridge Maintenance and Rehab	\$ -	\$21,245,407
State of Good Repair	RR Bridge Replacement	\$45,460,000	\$ -
State of Good Repair	Study	\$ -	\$115,900
Freight Rail			
Capacity	Access	\$ -	\$12,950,000
Capacity	Grade Separation	\$ -	\$899,947,000
Capacity	Line Expansion	\$ -	\$12,950,000
Capacity	New Passenger Rail	\$ -	\$31,500,000
Capacity	New Rail Line	\$ -	\$703,770,000
Capacity	New Road	\$ -	\$4,591,625
Capacity	Other Capacity	\$ -	\$132,500,000
Capacity	Other Improvements	\$ -	\$105,000,000
Capacity	Rail - Track Rehab	\$ -	\$50,000,000
Capacity	Rail -Grade Separation	\$ -	\$34,200,000
Capacity	Rail Yard	\$ -	\$ -
Capacity	Resiliency	\$ -	\$500,000,000
Capacity	Seaport - Internal Rail	\$ -	\$236,000,000
Capacity	Seaport - Seaport Capacity Project	\$ -	\$1,000,000,000
Capacity	Spur	\$ -	\$20,000,000
Capacity	Terminal	\$ -	\$50,000,000
Safety	Grade Crossings	\$ -	\$ 1,231,473,000
State of Good Repair	Rail Bridge Maintenance and Rehab	\$ -	\$366,670,000
State of Good Repair	Rehabilitation	\$ -	\$10,000,000
State of Good Repair	Resiliency	\$ -	\$1,700,000

Estimated capital costs for all the long-range freight and passenger rail projects and studies may not be known at this time. To the extent that FDOT makes investments in support of the long-range projects identified, these investments will be included in future iterations of the RSIP as long as they remain relevant to affected stakeholders and continue to be necessary to help achieve Florida's State Rail Vision. These projects are described in further detail in Table 5-6. The project costs that could be estimated total \$21.3 billion.

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Table 5-6 | Long-Range Studies and Projects List (Years 5-20; 2027-2042)

ID	Work Mix	Improvement Type	District	FM #	Project Name	Programmed	Estimated Cost
Passenger Rail							
1	Capacity	Fixed Guideway	1		Phase 2: Sarasota - Manatee Short Distance Rail from Sarasota to Bradenton		\$803,100,000
2	Capacity	Intermodal Station	1		Rosa Parks LeeTran Intermodal Trans. Ctr at Rosa Parks LeeTran Intermodal Trans. Ctr		\$6,000,000
3	Capacity	New Intermodal Station	1	449730-1-94-01	Lakeland Intermodal Center		\$4,000,000
4	Capacity	New Passenger Rail	1		CSX / Seminole Gulf Railway from Arcadia, DeSoto County to Lee County		\$50,000,000
5	New Services	New Passenger Rail	1		Brightline Extensions to Tampa		
6	New Services	New Passenger Rail	1		Orlando-Tampa new intercity passenger corridor development		
7	New Services	New Passenger Rail	1		SunRail from Auburndale SunRail Station to Lakeland SunRail Station		\$1,300,000,000
8	New Services	New Passenger Rail	1		SunRail from Haines City SunRail Terminus to Lakeland SunRail Station		\$292,000,000
9	New Services	New Passenger Rail	1		SunRail from Phase II South terminus at Poinciana Parkway to Old Station Location		\$292,000,000
10	Capacity	Passenger Service	1		SR 80 / Southern Blvd Urban Fixed Guideway Hubs at US 27 and US 1		\$22,800,000
11	Capacity	Passenger Service	1		SR 80 / Southern Blvd. Urban Fixed Guideway from US 27 to US 1		\$97,000,000
12	Capacity	Intermodal Station	1		Rosa Parks LeeTran Intermodal Trans. Ctr at Rosa Parks LeeTran Intermodal Trans. Ctr		\$6,000,000
13	New Services	New Commuter Rail	2		JTA Blueprint for Transportation Excellence		
14	New Services	New Commuter Rail	2		North Commuter Rail		\$250,000,000
15	New Services	New Commuter Rail	2		SE Commuter Rail		\$250,000,000
16	New Services	New Commuter Rail	2		SW Commuter Rail		\$250,000,000
17	New Services	New Passenger Rail	2		Orlando-Jacksonville new intercity passenger corridor development		
18	New Services	Passenger Service	2		Enhanced Jacksonville-Orlando service		\$32,700,000

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ID	Work Mix	Improvement Type	District	FM #	Project Name	Programmed	Estimated Cost
19	Capacity	Passenger Terminal	2		Relocation of the Jacksonville (Amtrak) station		
20	New Services	Study	2		Jacksonville commuter rail feasibility		
21	New Services	New Commuter Rail	3		Commuter Rail - East		\$246,050,000
22	New Services	New Commuter Rail	3		Commuter Rail - West		\$246,050,000
23	New Services	Commuter Rail	4		Broward Commuter Rail (Coastal Link)		
24	New Services	Commuter Rail	4		Palm Beach County (Coastal Link)		
25	New Services	Facilities	4		Tri-Rail Northern Layover Facility		
26	State of Good Repair	Facilities	4		SFRC - Elevator & Escalator Equipment		\$1,000,000
27	State of Good Repair	Facilities	4		SFRC - New Fare Collection System		\$28,000,000
28	State of Good Repair	Facilities	4		SFRC - Pompano Operations Center		\$710,000
29	Capacity	Passenger Service	4		FLL / Tri-Rail / Wave Streetcar from Griffin Rd. Tri-Rail Station to Broward County Transit Hub		\$171,000,000
30	Capacity	Passenger Terminal	4		South Florida Rail Corridor at Boca Raton Intermodal Center		\$23,700,000
31	Capacity	Grade Separation	4		SFRC - Closures Analysis Palm Beach -Allendale St, Caroline St. Rail Overpass Study NW 22nd Ave/ NW 27 Ave		\$521,550
32	Capacity	Grade Separation	4		South Florida Rail Corridor at Atlantic Ave. / SR 806		\$34,200,000
33	Capacity	Grade Separation	4		South Florida Rail Corridor at Atlantic Blvd. / SR 814		\$34,200,000
34	Capacity	Grade Separation	4		South Florida Rail Corridor at Belvedere Rd.		\$34,200,000
35	Capacity	Passenger Terminal	4		South Florida Rail Corridor at Boynton Beach Tri-Rail Station		\$3,200,000
36	Capacity	Passenger Terminal	4		South Florida Rail Corridor at Deerfield Beach Tri-Rail Station		\$17,400,000
37	Capacity	Grade Separation	4		South Florida Rail Corridor at Commercial Blvd. / SR 870		\$34,200,000
38	Capacity	Grade Separation	4		South Florida Rail Corridor at Copans Rd		\$34,200,000
39	Capacity	Grade Separation	4		South Florida Rail Corridor at Forest Hill Blvd. / SR 882		\$34,200,000
40	Capacity	Grade Separation	4		South Florida Rail Corridor at Hallandale Beach / SR 858		\$34,200,000

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ID	Work Mix	Improvement Type	District	FM #	Project Name	Programmed	Estimated Cost
41	Capacity	Grade Separation	4		South Florida Rail Corridor at Hillsboro Blvd. / SR 810		\$34,200,000
42	Capacity	Grade Separation	4		South Florida Rail Corridor at Hollywood Blvd. / SR 820		\$34,200,000
43	Capacity	Grade Separation	4		South Florida Rail Corridor at Linton Blvd. / SR 782		\$34,200,000
44	Capacity	Grade Separation	4		South Florida Rail Corridor at McNab Rd.		\$34,200,000
45	Capacity	Grade Separation	4		South Florida Rail Corridor at New Griffin Rd. / SR 818		\$34,200,000
46	Capacity	Grade Separation	4		South Florida Rail Corridor at Northlake Blvd. / CR-809A		\$34,200,000
47	Capacity	Grade Separation	4		South Florida Rail Corridor at NW 33rd St		\$34,200,000
48	Capacity	Grade Separation	4		South Florida Rail Corridor at NW 36th St. / Sample Rd. / SR 834		\$34,200,000
49	Capacity	Grade Separation	4		South Florida Rail Corridor at NW 62nd / Cypress Creek		\$34,200,000
50	Capacity	Grade Separation	4		South Florida Rail Corridor at Oakland Park Blvd. / SR 816		\$34,200,000
51	Capacity	Grade Separation	4		South Florida Rail Corridor at Okeechobee Blvd. / SR 704		\$34,200,000
52	Capacity	Grade Separation	4		South Florida Rail Corridor at Palm Beach Lakes Blvd.		\$34,200,000
53	Capacity	Grade Separation	4		South Florida Rail Corridor at Palmetto Park / CR-798		\$34,200,000
54	Capacity	Grade Separation	4		South Florida Rail Corridor at Pembroke Rd. / SR 824		\$34,200,000
55	Capacity	Grade Separation	4		South Florida Rail Corridor at SE Yamato Rd. / SR 794		\$34,200,000
56	Capacity	Grade Separation	4		South Florida Rail Corridor at Stirling Rd. / SR 848		\$34,200,000
57	Capacity	Highway - Modify Connector	4		Deerfield Amtrak/Tri-Rail Station SIS Connector from I-95 to Amtrak / Tri-Rail Station		\$13,610,000
58	Capacity	Highway - New Connector	4		FLL at Dania Beach Tri-Rail Station from I-95 to US 1		\$13,610,000
59	New Services	New Commuter Rail	4		SFRC - TRCL Jupiter Extension		\$177,722,000
60	New Services	New Commuter Rail	4		SFRC - Tri-Rail Extension - Northern CSX to VA		\$45,938,248
61	New Services	New Commuter Rail	4		Tri-Rail Coastal Link (Miami to Palm Beach county along the FEC corridor)		
62	Capacity	New Light Rail	4		Central Broward Light Rail		
63	New Services	New Light Rail	4		Broward County Light Rail (with connections to FTL and Port Everglades)		\$13,600,000

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ID	Work Mix	Improvement Type	District	FM #	Project Name	Programmed	Estimated Cost
64	Capacity	Station Improvement	4		Metrorail / Tri-Rail Station Improvements at Metrorail / Tri-Rail Station, 1125 E. 25 St.		\$2,600,000
65	Capacity	Operational Improvements	4		SFRC - Boynton Passing Siding - PD&E/PE/Design		\$2,665,700
66	State of Good Repair	Operational Improvements	4	435688-1	Miami UZA - SFRTA Capital Section 5339 Bus And Bus Facilities	\$1,058,046	
67	State of Good Repair	Operational Improvements	4	236854-2	Miami UZA - SFRTA Section 5307 Formula Funds	\$24,269,294	
68	State of Good Repair	Operational Improvements	4	433611-1	Miami UZA - SFRTA Section 5337 State of Good Repair	\$54,108,528	
69	State of Good Repair	Operational Improvements	4		SFRC - Fiber Installation along the Corridor		\$1,714,000
70	State of Good Repair	Operational Improvements	4		SFRC - Rolling Stock Rehabilitation/Overhaul		\$32,639,000
71	State of Good Repair	Operational Improvements	4		SFRC - Rolling Stock Replacement		\$152,694,000
72	State of Good Repair	Operational Improvements	4		SFRC - Wheel Impact Load Detector		\$900,040
73	State of Good Repair	Operational Improvements	4		SFRC - Wheel Truing Machine Replacement		\$4,100,000
74	State of Good Repair	Operational Improvements	4		SFRC DAX Cable McNab Rd to Copans Rd		\$3,013,200
75	State of Good Repair	Operational Improvements	4		SFRC System Upgrades Control Point Meteor - Control Point Orange Blossom		\$8,077,602
76	State of Good Repair	Operational Improvements	4		SFRC System Upgrades Control Point Seaboard-Control Point Gator Blossom		\$8,889,116
77	State of Good Repair	Operational Improvements	4		SFRC Wood Tie Conversion Control Point Hardy - Control Point SX 1011.65 Both		\$28,217,707

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ID	Work Mix	Improvement Type	District	FM #	Project Name	Programmed	Estimated Cost
78	State of Good Repair	Operational Improvements	4		SFRC Wood Tie Conversion Control Point Hardy - Control Point SX 1011.65 Both Tracks		\$22,745,116
79	State of Good Repair	Operational Improvements	4	419059-5	SR-811/Dixie Highway from Hammondville Road to SW 4th Street	\$67,000	
80	Capacity	Passenger Service	4		Port St. Lucie - Interregional Passenger Terminal at (Gatlin Blvd/I-95 vicinity)		\$11,400,000
81	Capacity	Passenger Terminal	4		South Florida Rail Corridor at New Tri-Rail Station at Palm Beach Int'l Airport		\$14,550,000
82	State of Good Repair	RR Bridge Maintenance and Rehab	4		New River Bridge upgrades		
83	State of Good Repair	RR Bridge Maintenance and Rehab	4		SFRC - Pedestrian Bridge Enhancement at Golden Glades Station		\$5,113,317
84	State of Good Repair	RR Bridge Maintenance and Rehab	4		SFRC - Pedestrian Bridge Improvements at Tri-Rail Stations		\$848,460
85	State of Good Repair	RR Bridge Maintenance and Rehab	4		SFRC Bridge Deck Rehab at C-15, C-51, C-16, Snake Canal		\$4,114,780
86	State of Good Repair	RR Bridge Maintenance and Rehab	4		SFRC Bridge Deck Rehab At Little River, C-17 Erman Canal		\$2,227,035
87	Capacity	Study	4		SFRC - Closures Analysis Palm Beach -Allendale St, Caroline St. Rail Overpass Study NW 22nd Ave/ NW 27 Ave		\$521,550
88	New Services	Study	4		Okeechobee and SR7 Multimodal Corridor Study		
89	State of Good Repair	Study	4		SFRC Closures Analysis Broward Co - Johnson St		\$115,900
90	New Services	Bus Rapid Transit, Commuter Rail	5		SunRail Connector to the Orlando International Airport (SunRail Phase 3)		
91	New Services	Commuter Rail	5		Orlando – SunRail Phase II North		
92	State of Good Repair	Grade Separation	5		Sanford grade separation		

Chapter 5: The State's Rail Service and Investment Program

ID	Work Mix	Improvement Type	District	FM #	Project Name	Programmed	Estimated Cost
93	New Services	Heavy Rail	5		Sunshine Corridor (Extend SunRail commuter train service to Orlando International Airport and the Orange County Convention Center)		
94	New Services	New Commuter Rail	5		SunRail Phase 3 Airport		
95	New Services	New Commuter Rail	5		SunRail Phase Two North		
96	Capacity	New Rail Line - Same as Phase 3 below	5		SunRail from Phase 3 - Sand Lake Rd. Station to Orlando Intl Airport Intermodal Facility		\$300,000,000
97	Capacity	Passenger Service	5		FCEN at US 441 Commuter Rail Corridor		\$250,000,000
98	Capacity	Passenger Service	5		SunRail - OIA Intermodal Facility from Orlando International Airport Intermodal Facility to Lake Nona Corridor		\$70,000,000
99	Capacity	Passenger Service	5		SunRail at Sand Lake Rd. Station to OCCC		\$1,000,000,000
100	Capacity	Passenger Terminal	5		SunRail at Orlando Amtrak Renovation		\$12,000,000
101	State of Good Repair	RR Bridge Replacement	5		Replacement bridge at CFRC MP 784.3 over US 17/92 in Maitland	\$45,460,000	
102	New Services	Commuter Rail	6		Northeast Corridor (Smart Plan)		
103	State of Good Repair	Facilities	6		SFRC - Hialeah yard maintenance Facility Improvements		\$5,000,000
104	New Services	Heavy Rail	6		North Corridor (Smart Plan)		
105	New Services	Monorail	6		Beach Corridor Trunkline (Smart Plan)		
106	New Services	New Commuter Rail	6		Miami-Dade SMART Plan		
107	New Services	New Commuter Rail	6		Miami-to Homestead Service		
108	New Services	New Commuter Rail	6		US 27 Rail Line from S. of HEFT in Miami-Dade County to Palm Beach / Hendry County Line		\$1,320,840,000
109	Capacity	New Rail Line	6		Kendall / Homestead Extension from Miami Intermodal Center to Homestead		\$302,738,000
110	Capacity	New Rail Line	6		North Corridor - Ph. 2 from MLK Jr. Metrorail Station to NW 27th Ave/ 215th St./HEFT		\$1,747,200,000

Chapter 5: The State's Rail Service and Investment Program

ID	Work Mix	Improvement Type	District	FM #	Project Name	Programmed	Estimated Cost
111	Capacity	Passenger Service	6		PBIA / Tri-Rail Transit Connector from Palm Beach International Airport to West Palm Beach Transit Hub		\$34,200,000
112	Capacity	Passenger Terminal	6		Palmetto Metrorail Intermodal Terminal		\$205,620,000
113	Capacity	Passenger Terminal	6		Palmetto Metrorail Intermodal Terminal Ph 2 at SR 826 & NW 74 St		\$80,000,000
114	Capacity	Passenger Terminal	6		Palmetto Metrorail Intermodal Terminal Ph 3 at SR 826 & NW 74 St.		\$80,000,000
115	State of Good Repair	RR Bridge Maintenance and Rehab	6		FEC N. Miami to Little River Track Upgrade		
116	New Services	Service Extension	6		Amtrak service to MIC		
117	New Services	Service Extension	6		SFRC - Tri-Rail Extension Kendal to Homestead		\$642,457,064
118	Capacity	Fixed Guideway	7		Short Distance Rail at Clearwater to Westshore/TPA		\$3,356,400,000
119	Capacity	Multimodal Center	7		Westshore Multimodal Center at Westshore		\$180,000,000
120	New Services	New Commuter Line	7		New SW Rail Line at AZA Line to Welcome Junction		\$45,000,000
121	Capacity	New Light Rail	7		Bradenton Rail		
122	Capacity	New Light Rail	7		Brandon Rail		
123	Capacity	New Light Rail	7		Clearwater to Downtown Tampa Rail		
124	Capacity	New Light Rail	7		Downtown Tampa to Downtown St. Petersburg Rail		
125	Capacity	New Light Rail	7		South Tampa to Downtown Tampa Rail		
126	Capacity	New Light Rail	7		USF (Tampa) to Brooksville Rail		
127	Capacity	New Light Rail	7		USF (Tampa) to Downtown Tampa Rail		
128	New Services	New Passenger Rail	7		Tampa Port Authority at Port Redwing		\$6,930,000
129	Capacity	Passenger Terminal	7		Downtown Tampa at Multimodal Center		\$314,500,000
130	Capacity	Passenger Terminal	7		Gateway St. Petersburg at Multimodal Center		\$163,600,000
131	New Services	Street Car	7		City of Tampa Streetcar		

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ID	Work Mix	Improvement Type	District	FM #	Project Name	Programmed	Estimated Cost
132	New Services	Street Car	7		Tampa Streetcar Modernization and Extension		
133	New Services	Study	7		Tampa Bay regional rail feasibility		
134	New Services	Facilities	99		HART Heavy Maintenance Facility (New Orleans to Jax)		
135	Capacity	New Passenger Rail	99		Miami-Naples-Tampa service		
136	New Services	New Passenger Rail	99		Amtrak CONNECTS US		
137	New Services	New Passenger Rail	99		Gulf Coast service restoration		
138	New Services	New Passenger Rail	99		Miami-Jacksonville new intercity passenger corridor development		
139	New Services	New Passenger Rail	99		Miami-Jacksonville via FEC		
140	New Services	New Passenger Rail	99		Miami-Orlando existing intercity passenger corridor enhancement		
141	New Services	New Passenger Rail	99		Miami-Tampa new intercity passenger corridor development		
142	New Services	New Passenger Rail	99		New York-Tampa/Miami long-distance passenger service enhancement		
143	New Services	New Passenger Rail	99		Orlando-New Orleans long distance passenger service restoration		
144	New Services	New Passenger Rail	99		Southeast Corridor intercity passenger corridor development		
145	State of Good Repair	RR Bridge Maintenance and Rehab	99		CFRC Bridge Maintenance and Rehab		\$2,500,000
146	State of Good Repair	RR Bridge Maintenance and Rehab	99		CFRC Bridge Replacement		
147	State of Good Repair	RR Bridge Maintenance and Rehab	99		SFRC Bridge Maintenance and Rehab		\$6,441,815
148	State of Good Repair	RR Bridge Maintenance and Rehab	99		SFRC Bridge Replacement		
'Freight Rail							
1	Capacity	Grade Separation	1		CSXT at SR 60 W Lk Wales, Central Ave, Crossing #625426-Y		\$30,000,000
2	Capacity	Grade Separation	1		CSX Transportation at SR 60 (West of Mulberry, Crossing #624525T)		\$37,000,000

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ID	Work Mix	Improvement Type	District	FM #	Project Name	Programmed	Estimated Cost
3	Capacity	Grade Separation	1		CSX Transportation at SR 60 (Armour, Crossing #624508)		\$60,000,000
4	Capacity	Grade Separation	1		CSX Transportation at Kathleen Rd. (Crossing #622866E)		\$63,000,000
5	Capacity	Grade Separation	1		Crossing #624672F		
6	Capacity	New Passenger Rail	1		CSX Transportation from SR 72 to Sarasota / Manatee County line		\$31,500,000
7	Capacity	Other Improvements	1		CSX / Seminole Gulf Railway from Arcadia, DeSoto County line to Collier / Lee County line		\$100,000,000
8	Safety	Grade Crossings	1		CSXT at Maine Ave at Crystal Lake Acres		\$1,000,000
9	Safety	Grade Crossings	1		CSXT at Maine Ave at Reynolds Rd		\$1,000,000
10	Safety	Grade Crossings	1		CSXT at SR 655 (Lk Shipp Dr, Crossing #623042-H)		\$2,000,000
11	Safety	Grade Crossings	1		CSXT at SR 659 (Combee Rd., Crossing #624180, Hydro Spur)		\$2,000,000
12	Capacity	Grade Separation	2		CSX Transportation at CR-28 / Wells Rd (Orange Park)		\$52,500,000
13	Capacity	Grade Separation	2		Crossing #620891F		
14	Capacity	New Road	2		Norfolk Southern Railroad Overpass		\$4,591,625
15	Capacity	Seaport - Internal Rail	2		Port of Jacksonville Talleyrand Marine Terminal - Rail		\$20,000,000
16	Capacity	Seaport - Internal Rail	2		Port of Jacksonville Blount Island / Dames Point Marine Terminals - Rail		\$30,000,000
17	Capacity	Grade Separation	3		Becks Lake Road RR Crossing		\$12,950,000
18	Capacity	Grade Separation	3		SR 750 (Airport Boulevard) at RR Crossing		\$12,950,000
19	Capacity	Grade Separation	3		US 29 RR Crossing		\$12,950,000
20	Capacity	Grade Separation	3		CSX Transportation at S Main St. / SR 85		\$30,000,000
21	Capacity	Rail - Track Rehab	3		Alabama and Gulf Coast Railway at Northern Escambia County		\$50,000,000
22	State of Good Repair	Rehabilitation	3		Port St. Joe Rail Repair		\$10,000,000
23	State of Good Repair	Resiliency	3		Port Pensacola On-Port Rail Resiliency and Efficiency Enhancements		\$1,700,000
24	Capacity	Grade Separation	4		Florida East Coast Railway at Atlantic Blvd. / SR 814		\$34,200,000
25	Capacity	Grade Separation	4		Florida East Coast Railway at Belvedere Rd.		\$34,200,000

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ID	Work Mix	Improvement Type	District	FM #	Project Name	Programmed	Estimated Cost
26	Capacity	Grade Separation	4		Florida East Coast Railway at Commercial Blvd. / SR 870		\$34,200,000
27	Capacity	Grade Separation	4		Florida East Coast Railway at Glades Rd. / SR 808		\$34,200,000
28	Capacity	Grade Separation	4		Florida East Coast Railway at Hallandale Beach Blvd. / SR 858		\$34,200,000
29	Capacity	Grade Separation	4		Florida East Coast Railway at Hillsboro Blvd. / SR 810		\$34,200,000
30	Capacity	Grade Separation	4		Florida East Coast Railway at Indiantown Rd. / SR 706		\$34,200,000
31	Capacity	Grade Separation	4		Florida East Coast Railway at Linton Blvd.		\$34,200,000
32	Capacity	Grade Separation	4		Florida East Coast Railway at Monterey Rd. / SR 714		\$34,200,000
33	Capacity	Grade Separation	4		Florida East Coast Railway at Oakland Park Blvd. / SR 816		\$34,200,000
34	Capacity	Grade Separation	4		Florida East Coast Railway at SR 811 (Palmetto Park		\$34,200,000
35	Capacity	Grade Separation	4		Florida East Coast Railway at Sunrise Blvd. / SR 838		\$34,200,000
36	Capacity	Grade Separation	4		Florida East Coast Railway at SW 24th St. / SR 84		\$34,200,000
37	Capacity	Grade Separation	4		Florida East Coast Railway at W Broward Blvd. / SR 842		\$34,200,000
38	Capacity	Grade Separation	4		Florida East Coast Railway at Woolbright Rd.		\$34,200,000
39	Capacity	Grade Separation	4		Florida East Coast Railway at Yamato Rd. / SR 794		\$34,200,000
40	Capacity	Grade Separation	4		SR-714/Monterey Road at FEC RR Crossing		\$41,397,000
41	Capacity	Grade Separation	4		Crossing # 628191B		
42	Capacity	Grade Separation	4		Crossing #272550B		
43	Capacity	Grade Separation	4		Crossing #628163X		
44	Capacity	Grade Separation	4		Crossing #628177F		
45	Capacity	Grade Separation	4		Crossing #628183J		
46	Capacity	Grade Separation	4		Crossing #628272B		
47	Capacity	Grade Separation	4		SR5/US1 at Aviation Blvd		
48	Capacity	Other Improvements	4		CSX / Seminole Gulf Railway from 966.5 to 967.8		\$5,000,000
49	Capacity	Rail -Grade Separation	4		Florida East Coast Railway at Northlake Blvd. / CR-809		\$34,200,000
50	Capacity	Seaport - Internal Rail	4		Port of Fort Pierce Re-establish Ave. M Railway Spur		\$5,000,000
51	Capacity	Seaport - Internal Rail	4		Port of Fort Pierce Re-establish Fisherman's Wharf Railway Spur		\$5,000,000

Chapter 5: The State's Rail Service and Investment Program

ID	Work Mix	Improvement Type	District	FM #	Project Name	Programmed	Estimated Cost
52	Capacity	Seaport - Internal Rail	4		Port of Fort Pierce Re-establish Indian River Terminal Railway Spur		\$5,000,000
53	Capacity	Seaport - Internal Rail	4		Port of Palm Beach On Dock Rail Expansion & Rail Bridge		\$6,000,000
54	Capacity	Seaport - Internal Rail	4		Port of Fort Pierce Regional Distribution Center Rail Connector to Port		\$65,000,000
55	Capacity	Grade Separation	5		Crossing #272863R		
56	Capacity	Grade Separation	5		Crossing #622181A		
57	Capacity	Seaport - Internal Rail	5		Port Canaveral Rail Expansion		\$100,000,000
58	Capacity	Access	6		FEC Miami Freight Forwarding Yard		\$12,950,000
59	Capacity	Line Expansion	6		FEC N. Miami to Ojus Double Track		\$12,950,000
60	Capacity	New Rail Line	6		I-75 / Gratigny Parkway from Miami-Dade College North Campus to American Dream Mall Multimodal Center	\$690,870,000	Capacity
61	Capacity	New Rail Line	6	NEW	FECR - US27 freight rail		
62	Capacity	Rail Yard	6		FEC Expand Hialeah Yard to Capacity		
63	Capacity	Resiliency	6		PortMiami Net Zero		\$500,000,000
64	Capacity	Seaport - Seaport Capacity Project	6		PortMiami Multimodal Terminal		\$1,000,000,000
65	Capacity	Terminal	6		FEC Auto Handling Facility		\$50,000,000
66	Capacity	New Rail Line	7		New Rail at SV Line to A Line (Plant City		\$12,900,000
67	Capacity	Spur	7		Hookers Point at Realignment of Rail Spur		\$20,000,000
68	Safety	Grade Crossings	7		CSX Transportation at Alexander St. / CR-39A		\$34,140,000
69	Safety	Grade Crossings	7		CSX Transportation at Hillsborough Ave. / SR 600		\$34,140,000
70	Safety	Grade Crossings	7		CSX Transportation at Parsons Ave.		\$34,140,000
71	Safety	Grade Crossings	7		CSX Transportation at Faulkenburg Rd., NGCN: 624359D		\$107,541,000
72	Safety	Grade Crossings	7		CSX Transportation at Faulkenburg Rd., NGCN: 624462R		\$107,541,000
73	Safety	Grade Crossings	7		CSX Transportation at Park Rd., NGCN: 6243139P		\$107,971,000
74	State of Good Repair	Rail Bridge Maintenance and Rehab	7		CSX Transportation at US 41 / 50th St., NGCN: 624368C		\$107,541,000

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ID	Work Mix	Improvement Type	District	FM #	Project Name	Programmed	Estimated Cost
75	State of Good Repair	Rail Bridge Maintenance and Rehab	7		CSX Transportation at SR 60 / Adamo Dr., NGCN: 624820X		\$119,129,000
76	State of Good Repair	Rail Bridge Maintenance and Rehab	7		CSX Transportation at US 41 (Rockport) NGCN: 624802A		\$140,000,000
77	Capacity	Grade Separation	99	NEW	FECR - crossing closings/grade sep to avoid blocked crossings		
78	Capacity	Other Capacity	99	416786-4	Rail Freight Investments & Improvements - SIS		\$132,500,000
79	Capacity	Other Capacity	99	NEW	FECR - extended sidings due to longer trains		
80	Capacity	Other Capacity	99	NEW	FECR - crossovers and/or additional tracks in bottleneck areas		
81	Safety	Grade Crossings	99		Section 130 Improvements		\$800,000,000
82	State of Good Repair	Rail Bridge Maintenance and Rehab	99	NEW	FECR - bridges (rehab/additional capacity)		



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