

Appendix A

■ A.1 Compliance with the Passenger Rail Investment and Improvement Act (PRIIA) of 2008

The Florida Rail System Plan, consisting of both the Policy Element and the Investment Element, will be consistent with Federal law as amended by PRIIA in 2008. The Table below describes how and where minimum requirements under PRIIA are addressed in the 2010 Florida Rail System Plan.

Table A.1 How and Where Minimum Requirements Are Addressed in the 2010 Florida Rail System Plan

Each state rail plan shall, at a minimum, contain the following:		Location in the Florida Rail System Plan
An inventory of the existing overall rail transportation system and rail services, and facilities within the State and an analysis of the role of rail transportation within the State's surface transportation system.		Investment Element – Chapters 2 and 3
A review of all rail lines within the State, including proposed high-speed rail corridors and significant rail line segments currently not in service.		Investment Element – Chapter 3 and Policy Element – Chapter 2
A statement of the State's passenger rail service objectives, including minimum service levels, for rail transportation routes in the State.		Investment Element – Chapter 3 and Policy Element – Chapter 3
A general analysis of rail's transportation, economic, and environmental impacts in the State, including congestion mitigation, trade and economic development, air quality, land-use, energy-use, and community impacts.		Policy Element – Chapter 2
A long-range rail investment program for current and future freight and passenger infrastructure in the State.		Investment Element – Chapter 4

Table A.1 How and Where Minimum Requirements Are Addressed in the 2010 Florida Rail System Plan (continued)

Each state rail plan shall, at a minimum, contain the following:		Location in the Florida Rail System Plan
A statement of public financing issues for rail projects and service in the State, including a list of current and prospective public capital and operating funding resources, public subsidies, state taxation, and other financial policies relating to rail infrastructure development.		Investment Element – Chapter 6
An identification of rail infrastructure issues within the State that reflects consultation with all relevant stakeholders.		Investment Element – Chapters 2, 3, and 4 and Policy Element Chapter 1
A review of major passenger and freight intermodal rail connections and facilities within the State, including seaports, and prioritized options to maximize service integration and efficiency between rail and other modes of transportation within the State.		Investment Element – Chapter 4
A review of publicly funded projects within the State to improve rail transportation safety and security, including all major projects funded under section 130 of title 23.		Investment Element – Chapter 4
A performance evaluation of passenger rail services operating in the State, including possible improvements in those services, and a description of strategies to achieve those improvements.		Investment Element – Chapter 5
A compilation of studies and reports on high-speed rail corridor development within the State not included in a previous plan under this subchapter, and a plan for funding any recommended development of such corridors in the State.		Investment Element – Chapters 3 and 4

Table A.1 How and Where Minimum Requirements Are Addressed in the 2010 Florida Rail System Plan (continued)

Each state rail plan shall, at a minimum, contain the following:	Location in the Florida Rail System Plan
A statement that the State is in compliance with the requirements of section 22102 which states that: "A state is eligible to receive financial assistance under this chapter only when the state complies with regulations the Secretary of Transportation prescribes under this chapter and the Secretary decides that:	The state has an adequate plan for rail transportation in the state and a suitable process for updating, revising, and modifying the plan.
	Policy Element – Chapters 2 and 3 and Investment Element – Chapters 3 and 4
	The state plan is administered or coordinated by a designated state authority and provides for a fair distribution of resources.
	Policy Element – Chapter 2
	<p>The state authority:</p> <ul style="list-style-type: none"> a. is authorized to develop, promote, supervise, and support safe, adequate, and efficient rail transportation; b. employs or will employ sufficient qualified and trained personnel; c. maintains or will maintain adequate programs of investigation, research, promotion, and development with opportunity for public participation; and d. is designated and directed to take all practicable steps (by itself or with other state authorities) to improve rail transportation safety and reduce energy use and pollution related to transportation.
	Policy Element – Chapter 2
	The state has ensured that it maintains or will maintain adequate procedures for financial control, accounting, and performance evaluation for the proper use of assistance provided by the United States Government."
	Policy Element – Chapter 3 and Investment Element – Chapter 5
A long-range rail investment program included in a state rail plan shall, at a minimum, include the following matters:	A list of any rail capital projects expected to be undertaken or supported in whole or in part by the state.
	Policy Element – Chapter 4
	A detailed funding plan for those projects.
	Policy Element – Chapters 4, 5, and 6

Table A.1 How and Where Minimum Requirements Are Addressed in the 2010 Florida Rail System Plan (continued)

Each state rail plan shall, at a minimum, contain the following:	Location in the Florida Rail System Plan
	<p>Project List Content – The list of rail capital projects shall contain:</p> <ul style="list-style-type: none"> a. a description of the anticipated public and private benefits of each such project; and b. a statement of the correlation between: <ul style="list-style-type: none"> 1. public funding contributions for the projects; and 2. the public benefits.
	<p>Considerations For Project List – In preparing the list of freight and intercity passenger rail capital projects, a state rail transportation authority should take into consideration the following matters:</p> <ul style="list-style-type: none"> a. contributions made by non-Federal and nonstate sources through user fees, matching funds, or other private capital involvement; b. rail capacity and congestion effects; c. effects on highway, aviation, and maritime capacity, congestion, or safety; d. regional balance; e. environmental impact; f. economic and employment impacts; and g. projected ridership and other service measures for passenger rail projects.