

5.0 Rail Needs Prioritization

■ 5.1 Overview

Strategic investment in freight and passenger rail infrastructure and services can produce a wide variety of benefits for Florida’s railroads, ports, businesses, and residents. In addition to increasing the efficiency and safety of rail transport, well-planned and coordinated rail investment can help Florida to achieve its goals of mitigating congestion, providing mobility options, reducing transportation-related emissions, and supporting economic development. To leverage limited available funding and maximize the potential benefits associated with future rail investments, FDOT evaluated the rail needs presented in Section 4.0 using multiple of criteria and assigned each need a project priority classification based on its readiness for implementation, coordination with other plans and projects, and potential regional and/or statewide impact. FDOT will use this analysis and priority classification to guide its future investments and other decisions regarding freight and passenger rail projects.

The analysis in Section 5.0 is based on data provided directly by stakeholders and on-line survey respondents (as discussed in Section 4.0), as well as information gathered through review of state, metropolitan, and local jurisdictions’ transportation plans, Transportation Improvement Programs, and other documents. Of the 243 near-, medium-, medium-to-long-, and long-term capital improvement projects and other initiatives identified as rail needs, this prioritization effort identified 24 projects estimated at \$4.8 billion⁶⁵ as “Very High” priorities for FDOT.

The remainder of Section 5.0: Rail Needs Prioritization is outlined as follows:

- **Purpose** describes the purpose of prioritizing freight and passenger rail investments;
- **Methodology** discusses the methodology used for prioritizing rail needs;
- **Priority Rail Needs Overview** describes prioritized rail investment needs by time-frame, geographic location, project type, railroad, and port; and
- **Detailed Prioritized Needs Table** contains a comprehensive matrix of prioritized passenger and freight rail needs in Florida.

⁶⁵Costs are estimated in Year 2009 dollars.

■ 5.2 Purpose

The primary purpose of the rail needs prioritization effort is to rank each of the necessary and desired freight and passenger rail improvements listed in Section 4.0 based on their eligibility for state and Federal funding, level of planning and coordination, and ability to be implemented a near to medium-term timeframe. This process will assist FDOT to:

- Identify projects that can be quickly implemented with limited additional support;
- Select projects that should be recommended for Federal funding opportunities; and
- Assess areas where near-term needs may require additional support (e.g., planning coordination, funding assistance) in order to be successfully implemented on schedule.

Railroad needs, for the purposes of this rail plan, are restricted to capital needs identified through the needs assessment described in Section 4.0. **It is important to note that inclusion of a need in the Investment Element of the Florida Rail System Plan does not constitute a commitment on the part of the Florida Department of Transportation (FDOT) or the State of Florida to provide funding. Similarly, the project priorities assigned to needs in this section do not constitute a level of commitment on the part of FDOT or the State of Florida to provide funding. Project priorities shown in this section reflect only the State's investment priority. Other agencies or private interests may hold these projects in higher priority for providing their funding. Also, many projects shown may currently have a lower priority because of a lack of information or detail on the project. In this case, the projects may increase in priority in future plans as details are made known.**

■ 5.3 Methodology

In past Florida Rail System Plan Updates, FDOT assessed the public benefits associated with select rail investments using a Freight Rail Investment Calculator developed for FDOT. This software calculates the benefit/cost ratio for each rail project, considering factors such as avoided highway maintenance costs, shipper logistics costs, new or retained jobs, safety improvements, and environmental quality improvements. The Freight Rail Investment Calculator formed one component of the overall decision process of how public funds should best be invested to spur economic growth and enhance freight and passenger mobility in Florida.

With the expansion of the needs assessment for the 2010 Florida Rail System Plan update to include passenger rail projects as well as projects identified by a broader range of stakeholders, FDOT was required to develop a new approach to assess and prioritize potential rail investments. The procedure used to identify specific project prioritization criteria and the overall project prioritization approach is outlined in Table 5.1.

Table 5.1 Procedure for Developing Rail Needs Prioritization Criteria

Step	Activity
February 2009	Identify key rail stakeholders in the State of Florida.
March-May 2009	Develop Rail Needs On-Line Survey with input from FDOT and Rail Stakeholder Advisory Committee Members.
May-July 2009	Gather specific rail needs from stakeholders using the On-Line Survey and follow-up e-mails.
Early July 2009	Develop series of potential rail performance measures based on Goals and Objectives set forth by stakeholders in the Policy Element of the Florida Rail Plan. Develop methodology to quantify and monetize benefits from investing in rail needs.
Mid July 2009	Rail Stakeholder Advisory Committee meeting to refine list of performance measures. Receive stakeholder feedback on proposed project prioritization process.
August-November 2009	Conduct two rounds of follow-up calls with all stakeholders to gather detailed information to develop and evaluate proposed performance measures for all proposed rail needs.
December 2009	Select key project prioritization criteria from list of proposed performance measures based on stakeholder feedback, ability to support with data, apply Statewide, and reflection of new Federal rail funding criteria and priorities (e.g., shovel-readiness).
January-February 2010	Review of local and state planning documents and follow-up with FDOT Districts and other project stakeholders to update data for selected project prioritization criteria.
March 2010	Refine project prioritization approach with input from FDOT.
May 2010	Develop final prioritized rail needs list.

Source: Cambridge Systematics.

The rail needs prioritization methodology presented in this section was developed, tested, and refined through multiple meetings with FDOT and other stakeholders. First, a comprehensive list of potential quantitative and qualitative performance measures that could be used to assess each proposed rail need's performance in relation to the rail plan's five goals was developed. With input from FDOT and the Rail Stakeholder Advisory Committee, this list was refined into a series of quantifiable and nonquantifiable measures of the benefits resulting from investment in rail needs, shown in Table 5.2. A detailed methodology for calculating each proposed rail performance measure was developed and is included in Appendix B.

Table 5.2 Proposed FDOT Rail Performance Measures by Goal

Goal	Performance Measures
Safety and Security	<ul style="list-style-type: none"> • Crash reduction from auto/truck diversion • Reduced exposure to grade crossings • Use of Intelligent Transportation Management technologies
Quality of Life and Environmental Stewardship	<ul style="list-style-type: none"> • Change in auto/truck fuel consumption and CO₂ emissions • Noise reduction • Status of environmental screening process • Project included in land use plans, State Transportation Plan, LRTP, or County/Municipal Improvement Plan
Maintenance and Preservation	<ul style="list-style-type: none"> • Train capacity increase • Consistent with asset management approach • Support modernized rail system management and operation technologies
Mobility and Economic Competitiveness	<ul style="list-style-type: none"> • Auto/Truck VMT reduction • Reduced travel time and vehicle operating costs • Increase in passenger rail ridership • Increase in freight ton-miles • GDP growth • Jobs created as a result of the project
Sustainable Investments	<ul style="list-style-type: none"> • Project underwent public review • Support from stakeholders • Status of application for funding • Eligible for state or Federal funding • Non-Federal state/Federal funding available and programmed for project • Supports underserved areas • Project of Statewide significance

Source: Cambridge Systematics.

Over several months, follow-up calls were conducted with stakeholders to gather the additional detailed data on proposed rail projects required to evaluate each of the proposed performance measures for all 243 projects identified through the rail needs assessment. The results of these efforts are shown in Table 5.3. Projects are sorted by timeframe and estimated cost (in 2009 dollars). **Projects shown in bold are partially or fully funded as of May 2010.** Criteria that are not applicable to specific projects or for which data is not available are marked as “-.” The detailed project information shown in Table 5.3 is current through November 2009, and was self-reported by the agency reporting the rail need through the on-line needs assessment survey or through follow-up calls.

Based on the results of these data collection efforts and additional feedback from FDOT, the list of potential rail performance measures was further refined and a key set of rail need prioritization criteria was selected based on:

- Availability and reliability of data for the measure;
- Ability to apply the measure to diverse projects Statewide; and
- Reflection of new Federal rail funding criteria and program priorities (e.g., shovel-readiness).

The selected prioritization criteria, shown in Table 5.4, reflect the rail plan goals as well as current priorities for FDOT as it seeks to implement projects in a constrained fiscal environment where project coordination and positioning to take advantage of Federal and other funding sources is vital.

The procedure for prioritizing projects using the identified prioritization criteria involved four steps:

1. Establish each project's current funding status (e.g., fully funded, partially funded, currently unfunded) by reviewing needs assessment survey responses, the Five-Year Work Program, STIP, and local TIPs;
2. Identify current funding sources for funded projects and future potential Federal and state funding sources for partially funded or unfunded projects;
3. Rank/score each of the criteria listed in Table 5.2 based on a review of needs assessment survey responses, project web sites (if applicable), local planning documents, and follow-up calls to stakeholders; and
4. Calculate overall project priority rank/score based on the methodology shown in Table 5.4.

Table 5.4 Criteria Used for Prioritizing FDOT Rail Needs Projects

Criteria	Ranking (Score)	Definition
Funding Status	High (3)	Project is currently funded or partially funded.
	Medium (2)	Project is not currently funded, but is eligible for funding from one or more sources.
	Low (1)	Project is not currently funded and no potential/eligible funding sources have been identified.
Coordination Status	High (3)	Project has consulted with multiple plans (e.g., Florida Transportation Plan, local comprehensive plans), agencies, and stakeholders; and has received public support.
	Medium (2)	Project has consulted with one or more plans or agencies and/or has received some public support.
	Low (1)	No evidence of coordination with other plans and/or agencies and no evidence of public support.
State and/or Regional Significance	High (3)	Project is of statewide significance.
	Medium (2)	Project is of regional significance.
	Low (1)	Project is not of statewide or regional significance.
Environmental Review Status <i>(criteria considered only as a component of shovel readiness)</i>	High (3)	All environmental review for the project has been completed, or environmental review is not necessary.
	Medium (2)	Required environmental review for the project is currently underway.
	Low (1)	Environmental review of the project has not yet been undertaken or information about the environmental review status of the project is not available.
Design Completeness and Right-of-Way Acquisition <i>(criteria considered only as a component of shovel-readiness)</i>	High (3)	Right-of-way for the project has been acquired and design is complete.
	Medium (2)	Negotiations are underway to acquire right-of-way for the project and/or project design is underway.
	Low (1)	Right-of-way has not yet been acquired for the project, design has not yet been initiated, and/or information about the status of project design and right-of-way is not available.
Eligibility for Federal Grants <i>(criteria considered only as a component of shovel-readiness)</i>	High (3)	Project is eligible for Federal monies.
	Medium (2)	Project is potentially eligible for Federal funding.
	Low (1)	Project is not eligible for Federal funding or proof of eligibility for Federal grants is not available.

**Table 5.4 Criteria Used for Prioritizing FDOT Rail Needs Projects
(continued)**

Criteria	Ranking (Score)	Definition
Included in TIP and/or STIP <i>(criteria considered only as a component of shovel-readiness)</i>	High (3)	Project is currently included in the STIP.
	Medium (2)	Project is currently included in a local TIP.
	Low (1)	Project is not currently included in the STIP or a local TIP, or information about the project's status is not available.
Shovel Readiness	High (3)	Average score/ranking for Environmental Review Status, Design Completeness and Right-of-Way Acquisition, Eligibility for Federal Grants, and Included in TRIP and/or STIP criteria of 2.5 or greater.
	Medium (2)	Average score/ranking for Environmental Review Status, Design Completeness and Right-of-Way Acquisition, Eligibility for Federal Grants, and Included in TRIP and/or STIP criteria of 1.5 to 2.4.
	Low (1)	Average score/ranking for Environmental Review Status, Design Completeness and Right-of-Way Acquisition, Eligibility for Federal Grants, and Included in TRIP and/or STIP criteria of 1.4 or less.
Overall Project Priority	Very High	Average score/ranking of Funding Status, Coordination Status, State or Regional Significance, and Shovel Readiness criteria of 2.5 or greater.
	High	Average score/ranking of Funding Status, Coordination Status, State or Regional Significance, and Shovel Readiness criteria of 2.0 to 2.4.
	Medium-High	Average score/ranking of Funding Status, Coordination Status, State or Regional Significance, and Shovel Readiness criteria of 1.6 to 1.9.
	Medium	Average score/ranking of Funding Status, Coordination Status, State or Regional Significance, and Shovel Readiness criteria of 1.5.
	Low-Medium	Average score/ranking of Funding Status, Coordination Status, State or Regional Significance, and Shovel Readiness criteria of 1.1 to 1.4.
	Low	Average score/ranking of Funding Status, Coordination Status, State or Regional Significance, and Shovel Readiness criteria of 1.0.

Source: Cambridge Systematics.

■ 5.4 Priority Rail Needs Overview

The needs assessment and review identified \$47.8 billion in unconstrained passenger and freight needs on the Florida rail system. Using the prioritization methodology described in Section 5.3, each need was assigned a ranking of very high, high, medium-high, medium, or low-medium priority based on its funding status, coordination level, state or regional significance, and shovel-readiness.

Table 5.5 shows the number of projects and total estimated cost of needs in each priority category. Twenty-four very high-priority projects estimated for nearly \$4.8 billion account for 10.5 percent of needs. These projects include \$3.5 billion for high-speed rail connecting Tampa and Orlando; \$615 million for Sunrail commuter rail service between Deland and Poinciana, \$373 million for infrastructure investments to restore Amtrak service on the Florida East Coast Railway, \$245 million for capacity upgrades to CSX facilities, and \$87 million for a four-lane overpass over Eller Drive at Port Everglades.

Table 5.5 Railroad Needs by Priority
Thousands of 2009 Dollars

Priority	No. of Projects	Cost
Very High	24	\$4,992,498
High	37	\$14,815,349
Medium-High	55	\$21,110,615
Medium	60	\$4,967,870
Low-Medium	49	\$1,599,940
To Be Determined	18	\$270,000
Total	243	\$47,756,272

Source: Cambridge Systematics.

From a project cost perspective, a larger percentage of passenger needs are identified as very high or high-priority projects than freight needs (Table 5.6). Over 45 percent of passenger needs (in terms of dollars) are identified as very high or high-priority needs, compared to only 14 percent of freight needs. The majority of the passenger needs (49 percent) are identified as medium-high projects. The majority of freight needs (50.3 percent) are identified as medium priority projects. The priority differential is largely driven by current Federal policy and funding support for high-speed and other passenger rail services, which has motivated a large number of requests for new commuter, intercity, and light rail services.

Table 5.6 Railroad Priorities by Type of Service
Thousands of 2009 Dollars

Priority	Freight	Passenger	Total Costs
Very High	\$344,405	\$4,648,093	\$4,992,498
High	\$473,423	\$14,341,926	\$14,815,349
Medium-High	\$774,190	\$20,336,425	\$21,110,615
Medium	\$3,043,670	\$1,924,200	\$4,967,870
Low-Medium	\$1,151,125	\$448,815	\$1,599,940
To Be Determined	\$270,000		\$270,000
Total	\$6,056,813	\$41,699,459	\$47,756,272

Source: Cambridge Systematics.

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

As illustrated in Table 5.7, the majority of needs identified through the assessment (\$41.6 billion) are related to new or expanded passenger services and freight lines. Investments in high-speed rail, such as the new line from Orlando to Miami, account for 73 percent of needs identified as very high to high-priority new or expanded service. The eight new freight service needs in the State were all identified as high to medium priority.

Table 5.7 Summary of Priorities for New Freight and Passenger Rail Service
Thousands of 2009 Dollars

Priority	Freight	Commuter Rail	High-Speed Rail	Intercity	Light Rail	Total
Very High		\$988,225	\$3,525,000			\$4,513,225
High	\$204,500	\$3,500,000	\$10,200,000		\$537,281	\$14,441,781
Medium-High	\$52,000	\$3,435,311		\$13,218,686	\$3,281,740	\$19,987,737
Medium	\$463,900	\$1,800,340				\$2,264,240
Low-Medium		\$390,000				\$390,000
Total	\$720,400	\$10,113,876	\$13,725,000	\$13,218,686	\$3,819,021	\$41,596,583

Source: Cambridge Systematics.

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

Each of the unconstrained needs identified in the assessment is assigned to a timeframe based on when the identified service is estimated to begin operation or construction of the identified improvement is estimated to be completed (Table 5.8). Of the nearly \$5 billion in very high-priority needs, 97 percent (\$4.8 billion) are identified as short-term rail investment needs (to be considered for inclusion in FDOT's upcoming 5-year Work Program) and the remainder - 3 percent (\$146 million) - are identified as medium or medium-long term (6- to 20-year) needs, a small portion (\$13.8 million does not have an identified timeframe as of this writing). The majority (74.1 percent) of high-priority projects, on the other hand, are identified as medium-term (6- to 10-year) needs. This includes \$10.2 billion for high-speed rail connecting Orlando to Miami.

Table 5.8 Railroad Priorities by Timeframe
Thousands of 2009 Dollars

Priority	Near-Term (1 to 5 Years)	Medium-Term (6 to 10 Years)	Medium-to-Long-Term (11 to 20 Years)	Long-Term (More Than 20 Years)	TBD	Total
Very High	\$4,846,530	\$68,852	\$63,316		\$13,800	\$4,992,498
High	\$332,891	\$10,982,458	\$3,500,000			\$14,815,349
Medium-High	\$394,957	\$8,633,882	\$2,923,610	\$9,061,566	\$96,600	\$21,110,615
Medium	\$300,260	\$1,750,073	\$885,007	\$2,032,530		\$4,967,870
Low-Medium	\$2,500	\$49,745	\$226,950	\$1,320,745		\$1,599,940
To Be Determined					\$270,000	\$270,000
Total	\$5,877,138	\$21,485,010	\$7,598,883	\$12,414,841	\$380,400	\$47,756,272

Source: Cambridge Systematics.

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

Table 5.9 shows a summary of priorities by project type. Capacity upgrades are the highest priority need for freight rail in the State. New service is the highest priority need for passenger rail, followed by rolling stock investments.

Table 5.9 Summary of Priorities by Project Type
Thousands of 2009 Dollars

	Project Type	Very High	High	Medium High	Medium	Low-Medium	TBD	Total
Freight Rail	Capacity Upgrade	\$245,000	\$108,450	\$44,154	\$1,704,085	\$60,000		\$2,161,689
	Grade Separation	\$87,000	\$47,000	\$494,630	\$853,868	\$1,058,625	\$270,000	\$2,811,123
	New Line		\$204,500	\$52,000	\$450,000			\$706,500
	New Service				\$13,900			\$13,900
	Rehabilitation and Maintenance	\$1,305	\$28,091	\$81,205	\$21,817			\$132,418
	Right-of-Way					\$30,000		\$30,000
	Rolling Stock					\$2,500		\$2,500
	Signal Upgrade	\$11,100	\$20,403	\$27,688				\$59,191
	Track Upgrade		\$64,979	\$74,513				\$139,492
Passenger Rail	Capital Improvements		\$28,848	\$133,856				\$162,704
	Grade Separation			\$240,000				\$240,000
	New Service	\$4,513,225	\$14,237,281	\$19,935,737	\$1,800,340	\$390,000	\$0	\$40,876,583
	Rehabilitation and Maintenance			\$250				\$250
	Rolling Stock	\$132,168						\$132,168
	Signal Upgrade	\$2,700						\$2,700
	Station Improvements		\$75,447	\$26,582	\$123,860	\$58,815	\$0	\$284,704
	Study		\$350					\$350
Total		\$4,992,498	\$14,815,349	\$21,110,615	\$4,967,870	\$1,599,940	\$270,000	\$47,756,272

Source: Cambridge Systematics.

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

Summary by Railroad

Table 5.10 provides a high-level summary of the priority rankings of proposed improvements along various rail lines in the State. Detailed descriptions of the needs are contained in Table 5.14. Very high-priority projects for CSXT include capacity upgrades and improvements in the Baldwin area, estimated at \$67.4 million, and 14 smaller capacity

upgrade projects throughout the State, estimated at \$177.7 million. Very high-priority improvements on the Florida East Coast Railway involve improvements to reinstate Amtrak passenger rail service between Jacksonville and Miami. On the South Florida Rail Corridor, very high-priority needs include purchasing 26 new passenger rail cars and 16 new locomotives over the next five to 25 years.

Table 5.10 Summary of Priorities by Railroad
Thousands of 2009 Dollars

Railroads	Very High	High	Medium-High	Medium	Low-Medium	Total
Alabama and Gulf Coast				\$6,327		\$6,327
CSX Transportation	\$871,100	\$1,075,000	\$13,453,708	\$899,868	\$668,625	\$16,968,301
Florida Central	\$1,305	\$17,600	\$2,408	\$150,000	\$2,500	\$173,813
Florida East Coast	\$143,000	\$52,123	\$44,585	\$385,075	\$510,000	\$1,134,783
Florida Midland			\$15,000			\$15,000
Georgia and Florida Railway			\$52,000			\$52,000
Seminole Gulf Railway		\$350	\$68,300			\$68,650
South Florida Rail Corridor/Tri-Rail	\$132,168	\$3,763,001	\$854,728	\$1,421,260	\$58,815	\$6,229,972
South Central Florida Express		\$24,500	\$30,767			\$55,267
Total	\$1,147,573	\$4,932,574	\$14,521,496	\$2,862,530	\$1,239,940	\$24,704,113

Source: Cambridge Systematics.

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

Summary by Port

Table 5.11 provides a high-level summary of the priority rankings of proposed improvements at various seaports in the State. Detailed descriptions of the needs are contained in Table 5.14. Very high-priority needs at Port Everglades include a four-lane Eller Drive Overpass which will increase safety and promote efficient freight movement, estimated at \$87.0 million. High-priority needs at the Port of Palm Beach include rail switching improvements, estimated at \$3.7 million, and construction of track connecting Hialeah rail yard to the Intermodal Logistics Center, estimated at \$100 million.

Table 5.11 Summary of Priorities by Port
Thousands of 2009 Dollars

Port	Very High	High	Medium-High	Medium	Low-Medium	Total
Port Canaveral				\$50,000		\$50,000
Port Everglades	\$87,000	\$60,500			\$87,000	\$147,500
Port of Jacksonville			\$10,000	\$10,000		\$20,000
Port of Miami			\$36,900			\$36,900
Port of Palm Beach		\$103,700				\$103,700
Port of Tampa			\$9,600	\$81,000		\$90,600
Total	\$87,000	\$164,200	\$56,500	\$141,000	\$0	\$448,700

Source: Cambridge Systematics.

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

Summary by District

Table 5.12 contains a summary of priority rankings by district. Note that a “multiple” category was created under the District heading to account for projects that cross several district jurisdictions. This was necessary since project cost information by District is not available at this time.

Table 5.12 Summary of Priorities by District
Thousands of 2009 Dollars

District	Very High	High	Medium-High	Medium	Low-Medium	TBD	Total
1	\$116,050	\$45,500	\$42,055	\$1,508,400	\$120,000		\$1,832,005
2	\$92,950	\$192,226	\$1,026,787	\$13,484			\$1,325,447
3		\$35,500		\$51,327	\$40,000		\$126,827
4	\$100,800	\$719,928	\$280,288	\$400,311	\$919,560		\$2,420,887
5	\$650,755	\$17,600	\$2,001,153	\$205,043	\$2,500		\$2,877,051
6		\$60,689	\$1,198,889	\$369,593		\$270,000	\$1,899,171
7		\$23,250	\$11,581,269	\$1,994,201	\$517,880		\$14,116,600
Multiple	\$4,031,943	\$13,720,656	\$4,980,174	\$425,511			\$23,158,284
Total	\$4,992,498	\$14,815,349	\$21,110,615	\$4,967,870	\$1,599,940	\$270,000	\$47,756,272

Source: Cambridge Systematics.

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

■ 5.5 Detailed Prioritized Needs Table

Table 5.13 contains the project needs identified by stakeholders participating in the 2010 Florida Rail System Plan Update, prioritized based on the criteria described in Section 5.3. The table presents, in detail, every project identified through the process described in Section 4.0. The table is sorted by project priority and then by timeframe. **Projects that are fully or partially funded as of May 2010 are shown in bold.** Each project is further identified by the following attributes:

- ID attribute as identified in the on-line rail survey;
- Project name;
- Project description;
- Owner or operator;
- Freight or passenger rail;
- Project type (maintenance and repair, grade crossings, etc.);
- Location;
- Timeframe;
- Cost estimate (in current 2009 dollars);
- Work program status;
- Current or potential funding sources;
- Overall project priority; and
- Project prioritization criteria:
 - o Funding status;
 - o Coordination level;
 - o State or regional significance;
 - o Shovel readiness;⁶⁶
 - o Environmental review status;
 - o Eligibility for federal grants;
 - o Design completeness and right-of-way acquisition; and
 - o Inclusion in the STIP or TIP.

⁶⁶Shovel readiness is based on the average of Environmental Review Status, Eligibility for Federal Grants, Design Completeness and Right-of-Way, and Inclusion in STIP or TIP scores.

Each project is color coded based on the timeframe it is estimated to begin operation in and the project's overall project priority ranking. The color schemes used are illustrated in Table 5.13.

Table 5.13 Project Timeframe and Priority Color Coding Scheme

Timeframe	
	Near-term (1-5 years)
	Mid-term (6-10 years)
	Mid-to-long (11-20 years)
	More than 20 years
Project Priority	
	Very High = Average Score of Over 2.5 to 3.0
	High = Average Score of Over 2.0 to 2.5
	Medium-High = Average Score of Over 1.5 to 2.0
	Medium = Average Score of 1.5
	Low-Medium = Average Score of over 1.0 to Less Than 1.5

Source: Cambridge Systematics.

Table 5.14 Detailed Projects Needs by Priority

													Final Prioritization Criteria							
ID	Project Name	Description	Owner or Operator	Freight or Passenger	Project Type	Location	Timeframe	Cost Estimate (\$1,000 of 2009 Dollars)	Work Program Status	Potential Funding Source(s)	Project Priority ^a	Funding Status	Coordination Level	State or Regional Significance	Shovel Readiness	Environmental Review Status	Eligibility for Federal Grants	Design Completeness and Right-of-way	Inclusion in STIP or TIP	
207	High-Speed Rail - Tampa to Orlando	Phase 1: A High-Speed Rail connecting Tampa and Orlando. Passenger commuter rail operation on State-purchased CSX trackage between Deland, Florida in Volusia County and Poinciana, Florida in Osceola County, a distance of 61 miles. Private Sector has been involved gathering Orlando Chamber of Commerce (Note/Concern: This is for purchasing and constructing 61.5 miles, the cost is \$438 and \$615 million which is equal to approximately \$1.53 billion)	New Passenger Rail Service	Passenger	New Service	Hillsborough, Polk, Osceola, and Orange Counties	Near-term (1-5 years)	\$3,525,000	411253-3 \$3.55M in FY2010-2011 including \$1.25M in HSIPR grant money	HSIPR - New Tiger Grant Funds	Very High	High	High	High	High	High	High	High	Med	High
131	Sunrail	The State needs to work with Amtrak and FEC to bring passenger rail service back from Jacksonville to Miami. This corridor could lead the way for commuter rail service in Jacksonville and would reconnect Jacksonville to St. Augustine via the FEC line.	CSX Transportation	Passenger	New Service	Volusia, Seminole, Orange and Osceola Counties	Near-term (1-5 years)	\$615,000	428343-1 (ROW) \$150M in 2011, 412994-4 \$219.42M in FY2010-2012, see also 423446-2, 423446-3, 412994-8, 423446-9, 428500-1	FTA grant, State New Starts, SIS, Growth Management (GM), and other state and local resources as well	Very High	High	High	Med	High	High	High	High	High	High
80	Amtrak Service on the FEC Railroad		Florida East Coast Railway	Passenger	New Service	Jacksonville to Miami	Near-term (1-5 years)	\$373,225	Currently unfunded	HSIPR - New Tiger Grant Funds, Amtrak ARRA Grant	Very High	Med	High	High	High	Med	High	Med	High	
104	FDOT Eller Drive Overpass	The project is to design and construct a four-lane bridge Overpass on Eller Drive for unrestricted movement to and from Port Everglades cruise and container terminals to the Interstate 595, as well as the widening, realignment, and construction of service roads parallel to the Overpass. The Overpass will enable the development of at-grade rail crossing access to Southport, providing direct connection to the proposed on-Port Intermodal Container Transfer Facility (ICTF) at Port Everglades.	Port Everglades	Freight	Grade Separation	Port Everglades	Near-term (1-5 years)	\$87,000	403984-1 (ROW) \$66M in 2010-2013	EDO, IRSST, RSTICTF	Very High	High	High	Med	High	High	High	High	High	
143	Baldwin Area Improvements: West Storage, SE Jacksonville Pass, Fouraker Siding and Crossover	CSX corridor improvements in the Baldwin area. Combination of projects 143, 145, 147, and 188. Improvements include: Extend West Storage Lead by 4,000 feet to provide a 12,000 foot lead; Build approximately 4.0 miles of second main at Baldwin, SE Baldwin-SE East Pass, build new 13 East Track in Baldwin Yard, and replace south departure yard turnouts (Jacksonville Terminal SD); Upgrade East Passing Track and extend	CSX Transportation	Freight	Capacity Upgrade	Baldwin/NE Florida	Near-term (1-5 years)	\$67,350	CFFCP	CSX, SIS	Very High	High	High	High	High	High	Low	High	High	

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		East Pass Track north approximately 16,000 ft with universal crossover at SP 650.0; Upgrade siding and extend siding to create 5.1 miles second main track with universal crossover at SM 2.5. RH crossover at SM 0.4 and improved connection to SP Line.																		
171	Richloam Siding	Build 4.2 miles of second main track with number 20 universal crossover at S 783.6. Upgrade existing main track and build second main track S 757.9-S 760.0 with number 20 universal.	CSX Transportation	Freight	Capacity Upgrade	Richloam	Near-term (1-5 years)	\$22,150	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
162	Wildwood	Build second main through Ocala by connecting and upgrading Singletary and Ocala sidings with universal crossover at S 734.5	CSX Transportation	Freight	Capacity Upgrade	Wildwood	Near-term (1-5 years)	\$21,450	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
174	Ocala Siding and Crossovers	Extend Vitis Siding north to AR 832.9, upgrade siding, and add universal crossover AR 835.2. Extend Vitis Siding south to AR 837.8 with RH number 20 universal at AR 836.5 to access Yeoman SD. Combination of projects 168 and 169.	CSX Transportation	Freight	Capacity Upgrade	Ocala	Near-term (1-5 years)	\$19,550	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
168	Vitis North and South	Extend McDonald Connection with universal crossovers at SX 821.5 and SX 822.6.	CSX Transportation	Freight	Capacity Upgrade	Auburndale	Near-term (1-5 years)	\$17,750	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
173	Carter Siding	Extend Carters Siding at north and south to include Park Spur.	CSX Transportation	Freight	Capacity Upgrade	Carters	Near-term (1-5 years)	\$16,500	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
172	Lakeland Junction Siding	Build 9,000 ft siding at Lakeland Junction with crossover.	CSX Transportation	Freight	Capacity Upgrade	Lakeland	Near-term (1-5 years)	\$15,750	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
178	Crawford Siding	Upgrade and extend siding to 4.4. Miles second main track with universal crossover SM 13.1.	CSX Transportation	Freight	Capacity Upgrade	Crawford	Near-term (1-5 years)	\$14,400	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
158	Anthony Siding	Build new 11,400-foot clear passing siding.	CSX Transportation	Freight	Capacity Upgrade	Anthony	Near-term (1-5 years)	\$9,750	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
153	Starke Crossovers	Build new number 20 universal crossover.	CSX Transportation	Freight	Capacity Upgrade	Starke	Near-term (1-5 years)	\$6,950	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
149	Highland Crossover Upgrade	Upgrade universal crossover to number 20 universal crossover.	CSX Transportation	Freight	Capacity Upgrade	Highland	Near-term (1-5 years)	\$5,250	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
150	Jacksonville Amtrak Crossovers	Install Universal crossovers at Amtrak Station. Improve reliability of Amtrak operations and mitigate freight/passenger conflicts.	CSX Transportation	Freight	Capacity Upgrade	Jacksonville	Near-term (1-5 years)	\$4,250	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
175	Stanton Spur Power Switch	Install power switch to Stanton Spur (OUC).	CSX Transportation	Freight	Capacity Upgrade	Orlando	Near-term (1-5 years)	\$3,250	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
176	Central/CF Industries	Build northern connection at south entrance to CF Industries to create a wye with power switches.	CSX Transportation	Freight	Capacity Upgrade	Central Florida	Near-term (1-5 years)	\$1,550	CFFCP	CSX	Very High	High	High	High	High	High	Low	High	High	High
113	Dora Canal Bridge	Needed now to continue rail service. This bridge is also contained in the Tavares Freight Village project. It would be completed within 6 months of the grant. This project is located within an	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Tavares	Near-term (1-5 years)	\$1,305	Amending WP to include ASAP	Tiger grants, Transportation Enhancements	Very High	High	High	Med	High	High	High	High	High	High

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		economically distressed area, and this project will help preserve the existing industry. This project will also preserve existing ROW/rights for future potential commuter rail.																		
136	Jaxport/Springfield Bypass	Build connection Callahan-Gross and upgrade Kingsland SD to establish new route for port access. (Construct Rail Bypass by reactivating abandoned railroad between Gross and Callahan Florida and upgrade Kingsland Subdivision rail and ties. Restoring the reliability and effectiveness of this rail route will improve the CSXI and CSXT's ability to serve the Port of Jacksonville. This route will reduce truck traffic, related emissions, and reduce community impacts associated with the growth of the Jacksonville Port.)	CSX Transportation	Freight	New Line	Jacksonville	Near-term (1-5 years)	\$80,000	CSX committed to fund with Jaxport 50/50 Bill	50% funded by CSX, 50% potentially through the New Jobs Bill	High	High	Med	Med	Med	Low	High	Med	Med	Low
589	Jacksonville Regional Transportation Center	Improvements at the Jacksonville Regional Transportation Center to accommodate the return of Amtrak service downtown.	JTA	Passenger	Station Improvements	Jacksonville	Near-term (1-5 years)	\$57,000	TBD	TBD	High	Med	High	High	Med	Med	Med	Med	Med	High
125-1	Rail Storage Tracks for ICTF Facility-1	Phase I of this project consist of construction of a new Intermodal Container Transfer facility (ICTF) yard that will facilitate the transfer of containers between rail and ship at Port Everglades.	Port Everglades	Freight	Capacity Upgrade	Port Everglades	Near-term (1-5 years)	\$32,000	FM 4283651 \$12 M in FY 13	TIGER Grants, SIS	High	High	Low	Med	High	Med	High	Med	Med	High
205	Additional Tracks at Miami Intermodal Center	Construction of two additional tracks (with a center platform) would allow for Amtrak service at the MIC and/or passenger rail extensions to the west or south. (Cost estimate includes platforms, canopies, elevators, and escalators.)	South Florida Rail Corridor	Passenger	Capital Improvements	Miami-Dade County	Near-term (1-5 years)	\$28,848	Currently unfunded	ARRA Amtrak Grant, SIS	High	Med	High	Med	Med	Med	High	Med	Med	Low
314	Citrus Rail Project	Build 5.8 miles of new rail line along with 2.4 miles of yard to service Southern Gardens as a new customer. Along with a cane elevator to transport cane from western side of Clewiston to U.S. Sugar Mill.	South Florida Express	Freight	New Line	Clewiston	Near-term (1-5 years)	\$24,500	428370-1 \$18.375M in 2013 Tentative WP	ARRA Congestion Grant	High	High	Med	Med	Med	Low	High	Med	Med	High
221	Port Lead Rehabilitation	A maintenance and repair project that involves the Port of Miami in District 6.	Florida East Coast Railway	Freight	Rehabilitation and Maintenance	FDOT District 6	Near-term (1-5 years)	\$23,591	418211-1 \$23,018 in FY2010	FSTED	High	High	Low	Med	High	High	Med	High	High	High
267	Deerfield Beach Tri Rail Station Improvements	New parking deck along with pedestrian, bus circulation, shelter, and bike improvements. Note: also see project 270, Deerfield Beach Station Pedestrian Overpass, addition of pedestrian overpass for improved passenger access to Northbound and Southbound Tri Rail platforms and planned parking deck.	South Florida Rail Corridor	Passenger	Station Improvements	Broward County	Near-term (1-5 years)	\$18,447	418305-1 \$1,780,830 in 2009, \$319,074 in 2010	TRIP, SIS	High	High	Med	Low	High	High	Med	Med	Med	High
240	Upgrade and Replace Light	Upgrade rail section to industry norm.	Florida East Coast Railway	Freight	Track	FDOT Districts	Near-term	\$18,129	Currently	TRIP	High	Low	Low	Low	Low	Low	Low	Low	Low	Low

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	Weight Rail	Eliminate all 112/115-pound 1940 vintage rail from mainline track. Install 135-pound industry standard carbon continuously welded rail.	Coast Railway		Upgrade	2,4,6	(1-5 years)		unfunded											
68	Florida Central Railroad	Production ready continuous weld of track from Plymouth (Orange County) to Eustis (Lake County), approximately 12 miles. Project numbers 107 and 11 are different alternatives for the same project as 68. Number 68 will be funded in the work program. The project will enable cargo to be moved out of the Port via rail and will provide direct access to the proposed Intermodal Container Transfer Facility (ICTF) and Aggregate Facility at Port Everglades. The project consists of the initial rail spur from the Eller drive Overpass to Southport to serve both the proposed ICTF and the Aggregate Facility. It also includes the storage tracks associated with the Aggregate Facility.	Florida Central Railroad	Freight	Track Upgrade	Orange and Lake Counties	Near-term (1-5 years)	\$13,100	418741-2 \$13.8M in 2011 Tentative WP	SIS, TRIP	High	High	Med	Med	High	High	Low	High	High	High
108	Intermodal Rail Spur and Storage Tacks		Port Everglades	Freight	Capacity Upgrade	Port Everglades	Near-term (1-5 years)	\$10,500	420358-1 \$5.248M in FY 12	ARRA Congestion Grant, EDO, IRSST, RSTICTF	High	High	Med	Med	Med	Low	High	Low	High	Low
298	A/S Line Amtrak Signal Program	Replacement of antiquated railroad signals (25-30+) years on this Amtrak Line. Most are nearing the Federal Standards of the 30-year mark and are in need of replacement. Also this would take in the S Line from Auburndale east to Lake Alfred, Haines City, and Davenport towards Orlando.	CSX Transportation	Freight	Signal Upgrade	beginning at the Vitis Sub going SE thru Kathleen, Lakeland, Auburndale, Sebring and Okeechobee	Near-term (1-5 years)	\$10,000	Currently unfunded	ARRA Amtrak Grant	High	Med	Med	High	Med	High	Med	High	High	Low
244	New Dispatch System	To interface with PTC provide a safe working system. The project consists of the construction of rail switching track in the Florida East Coast Railroad right-of-way located in Riviera Beach, Florida. The project will improve the railroad switching operation at the Port of Palm Beach District and also reduce the traffic delay impact/emergency response times on Blue Heron Boulevard and 13th Street in Riviera Beach, Florida. The Port's rail operation personnel will build and place the train south of SR 710 on this proposed switching track within Florida East Coast Railroad's right-of-way and adjacent to the Port's property. Depending on the number of rail cars, the Florida East Coast Railroad should have north bound up the east coast of Florida. The vehicular traffic delay impact on Blue	Florida East Coast Railway	Freight	Signal Upgrade	Jacksonville	Near-term (1-5 years)	\$5,362	Currently unfunded	Railroad Safety Technology Grant	High	Med	Med	Med	High	High	High	High	High	Low
126	Port of Palm Beach Railroad Switching Project		Port of Palm Beach	Freight	Capacity Upgrade	Port of Palm Beach/FEC ROW	Near-term (1-5 years)	\$3,700	420349-1 \$45,962 in 2010 Suggested for \$3.7M in first phase of Jobs Bill	New Jobs Bill, SIS	High	High	Med	Med	Med	High	High	High	Low	Low

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		Heron Boulevard will be reduced considerably.																		
		Tie and surface 30 miles of track to maintain a marginal 286,000-pound capacity. Without this rehabilitation the competitiveness of the FNOR customers will fall into jeopardy and will be forced regardless of the rates to add more trucks to this growing community.																		
120	Tie and Surface FNOR Ocala	Install new signal system ready for PTC over 5.4 miles of mainline track from Bowden Yard to the Jacksonville Bridge and upgrade crossovers to powered universal turnouts.	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Ocala	Near-term (1-5 years)	\$3,000	Currently unfunded	Tiger grants	High	Med	Med	High	High	High	High	High	High	Low
241	Track and Signal Improvements from Bowden	Retain 15 miles of rail service to High Springs. One of the largest employers using plastic needs rail service and is struggling in this economy. If the rail service leaves the plant will shut down permanently and the furloughed employees cannot return. This project is in an economically distressed area.	Florida East Coast Railway	Freight	Signal Upgrade	FDOT District 2	Near-term (1-5 years)	\$2,864	Currently unfunded	Railroad Safety Technology Grant	High	Med	Med	High	High	High	High	High	High	Low
118	Tie and Surface FNOR Newberry	The project will consist of studies to evaluate the feasibility of investing in new passenger rail service in SW Florida, with significant reliance upon connection to Amtrak services from either Tampa (as envisioned in the Florida Inter-City Passenger Rail Vision Plan) or Lakeland, or both, connecting key urban centers in SW Florida including Sarasota, Venice, Punta Gorda, Fort Myers, Bonita Springs and Naples, using the CSX/SGLR and I 75 right-of-way. The project would include evaluating the SGLR right-of-way from Arcadia to Naples and its possible purchase from CSX.	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Newberry-High Springs	Near-term (1-5 years)	\$1,500	Currently unfunded	Tiger grants	High	Med	Med	High	High	High	High	High	High	Low
284	Lee Collier Intercity and Freight Rail Feasibility Study	Phase I - Extension of Tri Rail service 11.2 miles of CSX Corridor west from the Miami Intermodal Center (MIC) along SR 836, ending just west of Florida's Turnpike. Phase I assumes minimal double tracking and basic station amenities.	Seminole Gulf Railway or New Passenger Rail Service	Passenger	Study	Hillsborough, Polk, DeSoto, Charlotte, Lee, and Collier Counties	Near-term (1-5 years)	\$350	Partially funded	TRIP, MPO PL, CIGP	High	Med	Med	Med	High	High	Low	High	High	Low
203	CSX-Tri Rail Dolphin Extension Phase I	The Perry rail extension includes approximately 25 miles of new track to be built and roughly 16 miles of existing GFRR (Georgia and Florida Railway) track to be upgraded. In 2008, the Strategic Aggregates Task Force convened as part of an act of the Florida Legislature and the group made one unanimous	CSX Transportation	Passenger	New Service	Miami-Dade	Near-term (1-5 years)	\$154,630	Currently unfunded	FTA Urban Circulator, ARRA Congestion Grant	Medium-High	Med	Med	Med	Low	Low	High	Low	Med	Med
306	Taylor County Rail Extension		Georgia and Florida Railway	Freight	New Line	Taylor and Madison	Near-term (1-5 years)	\$52,000	Currently unfunded	TRIP	Medium-High	Low	High	Med	Low	Low	Low	Med	Med	Low

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		<p>recommendation to the Governor; "provide rail service in Perry." Also, as noted in FDOT's Strategic Aggregate Study, Taylor County is one of only 6 defined regions in the State containing hard aggregate reserves. Upon construction of the rail extension, Perry industry would immediately have economically feasible access to over half of Florida's aggregate market. Florida Governor Charlie Crist's designation of Taylor County as one of Florida's Rural Areas of Critical Economic Concern (RACEC) frames the challenges facing Taylor County as it competes in today's ever changing economic landscape. The rail extension would bring significant economic opportunity to the region.</p>																			
		<p>Engineer, design, permit and construct the rehabilitation tasks on the railroad bascule bridge between Biscayne Bay Boulevard and Port Boulevard to national standards to bring fully functional and efficient rail operations back to the Port of Miami, and construct approximately 1 mile of rail, associated rail switches, as well as two 2,500-foot on port loading tracks. Studies and inspections have identified weakened infrastructure that require attention prior to the railroad bascule bridge becoming fully operational. Revitalization of the bascule bridge and the addition of new on port loading tracks will provide efficient cargo-handling capacity at the Port of Miami and decrease overall transportation costs. (Part 2) Upgrade and restore a 6 mile branch off of FEC mainline that originally carried freight to and from the port and passengers to downtown Miami.</p>	Port of Miami	Freight	Rehabilitation and Maintenance	Railroad Bridge Between Biscayne Bay and Port Boulevards, Miami-Dade County	Near-term (1-5 years)	\$36,900	Currently unfunded	SIS, Tiger grants, Transportation Enhancements	Medium-High	Med	Low	Med	Med	Low	High	Low	Low	Low	
276	Bascule Bridge/Rail Connection	<p>Currently, there exists a 5-mile corridor of abandoned rail right-of-way within the heart of Jacksonville. This ROW could be the perfect opportunity to construct a relatively inexpensive rail project serving the core of urban Jacksonville. This possible line would also be connected to the Jacksonville Regional transportation Center as well as the commuter rail network that would eventually connect to the Jacksonville International Airport. Improvements for ADA-related station structures, platforms, pathways, and state</p>	New Passenger Rail Service CSX Transportation	Passenger	New Service Station Improvements	Downtown Jacksonville Deerfield Beach, Deland,	Near-term (1-5 years)	\$30,000	Currently unfunded	FTA Urban Circulator Grants	Medium-High	Med	Med	Med	High	High	High	Med	Low	Low	
318	Amtrak Station Improvements		Transportation	Passenger	Improvements	Beach, Deland,	Near-term (1-5 years)	\$26,582	Currently unfunded	ARRA Amtrak grant	Medium-High	Med	Low	High	Med	Med	High	Med	Med	Low	

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238	Repair Bolt/Fastening System	Accelerate replacement of failing bolt and clip system and install elastic fasteners on 193 track miles. Rehab 21 miles of 85-pound rail to 136-pound CWR rail. Including 17 new number 10 turnouts and 25,000 new main track ties. Note: This project is looking to receive eligibility for any funding available. With this track rehabilitation, the potential to attract customers would increase as higher cargo volumes could be moved. This project will occur in an economically depressed area and the potential new traffic could stimulate economic development in this region. This project is estimated to remove 375 trucks a day from the Mining facility. Rehab 17 miles of 85-pound rail to 136-pound CWR rail. Including 4 new number 10 turnouts and 10,000 new main track ties. Note: This project is looking to receive eligibility for any funding available. With this track rehabilitation, the potential to attract customers would increase as higher cargo volumes could be moved. This project will occur in an economically depressed area and the potential new traffic could stimulate economic development in this region.	Florida East Coast Railway	Freight	Rehabilitation and Maintenance	FDOT Districts 2,4,5,6	Near-term (1-5 years)	\$19,110	Currently unfunded	TRIP, local	Medium-High	Low	Low	High	Med	High	Low	High	High	Low
70	Bryant Rail Project	Rehab 17 miles of 85-pound rail to 136-pound CWR rail. Including 4 new number 10 turnouts and 10,000 new main track ties. Note: This project is looking to receive eligibility for any funding available. With this track rehabilitation, the potential to attract customers would increase as higher cargo volumes could be moved. This project will occur in an economically depressed area and the potential new traffic could stimulate economic development in this region. This project is estimated to remove 375 trucks a day from the Mining facility. Rehab 17 miles of 85-pound rail to 136-pound CWR rail. Including 4 new number 10 turnouts and 10,000 new main track ties. Note: This project is looking to receive eligibility for any funding available. With this track rehabilitation, the potential to attract customers would increase as higher cargo volumes could be moved. This project will occur in an economically depressed area and the potential new traffic could stimulate economic development in this region.	South Central Florida Express	Freight	Capacity Upgrade	Pahokee	Near-term (1-5 years)	\$13,554	Currently unfunded	ARRA Congestion grant, SJS	Medium-High	Med	Low	Med	Med	Low	High	Low	High	Low
76	Cane Block Project	A rail intermodal yard in the vicinity of SW Florida International Airport and off Alico Road for transloading and storing petroleum products such as gasoline, diesel fuel, and aviation kerosene type jet fuel (Jet A Fuel) transported by rail. The project will also include the delivery of jet fuel	South Central Florida Express	Freight	Track Upgrade	South Bay	Near-term (1-5 years)	\$12,000	Currently unfunded	TRIP	Medium-High	Med	Low	Med	Med	Low	High	Low	Low	
289	Rail Intermodal Yard	A rail intermodal yard in the vicinity of SW Florida International Airport and off Alico Road for transloading and storing petroleum products such as gasoline, diesel fuel, and aviation kerosene type jet fuel (Jet A Fuel) transported by rail. The project will also include the delivery of jet fuel	Private Developer and Seminole Gulf Railway	Freight	Capacity Upgrade	Off Alico Road in Lee County	Near-term (1-5 years)	\$8,000	Currently unfunded	State Intermodal Grant Program	Medium-High	Med	Low	Low	Low	Low	Low	Low	Low	Low

Investment Element of the 2010 Florida Rail System Plan

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		from the rail yard to the airport fuel farm by pipeline. Project includes site development, environmental assessment, design, and construction.																		
222	Jacksonville Bridge Rehabilitation	Rehabilitate critical bridge. Replace ties on both tracks, make steel repairs, paint the entire steel structure, and replace miter joints. Upgrade existing grade crossings. Reconstruct station to relocate east platform south to match west platform. Upgrade entire station to provide improved facilities such as new canopies and pedestrian features.	Florida East Coast Railway	Freight	Rehabilitation and Maintenance	FDOT District 2	Near-term (1-5 years)	\$7,787	Suggested for \$7.48M in first phase of Jobs Bill funding	New Jobs Bill	Medium-High	Med	Low	High	Med	Low	High	Med	Low	
311	Pompano Beach Tri Rail Station Improvements	This project provides for additional storage tracks at Hookers Point. The project would extend the rail line to the Intermodal Container Terminal and South Hookers Point and connect the east and west side running tracks at the south end of Hookers Point. There will also be addition of Wye track at Cargill - Construct a south-facing connection from the main running track to the existing southerly side track within the Cargill plant.	South Florida Rail Corridor	Passenger	New Service	Broward County	Near-term (1-5 years)	\$7,523	Currently unfunded	TRIP, SIS	Medium-High	Med	Med	Low	Med	Med	Med	Low	Low	
224	Hooker Point Rail Expansion	Upgrade all our bridges to handle 286 traffic. Note: This project is looking to receive eligibility for any funding available. With this upgrade, the potential to attract customers would increase as higher cargo volumes could be moved. This potential new traffic could open the area to economic development.	Tampa Port Authority	Freight	Capacity Upgrade	Hookers Point	Near-term (1-5 years)	\$6,000	Suggested for \$5.65M in first phase of Jobs Bill funding	New Jobs Bill	Medium-High	Med	Med	Med	Med	Med	High	Med	Low	
69	286 Bridge Upgrade		South Florida Express	Freight	Track Upgrade	Sebring to Fort Pierce	Near-term (1-5 years)	\$5,213	Suggested for Jobs Bill funding	New Jobs Bill	Medium-High	Med	Low	Med	Med	Med	High	Med	Low	
133	Dames Point Switch Yard	Addition of rail switch yard adjacent to existing CSX-rail facility	Jacksonville Port Authority	Freight	Capacity Upgrade	Dames Point Marine Terminal	Near-term (1-5 years)	\$5,000	Currently unfunded	SIS, FSTED	Medium-High	Med	Med	Med	Med	Med	Low	Med	Low	
590	Blount Island Track and Yard Addition	Add an additional track and switch yard to serve automobile processors on Blount Island Marine Terminal.	JaxPort	Freight	Capacity Upgrade	Blount Island Marine Terminal	Near-term (1-5 years)	\$5,000	TBD	TBD	Medium-High	Low	Med	High	Med	Med	Med	Low	Med	
288	Lee County Intermodal Transfer Terminal	Design and construct an intermodal transfer terminal that will facilitate centralized rail car-truck transloading, including both trailer on flat car/ container on flat car (TOFC/COFC) and noncontainerized "team track" operations. An intermodal terminal will boost the local economy. The site is located close to the intersection of Hanson Street and Veronica Shoemaker Parkway. Alternative locations are also available which would require site acquisition and development costs, and may require environmental assessments. I	Seminole Gulf Railway	Freight	Capacity Upgrade	Lee County	Near-term (1-5 years)	\$3,000	Currently unfunded	TIGER Grants, SIS	Medium-High	Med	Low	Med	Med	Low	High	Low	Low	

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121	Frostproof Tie and Surface	Tie and surface 12.5 miles of a marginal line suffering from the local economy which was thriving on the housing market Lowes Lumber distribution and Ferguson plumbing located at the end of the line because there was railroad service there. That generated many jobs in the rural community that could not be replaced. Accordingly the railroad helps the business stay there and the residents employed.	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Lake Wales to Frostproof	Near-term (1-5 years)	\$1,255	Currently unfunded	Tiger grants	Medium-High	Med	Low	Low	High	High	High	High	High	Low
117	Winter Garden Line	Tie and Surface a 10-mile line serving the town of Winter Garden. This is the end of the line but has great potential as it is adjacent to the Turnpike and Orange County Expressway with many acres of industrial land. It also handles orange juice, plastics, and fertilizer. It will also preserve a right-of-way for future passenger use.	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Orlando	Near-term (1-5 years)	\$753	Currently unfunded	Tiger grants	Medium-High	Med	Med	Low	High	High	High	High	High	Low
114	Silver Star Branch Orlando	Tie surface and switch rebuild. This industrial park serves Frito Lay, Winn Dixie Coke Miller Beer and various other warehouses safety and dependability in these close quarters require good track structure. This project is needed to maintain existing service.	Florida Central Railroad	Freight	Rehabilitation and Maintenance	Orlando	Near-term (1-5 years)	\$400	Currently unfunded	Tiger grants	Medium-High	Med	Med	Low	High	High	High	High	High	Low
127	South Florida Rail Corridor Asbestos Abatement	Asbestos abatement on rail infrastructure along the South Florida Rail Corridor (SFR). Rehabilitate Passenger Rail for 95 miles along the CSX line from Old 41 on the Collier -Lee Co. border to Ona, Hardee Co. connecting with CSX line, currently used for freight to Lakeland. This CSX line, proposed for rehab/upgrade to passenger service, passes thru; Bonita Springs, Fort Myers, Punta Gorda, Arcadia, to Lakeland This line should act as a connector with another proposed project reconnecting passenger service between Collier Co. and Tampa, connecting in Punta Gorda with new 8-mile track from Fort Ogden to North Port [locate depot at mile marker 172 on I 75] thru to, Sarasota, picking up TBARTA rail in Sarasota to Tampa. The project between Collier and Hardee Co. is estimated at \$70 million. The project between Fort Ogden and Sarasota is estimated at \$46 million. All costs include construction of rail, depots, and bridges.	South Florida Rail Corridor	Passenger	Rehabilitation and Maintenance	Southeast Florida	Near-term (1-5 years)	\$250	Currently unfunded	State Primary Funds (DS) or Funds for Public Transportation Office Projects (DL)	Medium-High	Med	Low	Med	Low	Low	Low	High	High	Low
307	Passenger Railway in Southwest Florida		CSX Transportation	Passenger	New Service	Collier to Hardee Counties, Collier to Sarasota Counties	Near-term (1-5 years)	\$116,000	Currently unfunded	SIS, TRIP, FTA New Starts	Medium	Med	Low	Med	Low	Low	Med	Low	Low	Low

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		All land is rail-banked except for 30-foot ROW of three-quarter-mile for purchase somewhere near mile markers 200- 203 on I 75. Land purchase not included in estimate.																		
		Provide new 1,000 space parking deck, new intermodal center with bus bays and facilities, new pedestrian bridge from intermodal center to Tri Rail and improved circulation. Includes project 266, Addition of pedestrian overpass to connect Golden Glades Intermodal Center to business park west of CSX tracks.	South Florida Rail Corridor	Passenger	Station Improvements	Miami-Dade County	Near-term (1-5 years)	\$39,423	Currently unfunded	TRIP, SIS	Medium	Med	Low	Low	Med	Low	Med	Med	Med	Low
262	Golden Glades Intermodal Center Improvements	Build second mainline on 4.8-mile segment at southern end of rail servicing key rock mining customers. Install CTC (ready for PTC), improve motion detectors at grade crossing. Construct one new double-track bridge with universal crossover switches. (Pending approval for state funding) Second phase of improvements in the Medley area. Rehabilitate and implement double tracking along the FEC Medley Lead. The work to be performed includes extension of culverts, earthwork (includes clearing, filling and grading), construct and surface 25344 feet of 141-pound track, rehabilitate 9 grade crossings (includes surface and signal), and relocate fiber optic cable.	Florida East Coast Railway	Freight	Capacity Upgrade	FDOT District 6, Medley area from RR MP 0.00 to MP 4.8 at NW 121 Way	Near-term (1-5 years)	\$32,868	Currently unfunded	SIS	Medium	Med	Low	Med	Low	Low	Low	Low	Low	Low
237	Upgrade Medley Lead/Doubletracking																			
268	Hollywood Tri Rail Station Improvements	New parking deck along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Broward County	Near-term (1-5 years)	\$18,233	Currently unfunded	TRIP, SIS	Medium	Med	Low	Med	Low	Low	Med	Med	Low	Low
253	New Tri Rail Station at Palm Beach International	New Tri Rail station, to be located in the vicinity of Southern Boulevard or Belvedere Road. Depending on station location, the facility may also include parking facilities to serve commuters from the western communities.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Near-term (1-5 years)	\$16,421	Currently unfunded	TRIP, FTA Urban Circulator Grant	Medium	Med	Low	Med	Low	Low	Med	Med	Low	Low
248	New Tri Rail Station Near Broward/Miami-Dade	New Tri Rail station and parking facilities in the vicinity of Ives Dairy Road and Hallandale Beach Road.	South Florida Rail Corridor	Passenger	Station Improvements	Miami-Dade and Broward Counties	Near-term (1-5 years)	\$16,421	Currently unfunded	TRIP, FTA Urban Circulator Grant	Medium	Med	Low	Med	Low	Low	Med	Med	Low	Low
257	New Tri Rail Station in Boca Raton	New Tri Rail station near Glades Road, serving the Boca Town Center Mall area. Shuttle bus, pedestrian, and limited parking facilities would be included.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Near-term (1-5 years)	\$16,421	Currently unfunded	TRIP, FTA Urban Circulator Grant, SIS	Medium	Med	Low	Med	Low	Low	Med	Med	Low	Low
594	Ethanol Terminal/ Rail yard expansion with East-West Connecting Loop	Ethanol Terminal/ Rail yard expansion with East-West Connecting Loop	Tampa Port Authority	Freight	Capacity Upgrade	Hookers Point, Port of Tampa	Near-term (1-5 years)	\$15,000	TBD	TBD	Medium	Med	Med	Med	Med	Med	Med	Med	Med	High
239	Mainline Bridge Fastening System	Rehabilitate 3 bridges at mile posts 12.99, 36.64, and 126.06. Engineering and	Florida East Coast Railway	Freight	Rehabilitation and	FDOT Districts 2,5	Near-term (1-5 years)	\$9,090	Currently unfunded	TRIP, local	Medium	Low	Low	Med	Med	High	Low	High	Low	Low

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		permitting completed 1 year in advance of work.			Maintenance															
249	Delray Beach Tri Rail Station Improvements	New parking deck with about 385 spaces, along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Near-term (1-5 years)	\$7,150	Currently unfunded	TRIP, SIS	Medium	Med	Low	Low	Med	Low	Med	Med	Med	Low
246	Florida Upgrade-Bridges	Rebuild bridge No. (number 890.0, number 893.7 and number 394.1 672 feet total) at 4M. Repairs to 21 timber Bridges at \$725,000. Upgrade the timber bridges on this route for 286 at a cost of \$1.2M.	Alabama and Gulf Coast Railway	Freight	Rehabilitation and Maintenance	Escambia County	Near-term (1-5 years)	\$6,327	Currently unfunded	TRIP, local	Medium	Low	Med	Low	Low	Low	Low	Med	Med	Low
251	Boynton Beach Tri Rail Station Improvements	Surface parking lot expansion on existing SFRTA ROW, along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Near-term (1-5 years)	\$4,404	Currently unfunded	TRIP, SIS	Medium	Med	Low	Low	Med	Low	Med	Med	Med	Low
263	Opalocka Tri Rail Station Improvements	Surface parking lot expansion along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Miami-Dade County	Near-term (1-5 years)	\$2,502	Currently unfunded	TRIP	Medium	Med	Low	Low	Med	Low	Med	Med	Med	Low
75	Green Locomotives	Replace two 1950 generation locomotives used for interchange every day with CSX through the metropolitan area of Orlando with two Genset Green Locomotives. Will assist metro Orlando by retaining environmental compliance.	Florida Central Railroad	Freight	Rolling Stock	Orlando Area	Near-term (1-5 years)	\$2,500	Currently unfunded	CMAQ	Low-Medium	Low	Low	Low	Med	High	Med	High	High	Low
192	New Rolling Stock	10 new passenger rail cars are sought in the next 5-10 years. 10 locomotives are sought in the next 3-10 years. Combination of mid-term elements of projects 192 and 193.	South Florida Rail Corridor	Passenger	Rolling Stock	Miami-Dade to Palm Beach	Mid-term (6-10 years)	\$68,852	236855-1 \$7.74M 2006-2012	ARRA Congestion Grant	Very High	High	High	Med	High	High	Med	High	High	High
189	Beaver Street Interlocking	Upgrade track and signals on joint CSX/FEC interlocking. (Signal and track upgrades within the CSX/FEC shared facility at Beaver Street top mitigate conflicts, expedite train movements, and improve fluidity. Project would also benefit Antrak operations when/if service to/from Miami over the FEC were to commence.)	CSX Transportation	Freight	Capacity Upgrade	Jacksonville	Mid-term (6-10 years)	N/A	FIP	CSX	High	High	Med	High	Med	High	Low	Low	High	High
277	High-Speed Rail: Orlando to Miami (and Central Florida Monorail)	Phase 2 A High-Speed Rail connecting Orlando and Miami. Project may also include a light rail or elevated light rail (monorail) component. Cost for High-Speed Rail element is \$10 billion. Cost for monorail component is \$200 million. As described under project ID numbers 72 and 73, right-of-way is potentially available for light rail/monorail service depending upon the alignment. The monorail option results in a minimal project "footprint" and offers reasonable travel speeds and project cost and could be compatible with existing Central Florida monorail systems. More	New Passenger Rail Service	Passenger	New Service	Orlando to Miami (and MCO to Port Canaveral)	Mid-term (6-10 years)	\$10,200,000	Currently unfunded	HSIPR - New Tiger Grant Funds, SIS, possible public/private partnership funding for monorail component	High	Med	Med	High	Med	High	Med	Med	Med	Med

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		than just a "port to port" connection, the line could provide a sustainable, efficient passenger connection between the Space Coast and the entire Orlando metropolitan area, including heavy tourist populations via light rail and/or additional spurs to the downtown area and attraction lodging. Note: Does not include tourism traffic.																			
	Broward Boulevard Fixed Guideway-SR 7 to Downtown	Streetcar/BRT in-street between SR 7 and downtown Fort Lauderdale. Project connects existing N/S transit service in the SR 7 and Tri Rail corridors and planned express bus service on I 95 to downtown employment center.	South Florida Regional Transportation Authority	Passenger	New Service	Broward County	Mid-term (6-10 years)	\$321,575	Currently unfunded	FTA Urban Circulator (up to \$25M), New Starts, ARRA Congestion Grant	High	Med	High	Med	Med	High	High	Low	Med	Med	
269	Downtown	New E/W fixed guideway operated in curb lanes of Griffin Road. Phase I connects the South Florida Education Center with the existing Fort Lauderdale-Hollywood Airport Station at Dania Beach Tri Rail Station. Phase II connects the Fort Lauderdale-Hollywood International Airport with the existing Fort Lauderdale/Hollywood Airport Station at Dania Beach Tri Rail Station. Combination of project numbers 271 and 272.	South Florida Rail Corridor	Passenger	New Service	Broward County	Mid-term (6-10 years)	\$215,706	Currently unfunded	FTA New Starts, ARRA Congestion Grant	High	Med	High	Med	Med	High	High	Low	Med	Med	
271	Broward E/W Fixed Guideway-Phase I and II	The project consists of the construction of a rail track connecting the Hialeah rail yard to the Intermodal Logistics Center in the vicinity of the south end of Lake Okeechobee. The rail could remove truck and rail traffic from the congested east coast corridors to the center of the State. The goal of this project is to move freight off the congested coastal areas.	Port of Palm Beach	Freight	New Line	South Florida	Mid-term (6-10 years)	\$100,000	427031-1 \$350,000 for study in 2010	ARRA Congestion Grant	High	High	Med	Med	Low	High	High	Low	High	High	
128	Center Rail Project	Implement grade crossing improvements at SR 200 (U.S. 301)/Baldwin Crossing	CSX Transportation	Freight	Grade Separation	Duval County	Mid-term (6-10 years)	\$47,000	Currently unfunded	SIS, Other Sources	High	Med	High	High	Med	Low	High	Low	Low	Low	
505	SR 200 (U.S. 301)/Baldwin Crossing	Upgrade track and TCS for MPH (Florida portion only).	CSX Transportation	Freight	Track Upgrade	Tallahassee	Mid-term (6-10 years)	\$26,500	FIP	CSX	High	High	Med	High	Med	High	Low	Low	High	High	
182	Bainbridge Sub	Phase II of this project consists of rail storage tracks and marshalling yard adjacent to container storage yards and berths to provide near-dock access to rail from Southport, the main container terminal area of Port Everglades.	Port Everglades	Freight	Capacity Upgrade	Everglades	Mid-term (6-10 years)	\$18,000	420358-1 \$1.35M in 2011	TIGER Grants, SIS	High	High	Low	Med	High	Med	High	Med	High	High	High
125-2	Rail Storage Tracks for ICTF Facility-2		Port Everglades	Freight	Capacity Upgrade	Everglades	Mid-term (6-10 years)	\$10,500	FIP	CSX	High	High	Med	High	Med	High	Low	Low	High	High	
179	Tampa Connection	Tampa connection to A-Line.	Transportation	Freight	Capacity Upgrade	Tampa	Mid-term (6-10 years)	\$7,250	FIP	CSX	High	High	Med	High	Med	High	Low	Low	High	High	
335	Shands Lead	Reconstruct Shands Lead: 3.5 miles track.	Transportation	Freight	Track Upgrade	Brooksville, Florida	Mid-term (6-10 years)	\$6,250	FIP	CSX	High	High	Med	High	Med	High	Low	Low	High	High	
185	Havana Siding	Build 10,000-foot siding (Bainbridge SD).	CSX	Freight	Capacity	Havana	Mid-term		FIP	CSX	High	High	Med	High	Med	High	Low	Low	High	High	

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			Transportation		Upgrade		(6-10 years)													
		Build siding with radio remote control switches and install 2 radio remote control switches to eliminate 10 mph speed restriction at Edison.	CSX Transportation	Freight	Capacity Upgrade	Welcome Road	Mid-term (6-10 years)	\$5,500	FIP	CSX	High	High	Med	High	Med	High	Low	Low	Low	High
180	Welcome/Edison Siding		CSX Transportation	Freight	Capacity Upgrade	Welcome Road	Mid-term (6-10 years)	\$5,500	FIP	CSX	High	High	Med	High	Med	High	Low	Low	Low	High
157	Mission Spur (Dyer)	Improve connection between CSXT and FEC at Mission Spur (Miami area).	CSX Transportation	Freight	Capacity Upgrade	Dyer	Mid-term (6-10 years)	\$4,500	FIP	CSX	High	High	Med	High	Med	High	Low	Low	Low	High
164	Hialeah/Iris Connection	Build CSXT-FEC connection known as Iris Connection.	CSX Transportation	Freight	Capacity Upgrade	Hialeah	Mid-term (6-10 years)	\$3,750	FIP	CSX	High	High	Med	High	Med	High	Low	Low	Low	High
181	South Fort Meade	Extend siding to 8,000 feet.	CSX Transportation	Freight	Capacity Upgrade	Fort Meade	Mid-term (6-10 years)	\$3,750	FIP	CSX	High	High	Med	High	Med	High	Low	Low	Low	High
183	Agrock Wye	Build power interlocking to include both legs of the wye and diamond. Extend current siding one-half-mile, with radio remote control switches; plus two additional radio remote control switches and grading work. (Improve capacity, train velocity, and transportation capabilities of Central Florida network.)	CSX Transportation	Freight	Capacity Upgrade	Polk County	Mid-term (6-10 years)	\$3,750	FIP	CSX	High	High	Med	High	Med	High	Low	Low	Low	High
139	Bradley Tack/Siding		CSX Transportation	Freight	Capacity Upgrade	Bradley	Mid-term (6-10 years)	\$3,500	FIP	CSX	High	High	Med	High	Med	High	Low	Low	Low	High
186	Tallahassee Speed	Increase 20 mph speed to 40 mph.	CSX Transportation	Freight	Capacity Upgrade	Tallahassee	Mid-term (6-10 years)	\$2,750	FIP	CSX	High	High	Med	High	Med	High	Low	Low	Low	High
243	Install Motion Detectors at Grade Crossings	Install new motion detectors at 3331 grade crossings.	Florida East Coast Railway	Freight	Signal Upgrade	FDOT Districts 2,4,5,6	Mid-term (6-10 years)	\$2,177	Currently unfunded	Railroad Safety Technology Grant	High	Med	Med	High	High	High	High	High	High	Low
98	St. Petersburg-Wesley Chapel	Bruce B. Downs from Wesley Chapel to USEF, CSX corridor area (near Nebraska Avenue) from USEF to Tampa CBD, I 275 from Tampa to Westshore, Howard Frankland, Gateway, St. Petersburg CBD.	CSX Transportation	Passenger	New Service	Pinellas, Hillsborough, and Pasco Counties	Mid-term (6-10 years)	\$4,261,649	Currently unfunded	FTA grant, State New Starts, ARRA Congestion Money	Medium-High	Med	Med	Med	Med	Med	High	Low	Low	Low
295	East-West Corridor	Light Rail serving Orange County Convention Center, Orlando International Airport and Lake Nona/Medical City with future extensions to Innovation Way, the University of Central Florida, Osceola NE District and Seminole Way.	New Passenger Rail Service	Passenger	New Service	Orange County Convention Center to Lake Nona/Medical City	Mid-term (6-10 years)	\$2,000,000	Currently unfunded	FTA Grant, State, New Starts, SIS	Medium-High	Med	High	High	Med	Med	High	Low	Low	Low
208	Short-Distance Rail Investments - Downtown Tampa to USF and Airport	Short-distance rail projects involving 12.9 miles of track connecting Downtown Tampa to USF and 8.3 miles of track connecting Downtown Tampa to Airport (terminating north of Airport at Hillsborough Avenue). Combination of project numbers 208 and 210.	New Passenger Rail Service	Passenger	New Service	Hillsborough County	Mid-term (6-10 years)	\$1,646,690	Currently unfunded	FTA, State New Starts, ARRA Congestion Money	Medium-High	Med	Med	Med	Med	Med	Med	Low	Low	Low
264	Kendall Area Diesel LRT/BRT Hybrid	Transitway in the median of Kendall Drive for both BRT and Diesel LRT vehicles, terminating at Dadeland North. BRT extends west on Kendall Drive, DLRT service proceeds SW on the CSX corridor.	South Florida Rail Corridor	Passenger	New Service	Miami-Dade County	Mid-term (6-10 years)	\$473,099	Phase I in WP 422529-1	FTA New Starts	Medium-High	Med	Med	Low	Med	Low	Med	Med	Med	Med
194	Decrease Tri Rail Headways to 15 Minutes Peak	Capital SFRC improvements including new sidings, interlockings, and signal enhancements to increase corridor capacity, which allow additional trains at reduced headways.	South Florida Rail Corridor	Passenger	Capital Improvements	Miami-Dade, Broward, and Palm Beach Counties	Mid-term (6-10 years)	\$93,754	WP some SFRC capital improvements are included in WP	ARRA Congestion Grant, TRIP	Medium-High	Med	Low	Med	Med	Low	High	Low	Low	Low

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503	SR 15 (Reid Street)/Palatka Crossing	Implement grade crossing improvements at SR 15 (Reid Street)/Palatka Crossing 620968-R on the CSX A-line and Amtrak line in Putnam County.	CSX Transportation	Freight	Grade Separation	Putnam County	Mid-term (6-10 years)	\$45,000	Currently unfunded	SIS, Other Sources	Medium-High	Low	Low	High	Med	Low	High	Low	Low	Low	
201	Southern SFRC Mainline Double Track	Construct new double track and new bridge across the Miami River. Project limits from north of MIC to south of Hialeah Market Station.	South Florida Rail Corridor	Passenger	Capital Improvements	Miami-Dade County	Mid-term (6-10 years)	\$32,891	Currently unfunded	ARRA Congestion Grant, SIS	Medium-High	Med	Med	Med	Med	High	High	Low	Low	Med	
500	SE 144th Street (Mullins Grade)/Starke Crossing	Implement grade crossing improvements at SE 144th Street (Mullins Grade)/Starke Crossing 627514-R on the CSX S-line in Bradford County.	CSX Transportation	Freight	Grade Separation	Bradford County	Mid-term (6-10 years)	\$20,000	Currently unfunded	SIS, Other Sources	Medium-High	Med	High	High	Med	Med	Med	Low	Low	Low	
242	Install Signal Control Point Upgrades	Install new signal system (CTC) ready for PTC from Bowden Yard to Hialeah. This track is a freight line and travels at approximately 10-20 mph to deliver goods to Frostproof. Increase of train speed (which has been the Florida Midlands goal) would require track rehabilitation.	Florida East Coast Railway	Freight	Signal Upgrade	FDOI Districts 2,4,5,6	Mid-term (6-10 years)	\$17,688	Currently unfunded	Railroad Safety Technology Grant	Medium-High	Med	Low	Low	High	High	High	High	High	Low	
299	Florida Midland- Rail Track Improvements	With the increase of freight delivery these rail corridors are in need of replacement/upgrade of railroad signals which are fast approaching the (25 30+) years old Federal limitations.	Florida Midland Railroad	Freight	Rehabilitation and Maintenance	Lake Wales to Frostproof	Mid-term (6-10 years)	\$15,000	Currently unfunded	Tiger grants	Medium-High	Med	Med	Low	Med	High	High	High	Med	Low	
300	Florida Midland- Railroad Crossing Signal Upgrade	The Phase 1 project will renew sections of the SGLR railroad Bridge that spans the Caloosahatchee River. The project will replace fully depreciated sections and make structural improvements; replace fully depreciated pilings and other structural members, paint main drawbridge span. The project will also upgrade SGLR track structure between Colonial Boulevard and Hanson Street and between Cranford Street and Lee County line, a total distance of 14 miles. Improvements to this section includes installing new 115-pound continuous welded rail, long-life crossies and related tie plates, track fastening systems and installing new ballast. The project also includes rehabilitating SGLR track structure between Alico Road and Colonial Boulevard, a distance of 8 miles. Improvements to this section includes installing 100-pound rail that will be removed to install 115-pound mentioned previously, installing long-life crossies and related tie plates, associated materials and ballast. Also in coordination with Charlotte and DeSoto County, expand the	CSX Transportation	Freight	Signal Upgrade	Lake Wales, and Frostproof	Mid-term (6-10 years)	\$7,500	Currently unfunded	Railroad Safety Technology Grant	Medium-High	Med	Low	Low	High	High	High	High	High	High	Low
287	Seminole Gulf Infrastructure Improvements - Phase I	Charlotte and DeSoto County, expand the	Seminole Gulf Railway	Freight	Track Upgrade	Lee County	Mid-term (6-10 years)	\$7,900	Suggested \$7.3M for repairs to Caloosahatchee Br and Alico- Colonial in Jobs Bill funding	SIS, TRIP	Medium-High	Med	Low	Med	Med	Low	High	Low	Low	Low	

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		improvements to include replacement of Shell Bridge in Charlotte County and installation of 42 more miles of 115-pound rail in these two counties.																		
260	New Tri Rail Layover Facility in Northern Palm Beach	Tri Rail Layover Facility and Light Maintenance in Northern Palm Beach County to serve expanded service and longer train needs. Improves efficient operation and on-time performance.	South Florida Rail Corridor	Passenger	Capital Improvements	Palm Beach County	Mid-term (6-10 years)	\$7,211	Currently unfunded	FTA Urban Circulator/Intermodal grant, SIS	Medium-High	Med	Med	Med	Med	High	High	Low	Low	Med
229	Port Redwing Rail Improvements	Add drop-off and pick-up tracks near CSX mainline, and add run-around track on the CSX mainline. Construct a connecting track from the CSX mainline to the Port Redwing site.	Tampa Port Authority	Freight	Capacity Upgrade	Big Bend/Port Redwing Terminals and Port Redwing Terminal to CSX mainline	Mid-term (6-10 years)	\$3,600	Suggested for \$5.8M in Jobs Bill funding	New Jobs Bill	Medium-High	Med	Med	Med	High	High	High	Low	Low	Low
119	Roadway Crossing Signal Upgrade	This Line is used for freight and passenger (Amtrak) and has a high potential for commuter and intercity. Upgrade/replace antiquated highway railroad crossing signals that are 35 plus years old. Train traffic is expected to increase. This is a direct route between Tampa and the CSX ILC.	CSX Transportation	Freight	Signal Upgrade	A-Line from Tampa to Plant City	Mid-term (6-10 years)	\$1,500	Currently unfunded	ARRA Amtrak Grant	Medium-High	Med	Low	Low	High	High	High	High	High	Low
122	Railroad Crossing Signal Upgrade	This Line is currently used for freight but has a potential for commuter and intercity. Train traffic is expected to increase due to moving trains off of the A-Line. This is the main route to the CSX ILC.	CSX Transportation	Freight	Signal Upgrade	S-Line from Vitis Junction north to Lacoochee	Mid-term (6-10 years)	\$1,000	Currently unfunded	ARRA Congestion Grant	Medium-High	Med	Low	Low	High	High	High	High	High	Low
604	Lakeland Freight Rail Relocation	Relocation of freight lines along Lakeland to accommodate more traffic and alleviate impact on surrounding community.	CSX Transportation	Freight	Capacity Upgrade	Polk County	Mid-term (6-10 years)	\$1,297,400	TBD	TBD	Medium	Low	Med	High	Low	Med	High	Low	Low	Med
236	Relocation Hiroleah Yard to Medley	Relocating the Hiroleah Yard to the Medley "area."	Florida East Coast Railway	Freight	Capacity Upgrade	District 6	Mid-term (6-10 years)	\$294,800	Suggested \$24M for a first phase in Jobs Bill	New Jobs Bill	Medium	Med	Low	Low	Med	Low	High	Low	Low	Low
106	U.S. 41/Rockport, NGCN: 624802A	Build bridge over railroad track. U.S. 41 is a major north/south route with a high percentage of truck traffic. Crossing is at the edge of a major rail yard with high amount of switching operations. Because of the all the switching operations and the location of the switches (just west of the roadway) the traffic is impacted by most of their operations. Frequently during peak periods this results in a 2 mile traffic backup.	CSX Transportation	Freight	Grade Separation	U.S. 41, south of SR 676, Palm River	Mid-term (6-10 years)	\$48,240	Alternate project suggestion for first phase of Jobs Bill funding	ARRA Congestion Grant, New Jobs Bill, SIS	Medium	Med	Low	Low	Med	Med	High	Low	Low	Low
93	SR 50 Ridge Manor, NGCN: 625307P	Build bridge over railroad. SR 50 is a major east/west route that crosses the State.	CSX Transportation	Freight	Grade Separation	SR 50, just east of 301,	Mid-term (6-10 years)	\$22,221	Currently unfunded	ARRA Congestion Grant	Medium	Med	Low	Low	Med	Low	High	Low	Low	Low

											Final Prioritization Criteria									
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		Railroad has 24 plus train movements per day. During emergency on I 4 this route acts as reliever for traffic going from I 75 to Orlando area.				Hernando County														
		Projected traffic volumes on Causeway Blvd. during the peak hours will be severely impacted by train traffic at the crossing. A significant volume of Port truck trips will be delayed. Causeway Blvd. is an important "gateway" corridor between I-75 and Port facilities.	Tampa Port Authority	Freight	Grade Separation	1. Causeway Blvd. at CSX Railroad Tracks east of US 41 Off Port of Tampa	Mid-term (6-10 years)	\$22,000	TBD	TBD	Medium	Med	Med	High	Med	Low	High	Low	Low	Med
602	Crossing: Causeway Blvd. at CSX Railroad Tracks east of US 41	US 41 is a critical corridor providing access to and between Port terminals from Big Bend to Inner Harbor. As traffic volumes (Port and background) increase over the next 10 years, the delays to travel along the US 41 corridor caused by trains at this at-grade crossing will significantly reduce the access provided by US 41 to the Port terminals	Tampa Port Authority	Freight	Grade Separation	US 41 at CSX Railroad Tracks south of Causeway Blvd Off Port of Tampa	Mid-term (6-10 years)	\$18,000	TBD	TBD	Medium	Med	Med	High	Med	Low	High	Low	Low	Med
603	Blvd	An addition of a switchyard to improve traffic (container, automobile, heavy-lift, etc.) to and from Blount Island.	Jacksonville Port Authority	Freight	Capacity Upgrade	Approx. 1 mile north of BIMT	Mid-term (6-10 years)	\$10,000	Currently unfunded	SIS, FSTED	Medium	Med	Low	Med	Low	Low	Low	Low	Low	Low
135	Blount Island-North JAXPORT Switchyard	10,000 ft of Mainline Rail construction & 2,500 ft. extension to existing siding with cross-over track to improve rail access and US 41 traffic movement	Tampa Port Authority	Freight	New Service	Port Redwig, Port of Tampa	Mid-term (6-10 years)	\$8,100	TBD	TBD	Medium	Med	Med	Med	Med	Med	Med	Med	Med	High
601	Rail extension to South Hookers Point	Rail extension to South Hookers Point	Tampa Port Authority	Freight	New Service Rehabilitation and Maintenance	Hookers Point, Port of Tampa	Mid-term (6-10 years)	\$5,800	TBD	TBD	Medium	Med	Med	Med	High	Med	Med	Med	Med	High
595		Rail access improvements	Tampa Port Authority	Freight	Capacity Upgrade	Pendola Point & Port Sutton, Port of Tampa	Mid-term (6-10 years)	\$5,300	TBD	TBD	Medium	Med	Med	Med	Med	Med	Med	Med	Med	High
599		Relocate North Pineda turnout north to MP 178.8 and construct two additional miles of track.	Florida East Coast Railway	Freight	Capacity Upgrade	FDOT District 5	Mid-term (6-10 years)	\$5,043	Currently unfunded	TRIP	Medium	Low	Med	Low	Med	High	Low	Low	Low	Low
220	Pineda Turnout	Relocate the ingress/egress point for the Bowden Yard approximately 420 feet to the north of the existing point along U.S. 1 near Gordon Street. The new configuration should maximize the ease of circulation and cargo transfers and reduce the potential for truck-train accidents. A reconfigured circulation pattern will keep trucks on the north and west boundaries of the yard and off of U.S. 1. Move crossovers and extend the lead track so that traffic in the main yard does not get congested. Project will expand the capacity of the Bowden Intermodal Facility and improve	Florida East Coast Railway	Freight	Capacity Upgrade	Bowden Yard, Jacksonville	Mid-term (6-10 years)	\$3,484	Currently unfunded	ARRA Congestion Grant	Medium	Med	Low	Low	Med	Low	High	Low	Low	Low
235	Bowden Intermodal Improvements		Florida East Coast Railway	Freight	Capacity Upgrade	Bowden Yard, Jacksonville	Mid-term (6-10 years)	\$3,484	Currently unfunded	ARRA Congestion Grant	Medium	Med	Low	Low	Med	Low	High	Low	Low	Low

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		the connectivity of the FEC with CSX and NS. The project will improve throughput capacity and reduce the number of trucks that backup onto Phillips Highway. Combination of projects 217 and 235.																		
254	Lake Worth Tri Rail Station Improvements	Surface parking lot expansion along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Mid-term (6-10 years)	\$2,885	Currently unfunded	TRIP, SIS	Medium	Med	Low	Low	Med	Low	Med	Med	Med	Low
596	Additional railcar storage capacity near scrap metal terminals	Additional railcar storage capacity near scrap metal terminals	Tampa Port Authority	Freight	Capacity Upgrade	Hookers Point, Port of Tampa	Mid-term (6-10 years)	\$2,000	TBD	TBD	Medium	Med	Med	Med	Med	Med	Med	Med	Med	High
597	Additional rail storage capacity near existing CF industries terminal	Additional rail storage capacity near existing CF industries terminal	Tampa Port Authority	Freight	Capacity Upgrade	Hookers Point, Port of Tampa	Mid-term (6-10 years)	\$2,000	TBD	TBD	Medium	Med	Med	Med	Med	Med	Med	Med	Med	High
598	Additional railcar storage capacity near Cargill plant	Additional railcar storage capacity near Cargill plant	Tampa Port Authority	Freight	Capacity Upgrade	Hookers Point, Port of Tampa	Mid-term (6-10 years)	\$1,700	TBD	TBD	Medium	Med	Med	Med	Med	Med	Med	Med	Med	High
600	Railroad crossing replacements/improvements to multiple locations on Hookers Point	Railroad crossing replacements/improvements to multiple locations on Hookers Point	Tampa Port Authority	Freight	Rehabilitation and Maintenance	Hookers Point, Port of Tampa	Mid-term (6-10 years)	\$1,100	TBD	TBD	Medium	Med	Med	Med	Med	Med	Med	Med	Med	High
245	Florida Upgrade	Rehabilitate 43.5 miles of Main Line in Florida and Rehabilitate 4 yard tracks in Pensacola, Florida.	Alabama and Gulf Coast Railway	Freight	Rehabilitation and Maintenance	Escambia	Mid-term (6-10 years)	N/A	Currently unfunded	TRIP, local	Low-Medium	Med	Low	Low	Low	Low	Low	Low	Med	Low
256	Mangonia Park Tri Rail Station Improvements	Expanded parking along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Mid-term (6-10 years)	\$21,635	Currently unfunded	TRIP, SIS	Low-Medium	Med	Low	Low	Low	Low	Med	Low	Low	Low
259	Boca Raton Intermodal Center	Construction of a new intermodal facility, at either the existing Tri Rail station or proposed new Boca Raton station near Glades Road.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Mid-term (6-10 years)	\$16,587	Currently unfunded	FTA Urban Circulator grant, SIS	Low-Medium	Med	Low	Low	Low	Low	Med	Low	Low	Low
255	Boca Raton Tri Rail Station Improvements	New parking deck with over 500 spaces, along with pedestrian, bus circulation, shelter, and bike improvements.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach County	Mid-term (6-10 years)	\$11,523	Currently unfunded	TRIP, SIS	Low-Medium	Med	Low	Low	Low	Low	Med	Low	Low	Low
193	Replacement and New Locomotives	16 new passenger rail cars and 6 locomotives are sought in 10-25 years. Combination of mid- to long-term elements of projects 192 and 193.	South Florida Rail Corridor	Passenger	Rolling Stock	Miami-Dade to Palm Beach	Mid-to long (11-20 yrs)	\$63,316	236855-1 \$7.74M 2006-2012	ARRA Congestion Grant	Very High	High	High	Med	High	High	Med	High	High	High
95	SFECC, New FEC Passenger Rail Service-Phase IV, New FEC Passenger Rail Service-Phase III, New FEC Passenger Rail Service-Phase II, MIC to Dadeland Passenger Rail Service on FEC Spur, New FEC Passenger Tail Service-Phase I, Fort Pierce Town Center Station	Commuter rail between Jupiter and downtown Miami in a shared freight (Florida East Coast Railway) corridor. Approximately 85-100 miles of rail corridor, 60 stations, 200+ grade crossings. Study is in the alternatives analysis phase to define a locally preferred system alternative in Spring 2010. Project is Federalized. Next phase is to develop a Draft EIS for one or more proposed Passenger Rail Service on actions in the corridor. Finance plan will be developed and vetted with public and local governments. New passenger rail service on the FEC Corridor, from the	South Florida Commuter Rail	Passenger	New Service	Miami-Dade, Broward, Palm Beach, From Pompano Beach to West Palm Beach, From Miami-Dade County to Pompano Beach, Miami-Dade County, Palm Beach County, St.	Mid-to long (11-20 yrs)	\$3,500,000	408427-2 \$3M in 2010, \$1.5M annually 2011-2014	HSIPR - New Tiger Grant Funds, SIS	High	High	High	Med	Med	High	High	Med	Med	Med

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		Pompano Crossover north to downtown West Palm Beach. New Passenger rail service from Miami-Dade (near 71st) using FEC into Broward County, terminating at SFRC/Tri Rail Pompano Station. Provides system interconnection between FEC and SFRC passenger services. 10-mile extension of mainline Tri Rail service to downtown Miami using FEC from 72nd SFRC/Iris to Government Center. New passenger rail service utilizing the FEC Spuy/Ludlam Trail corridor, connecting the Miami Intermodal Center (MIC) to Dadeland North. Extension of Tri Rail service from West Palm Beach to Jupiter, including construction of a connection between the SFRC and FEC Railway, use of the FEC corridor for approximately 14 miles, and construction of maintenance and layover facility. Passenger Rail Station-Town Center Typology for Fort Pierce Town Center Station.				Lucie															
		CSX corridor with following legs: from Clearwater CBD to Ulmerton area, along Ulmerton area from CSX to Gateway; and from Largo (South of Ulmerton) to St. Petersburg CBD. Major activity centers including major employment centers are proposed to be connected by this service. Combination of projects 83 and 84. Duplicated by projects 312, 129, 294 and 309.	CSX Transportation	Passenger	New Service	Northern and Central Pinellas County	Mid-to-long (11-20 yrs)	\$1,260,241	Currently unfunded	ARRA Congestion Grant	Medium-High	Med	Med	Med	Med	Med	Med	Med	Med	Low	Low
78	Jacksonville Commuter Rail	The Jacksonville Transportation Authority has just completed a Feasibility Study for commuter rail in northeast Florida. The study identified three main lines. One line (north corridor) runs from Downtown Jacksonville north to Yulee in Nassau County. The second line round from Downtown Jacksonville to St. Augustine in St. Johns County. The third line runs from Downtown Jacksonville to Green Cove Springs in Clay County. The total three corridor system is 91 miles. Capital costs were estimated at \$622 million, not including any ROW costs. The long term plans call for extensions to Baker, Putnam, and Flagler counties. Projects 71 and 283 are duplicates/alternatives for 78.	New Passenger Rail Service	Passenger	New Service	NE Florida Region	Mid-to-long (11-20 yrs)	\$622,000	Currently unfunded	TRIP, FTA New Starts	Medium-High	Med	Med	Med	Med	Med	High	Med	Low	Low	
204	CSX-Tri Rail Dolphin Extension Phase II	Extension of Tri Rail service 11.2 miles of CSX Corridor west from the Miami	CSX Transportation	Passenger	New Service	Miami-Dade	Mid-to-long	\$501,369	Currently unfunded	ARRA Congestion	Medium-High	Med	Med	Med	Med	Low	High	Low	Low	Low	

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		Intermodal Center (MIC) along SR 836, ending just west of Florida's Turnpike, Phase II provides upgraded stations and additional double tracking necessary to implement reduced headways.					(11-20 yrs)	Grant												
130	SFRC Rail/ Arterial Grade Separations	Grade separation improvements at several crossings along the South Florida Rail Corridor (SFRC) between Broward Boulevard and the Palm Beach County Line.	South Florida Rail Corridor	Passenger	Grade Separation	Broward Boulevard to Palm Beach County Line	Mid-to-long (11-20 yrs)	\$240,000	Currently unfunded	SIS, State Primary Funds (DS), or Public Transportation Office Funds	Medium-High	Med	Med	Med	Low	High	High	Low	Low	Low
100	U.S. 41/50th Street, NGCN: 624368C	Build bridge over railroad tracks. U.S. 41 is a major north/south route with a high percentage of truck traffic. Railroad has 3 tracks, 2 tracks are used for switching operations. Mainline track carries Amtrak. This line has a high potential for commuter rail and/or Inter City Rail service.	CSX Transportation	Freight	Grade Separation	U.S. 41/50th Street south of I 4, Tampa	Mid-to-long (11-20 yrs)	\$90,000	Alternate project suggestion for first phase of Jobs Bill funding	ARRA Congestion Grant, New Jobs Bill or Amtrak Grants	Medium-High	Med	Med	Med	Low	High	High	Low	Low	Low
504	SR 200 (A1A)/Yulee Crossing	Implement grade crossing improvements at SR 200 (A1A)/Yulee Crossing 620822-X on the CSX U.S. 17 N main line in Nassau County.	CSX Transportation	Freight	Grade Separation	Nassau County	Mid-to-long (11-20 yrs)	\$60,000	Currently unfunded	SIS, Other Sources	Medium-High	Low	Low	High	Med	Low	High	Low	Low	Low
501	CR 28 (Wells Road)/Orange Park Crossing	Implement grade crossing improvements at CR 28 (Wells Road)/Orange Park Crossing 620901-J on the CSX A-line and Amtrak line in Clay County.	CSX Transportation	Freight	Grade Separation	Clay County	Mid-to-long (11-20 yrs)	\$50,000	Currently unfunded	SIS, Other Sources	Medium-High	Low	Low	High	Med	Low	High	Low	Low	Low
502	SR 224 (Kingsley Avenue)/Orange Park Crossing	Implement grade crossing improvements at SR 224 (Kingsley Avenue)/Orange Park Crossing 620903-X on the CSX A-line and Amtrak line in Clay County.	CSX Transportation	Freight	Grade Separation	Clay County	Mid-to-long (11-20 yrs)	\$50,000	Currently unfunded	SIS, Other Sources	Medium-High	Low	Low	High	Med	Low	High	Low	Low	Low
291	Seminole Gulf Infrastructure Improvements -Phase 2	Phase 2 is a project to continue upgrading and expanding the rail infrastructure in Lee County by appropriate investments in track maintenance and capacity upgrades, track and crossing signals and railroad crossings in addition to building additional tracks to connect the railroad to key markets in Manatee, Glades, Hendry, Charlotte, Collier and Lee. Furthermore this project will look into investing in new rail technology such as double-stacking, rail cars, etc., and expanding rail capacity through double tracking, passing sidings etc., which could be needed in response to the proposed Winter Haven Intermodal Logistics Center. Proposed Phase 1 and 2 improvements will facilitate in the future investment of a permanent Amtrak services connecting Lakeland, Arcadia, Punta Gorda, Fort Myers, Bonita Springs and Naples. It may also result in the investment of intercity rail services connecting Tampa and Bradenton to all	Seminole Gulf Railway	Freight	Track Upgrade	Lee County	Mid-to-long (11-20 yrs)	\$50,000		SIS, TRIP	Medium-High	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

Investment Element of the 2010 Florida Rail System Plan

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		the urban centers in SW Florida including Sarasota, Venice, Punta Gorda, Fort Myers, Bonita Springs and Naples as described in the Florida Inter City Passenger Rail "Vision Plan".																		
557	West Granada Avenue (SR 40) Crossing	Implement grade crossing improvements at West Granada Avenue (SR 40) Crossing 272865E.	TBD	Freight	Grade Separation	District 5	Mid-to-long (11-20 yrs)	TBD	Currently unfunded	ARRA/ Congestion Grant	Medium	Low	Low	High	Med	Low	Med	Low	Low	Low
564	West Colonial Drive (SR 50) Crossing	Implement grade crossing improvements at West Colonial Drive (SR 50) Crossing 622181A.	TBD	Freight	Grade Separation	District 5	Mid-to-long (11-20 yrs)	TBD	Currently unfunded	ARRA/ Congestion Grant	Medium	Low	Low	High	Med	Low	Med	Low	Low	Low
		Feasibility study for this study completed. Given the inability of key experts to eliminate alternatives or select the best alternative based on the analyses completed to date, a more microscopic evaluation of feasibility is recommended. A more technically detailed evaluation should be undertaken to determine the feasibility of a rail corridor along U.S. 27 based on the key considerations identified as part of Phase 1. Subsequent feasibility analysis should include an evaluation of the following: 1) current and future freight and passenger service demand; 2) Impacts upon the roadway network due to the new rail corridor; 3) Right-of-way needs; 4) Community, social, physical, and natural impacts; 5) Environmental impacts and compliance with CERP; 6) Order of magnitude costs, including construction, maintenance, and operating costs; and 7) Funding options.																		
124	South Florida U.S. 27 Rail Link		New Freight Rail Service	Freight	New Line	NW Miami-Dade to South Bay	Mid-to-long (11-20 yrs)	\$400,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	Med	Med	Low	High	Low	Low	Low
		Due to increased rail traffic flowing to the A/S Line and the increased roadway traffic volume anticipated from the Winter Haven ILC to an already high-volume roadway, a Highway Overpass will need to be assessed.																		
280	SR 60, W Lake Wales	An extension/expansion of an existing rail line spur that currently terminates approximately 6 miles north of Port Canaveral. The proposed extension/expansion connects to the main FEC line on the mainland via existing spurs and a rail bridge that serve both Kennedy Space Center and the USAF CCAFS. The project has been proposed in the past and the USAF was not in support due to security concerns. That was before 9/11 and the post 9/11 seaport security	CSX Transportation	Freight	Grade Separation	SR 60, W of Lake Wales	Mid-to-long (11-20 yrs)	\$55,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	Med	Med	Low	High	Low	Low	Low
73	FEC to Port Canaveral		Port Canaveral	Freight	New Line	Cape Canaveral Air Force Station	Mid-to-long (11-20 yrs)	\$50,000	Currently unfunded	Tiger grants, TRIP	Medium	Med	Low	Med	Low	Low	Med	Low	Low	Low

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		environment is much more secure and it would not be difficult to secure a rail corridor between Port Canaveral and the FEC mainline via KSC and the CCAFS. This situation is similar to the California situation with rail lines running through Vandenberg Air Force Station, except the rail utilization at CCAFS would NOT include passengers. Note: Anticipated impacts are likely to change dependent on the cargo volume, there is a potential for higher volume.																		
515	Nine Mile Road (SR 10) Crossing	Implement grade crossing improvements at Nine Mile Road (SR 10) Crossing 339696K. Based on existing roadway traffic volume and current rail traffic volume, both of which are expected to increase in the future, this location will meet the requirements of an overpass instead of at-grade crossing.	CSX	Freight	Grade Separation	District 3 Crossing number 624525 located at the Nichols Rail Switching Yard	Mid-to-long (11-20 yrs)	\$45,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	High	Low	Low	Med	Low	Low	Low
297	SR 60, W of Mulberry		CSX Transportation	Freight	Grade Separation		Mid-to-long (11-20 yrs)	\$40,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	Med	Low	High	Low	Low	Low	
517	Indiantown Road (SR 706) Crossing	Implement grade crossing improvements at Indiantown Road (SR 706) Crossing 272377B.	FEC	Freight	Grade Separation	District 4	Mid-to-long (11-20 yrs)	\$30,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	High	Med	Low	Med	Low	Low	
538	Okeechobee Boulevard (SR 704) Crossing	Implement grade crossing improvements at Okeechobee Boulevard (SR 704) Crossing 628126V.	CSX	Freight	Grade Separation	District 4	Mid-to-long (11-20 yrs)	\$30,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	High	Med	Low	Med	Low	Low	
540	Forest Hill Boulevard (SR 882) Crossing	Implement grade crossing improvements at Forest Hill Boulevard (SR 882) Crossing 628139W.	CSX	Freight	Grade Separation	District 4	Mid-to-long (11-20 yrs)	\$30,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	High	Med	Low	Med	Low	Low	
541	Atlantic Avenue (SR 806) Crossing	Implement grade crossing improvements at Atlantic Avenue (SR 806) Crossing 628155F.	CSX	Freight	Grade Separation	District 4	Mid-to-long (11-20 yrs)	\$30,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	High	Med	Low	Med	Low	Low	
543	SE Yamato Road (SR 794) Crossing	Implement grade crossing improvements at SE Yamato Road (SR 794) Crossing 628163X.	CSX	Freight	Grade Separation	District 4	Mid-to-long (11-20 yrs)	\$30,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	High	Med	Low	Med	Low	Low	
550	Commercial Boulevard (SR 870) Crossing	Implement grade crossing improvements at Commercial Boulevard (SR 870) Crossing 628186E.	CSX	Freight	Grade Separation	District 4	Mid-to-long (11-20 yrs)	\$30,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	High	Med	Low	Med	Low	Low	
554	Hollywood Boulevard (SR 820) Crossing	Implement grade crossing improvements at Hollywood Boulevard (SR 820) Crossing 628281A.	CSX	Freight	Grade Separation	District 4	Mid-to-long (11-20 yrs)	\$30,000	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	High	Med	Low	Med	Low	Low	
546	NW 36th Street/Sample Road (SR 834) Crossing	Implement grade crossing improvements at NW 36th Street/Sample Road (SR 834) Crossing 628168G.	CSX	Freight	Grade Separation	District 4	Mid-to-long (11-20 yrs)	\$23,900	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	High	Med	Low	Med	Low	Low	
549	NW 62nd/Cypress C Crossing	Implement grade crossing improvements at NW 62nd/Cypress C Crossing 628183J.	CSX	Freight	Grade Separation	District 4	Mid-to-long (11-20 yrs)	\$22,953	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	Low	Med	Low	Med	Low	Low	
547	Copans Road Crossing	Implement grade crossing improvements at Copans Road Crossing 628169N.	CSX	Freight	Grade Separation	District 4	Mid-to-long (11-20 yrs)	\$19,856	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	Low	Med	Low	Med	Low	Low	

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548	Atlantic Boulevard (SR 814) Crossing	Implement grade crossing improvements at Atlantic Boulevard (SR 814) Crossing 628177E. Park Road is a County Road with connections to U.S. 92 and Interstate 4. Park Road will be one-half of the bypass around Plant City and has a high percentage of truck traffic. Park Road crosses the CSX A-Line. This line has a 79mph for Amtrak. This portion of the Line is a backup route to the CSX ILC and has a high potential for Commuter Rail or Inter City Rail service. Both Rail and vehicle traffic will continue to increase.	CSX	Freight	Grade Separation	District 4	Mid-to-long (11-20 yrs)	\$18,298	Currently unfunded	ARRA Congestion Grant	Medium	Low	Low	High	Med	Low	Med	Low	Low	Low	
110	Park Road, NGCN: 6243139	Future potential for use of median corridor on I 4 to accommodate High-speed passenger service, would impact CSX RR Bridge at Kathleen (number 622867), which has some constraint issues.	CSX Transportation	Freight	Grade Separation	Park Road, at U.S. 92, Plant City	Mid-to-long (11-20 yrs)	\$90,360	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	High	Low	Low	Low	
279	Kathleen Road - Railroad Overpass	Build bridge over railroad. SR 676 is a major east/west route with a high percentage of truck traffic. This is a truck route leaving the Port of Tampa. Traffic volumes will continue to increase. Rail traffic is 30 plus per day and is expected to increase.	CSX Transportation	Freight	Capacity Upgrade	Overpass located E of Bella Vista Street (number 622867)	Mid-to-long (11-20 yrs)	\$60,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	High	High	Low	Low	Low
109	SR 676/Causeway Boulevard, NGCN: 624815B	This rail corridor is currently being under utilized by the current rail company and has been in negotiations for sell with Sarasota County. An agreement could not be reached by both parties on the estimated value of this property and has now been dropped. This corridor has the potential for future transportation usage (rail passenger, transit, etc).	CSX Transportation	Freight	Grade Separation	SR 676, just east of U.S. 41, Palm River	Mid-to-long (11-20 yrs)	\$37,520	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	High	High	Low	Low	Low
282	Rail Corridor Preservation	New parking deck.	CSX Transportation	Freight	Right-of-way	County line	Mid-to-long (11-20 yrs)	\$30,000	Currently unfunded	Transportation Enhancements	Low-Medium	Low	Low	Med	Low	Low	Low	Low	Low	Low	Low
258	West Palm Beach Tri Rail Station Improvements	CSX corridor near U.S. 41 with the following legs: from Bradenton near 15th Street E to Sarasota CBD, from Bradenton CBD to Tampa CBD (including 25.7 miles of track connecting to Sun City Center), and Tampa CBD to Brooksville CBD (including 15 miles connecting to Land O Lakes). Combination of projects 89, 90, and 92. Bradenton to Tampa leg is duplicated by project 233.	South Florida Rail Corridor	Passenger	Station Improvements	Palm Beach	Mid-to-long (11-20 yrs)	\$9,070	Currently unfunded	TRIP, SIS	Low-Medium	Med	Low	Low	Low	Low	Med	Low	Low	Low	Low
89	CSX Corridor: Sarasota-Bradenton, Bradenton-Tampa, Tampa-Brooksville	CSX corridor from Clearwater, through North Pinellas, north of Old Tampa Bay to CSX corridor near Anderson and	CSX Transportation Tampa international Airport	Passenger	New Service	Manatee, Hillsborough, Hernando, Pasco, and Sarasota Counties	More than 20 years	\$3,740,548	Currently unfunded	ARRA Congestion Grant	Medium-High	Med	Med	Low	Med	Low	High	Low	Low	Low	
85	Clearwater/North Pinellas to Westshore and TIA	CSX corridor near Anderson and	Tampa international Airport	Passenger	New Service	Pinellas and Hillsborough Counties	More than 20 years	\$1,736,199	Currently unfunded	ARRA Congestion Grant	Medium-High	Med	Med	Med	Med	Med	Med	Med	Low	Low	Low

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		Linebaugh ("T" Junction), south through Tampa International Airport to I 275 near Westshore Boulevard.																		
91	Lakeland-Tampa	CSX corridor near SR 574/U.S. 92 from Lakeland CBD to Tampa CBD involving 22.5 miles of track connecting Lakeland to Tampa and Plant City.	CSX Transportation	Passenger	New Service	Polk and Hillsborough Counties	More than 20 years	\$930,429	Currently unfunded	ARRA Congestion Grant	Medium-High	Med	High	Med	Med	Med	Med	Low	Low	Low
316	Clearwater Oldsmar Connector	The proposed light rail will connect Clearwater CBD to Oldsmar via Safety Harbor. The alignment is planned on existing CSX rail corridor. This project will connect employment centers to residential centers.	CSX Transportation	Passenger	New Service	Clearwater, Safety Harbor, and Oldsmar	More than 20 years	\$880,610	Currently unfunded	New Starts, TRIP	Medium-High	Med	Med	Med	Med	Med	High	Low	Low	Low
86	Linebaugh/Busch-North Tampa Corridor East/West	CSX corridor parallel to Busch Boulevard from Anderson/Linebaugh "T" Junction to north-south CSX Corridor near Nebraska. Involving 7.5 miles of track along Busch Boulevard and Linebaugh Avenue going west from Airport to Oldsmar and 5.0 miles of track going east, from Airport Spur to Downtown-USF Rail Line.	CSX Transportation	Passenger	New Service	Hillsborough County	More than 20 years	\$788,050	Currently unfunded	ARRA Congestion Grant	Medium-High	Med	Med	Med	Med	Med	High	Low	Low	Low
88	Tampa-South Tampa	CSX corridor near Cross-town Expressway, from Tampa CBD to Gandy Boulevard includes 5.0 miles of track connecting Downtown Tampa to South Tampa.	CSX Transportation	Passenger	New Service	Hillsborough County	More than 20 years	\$404,970	Currently unfunded	ARRA Congestion Grant	Medium-High	Med	Med	Med	Med	Med	Med	Low	Low	Low
315	Pinellas Hillsborough Connector	The planned project will connect Pinellas County to Hillsborough county via I 275 and light rail is proposed to be operated. This would be a major connector between the two counties.	New Passenger Rail Service	Passenger	New Service	Gateway to Tampa	More than 20 years	\$401,130	Currently unfunded	New Starts, TRIP	Medium-High	Med	Med	Med	Med	Med	High	Low	Low	Low
101	SR 60/ Adamo Drive, NGCN: 624820X	Build bridge over railroad. SR 60 is a major east/west route. High traffic volume between Brandon and Tampa. Traffic volume will continue to increase. Railroad has 30 plus train movements per day. High potential for commuter trains.	CSX Transportation	Freight	Grade Separation	SR 60/ Adamo Drive, east of U.S. 41, Tampa	More than 20 years	\$99,630	Currently unfunded	ARRA Congestion Grant	Medium-High	Med	Med	Med	Med	Low	High	Low	Low	Low
506	SR 104 (Busch Drive)/Jacksonville Crossing	Implement grade crossing improvements at SR 104 (Busch Drive)/Jacksonville Crossing	CSX Transportation	Freight	Grade Separation	Duval County	More than 20 years	\$80,000	Currently unfunded	SIS	Medium-High	Low	Low	High	Med	Low	High	Low	Low	Low
265	CSX/Tri Rail - Hialeah Yard Improvements	Various yard improvements including additional track, support equipment, and maintenance facilities for FDOT, Amtrak, and CSX and SFRTA.	CSX Transportation and South Florida Rail Corridor	Passenger	Capital Improvements	Miami-Dade County	More than 20 years	N/A	Currently unfunded	TRIP	Medium	Low	Med	Low	Med	Low	High	Low	Low	Low
209	Short-Distance Rail - USF to Wesley Chapel	A short-distance rail project involving 13.5 miles of track connecting USF to Wesley Chapel.	New Passenger Rail Service	Passenger	New Service	Hillsborough County	More than 20 years	\$687,800	Currently unfunded	FTA and State New Starts	Medium	Med	Low	Med	Low	Low	Med	Low	Low	Low
216	Short-Distance Rail - Downtown Tampa to Brandon	A short-distance rail project involving 9.2 miles of track connecting Downtown Tampa to Brandon.	New Passenger Rail Service	Passenger	New Service	Hillsborough County	More than 20 years	\$612,620	Currently unfunded	FTA and State New Starts	Medium	Med	Low	Med	Low	Low	Med	Low	Low	Low

Investment Element of the 2010 Florida Rail System Plan

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211	Short-Distance Rail -Airport to Carrollwood	A short-distance rail project involving 3.4 miles of track connecting the Airport to Carrollwood (from Hillsborough Avenue to Linebaugh Avenue).	New Passenger Rail Service	Passenger	New Service	Hillsborough County	More than 20 years	\$233,920	Currently unfunded	FTA and State New Starts	Medium	Med	Low	Med	Low	Low	Med	Low	Low	Low
296	NW Corridor (Orange Blossom Trail)	Passenger commuter rail operation on Florida Central Railroad trackage between Orlando CBD and Eustis, Florida (Lake County).	Florida Central Railroad	Passenger	New Service	Orange and Lake Counties	More than 20 years	\$150,000	Currently unfunded	ARRA Congestion Grant or New Jobs Bill	Medium	Med	Low	Low	Med	Low	High	Low	Low	Low
94	SR 60/Brandon Boulevard, NGCN: 624551H	Build bridge over railroad tracks. SR 60 is major east/west corridor. Traffic volumes will continue to increase. Railroad has 12 to 18 trains per day. Project would require frontage roads for local use.	CSX Transportation	Freight	Grade Separation	SR 60, west of Dover Road, Brandon.	More than 20 years	\$95,870	Currently unfunded	ARRA Congestion Grant	Medium	Med	Low	Low	Med	Low	High	Low	Low	Low
111	Faulkenburg Road, NGCN: 624359D	Faulkenburg Road is a County Road with connections to SR 60 and SR 574. Faulkenburg Road has a high percentage of truck traffic. Park Road crosses the CSX A-Line. This line is a high-speed for Amtrak. This line has a high potential for Commuter Rail or Inter City Rail service. Both Rail and vehicle traffic will continue to increase.	CSX Transportation	Freight	Grade Separation	Faulkenburg Road at CR 574, Mango	More than 20 years	\$90,000	Currently unfunded	ARRA Congestion Grants	Medium	Med	Low	Low	Med	Med	High	Low	Low	Low
115	Faulkenburg Road, NGCN: 624462R	Faulkenburg Road is a County Road with connections to SR 60 and SR 574. Faulkenburg Road has a high percentage of truck traffic. Park Road crosses the CSX S-Line. This line 30 plus trains per day. This line has a high potential for Commuter Rail or Inter City Rail service. Both Rail and vehicle traffic will continue to increase.	CSX Transportation	Freight	Grade Separation	Faulkenburg Road, just north of SR 60, Brandon	More than 20 years	\$90,000	Currently unfunded	ARRA Congestion Grant	Medium	Med	Low	Low	Med	Low	High	Low	Low	Low
218	Double Track Gifford to Indrio	A line upgrade and extension project that involves double track from Gifford to Indrio.	Florida East Coast Railway	Freight	Capacity Upgrade	FDOT District 4	More than 20 years	\$39,790	Currently unfunded	ARRA Congestion Grant	Medium	Med	Low	Low	Med	Low	High	Low	Low	Low
99	SR 60/Hopewell, NGCN: 624572H	Build bridge over railroad tracks. SR 60 is a major east/west corridor. Traffic volumes will continue to increase. Train traffic is expected to increase as well.	CSX Transportation	Freight	Grade Separation	SR 60, east of SR 39, Plant City	More than 20 years	\$34,530	Currently unfunded	ARRA Congestion Grant	Medium	Med	Low	Low	Med	Low	High	Low	Low	Low
558	West Lake Mary B. (CR 4220) Crossing	Implement grade crossing improvements at West Lake Mary B. (CR 4220) Crossing	TBD	Freight	Grade Separation	District 5	More than 20 years	TBD	Currently unfunded	ARRA/ Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
559	SR 434 (SR 434) Crossing	Implement grade crossing improvements at SR 434 (SR 434) Crossing	TBD	Freight	Grade Separation	District 5	More than 20 years	TBD	Currently unfunded	ARRA/ Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
560	SR 436/Altamonte Crossing	Implement grade crossing improvements at SR 436/Altamonte (SR 436) Crossing	TBD	Freight	Grade Separation	District 5	More than 20 years	TBD	Currently unfunded	ARRA/ Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
561	East Maitland Avenue (CR 427) Crossing	Implement grade crossing improvements at East Maitland Avenue (CR 427) Crossing	TBD	Freight	Grade Separation	District 5	More than 20 years	TBD	Currently unfunded	ARRA/ Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
562	West Lyman Avenue Crossing	Implement grade crossing improvements at West Lyman Avenue Crossing	TBD	Freight	Grade Separation	District 5	More than 20 years	TBD	Currently unfunded	ARRA/ Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
563	South Orlando Avenue (SR)	Implement grade crossing improvements at South Orlando Avenue	TBD	Freight	Grade Separation	District 5	More than 20 years	TBD	Currently unfunded	ARRA/ Congestion Grant	Low-	Low	Low	Med	Med	Low	Med	Low	Low	Low

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	15) Crossing	South Orlando Avenue (SR 15) Crossing 622169T.			Separation				unfunded	Grant	Medium									
305	Short-Distance Rail - Rail Maintenance Facilities	This project involves construction of rail maintenance facilities. Project cost is not final as ROW cost has not been determined.	New Passenger Rail Service	Passenger	New Service	Hillsborough County	More than 20 years	\$260,000	Currently unfunded	TRIP	Low-Medium	Low	Low	Med	Low	Low	Low	Low	Low	Low
234	Long-Distance Rail - Rail Maintenance Facilities	This project involves construction of rail maintenance facilities. Project cost is not final as ROW cost has not been determined.	New Passenger Rail Service	Passenger	New Service	Hillsborough County	More than 20 years	\$130,000	Currently unfunded	TRIP	Low-Medium	Low	Low	Med	Low	Low	Low	Low	Low	Low
516	Maintenance Facilities S Main Street (SR 85) Crossing	Implement grade crossing improvements at S Main Street (SR 85) Crossing 339800C.	CSX	Freight	Grade Separation	District 3	More than 20 years	\$40,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Low	Low	Low	Low	Low	Low
509	Magnolia Avenue Crossing	Implement grade crossing improvements at Magnolia Avenue Crossing 625388S and 625389Y.	CSX	Freight	Grade Separation	District 1	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Low	Low	Low	Low
518	Northlake Boulevard (CR 809) Crossing	Implement grade crossing improvements at Northlake Boulevard (CR 809) Crossing 272386A.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
519	Belvedere Road Crossing	Implement grade crossing improvements at Belvedere Road Crossing 272437H.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
520	Woolbright Road Crossing	Implement grade crossing improvements at Woolbright Road Crossing 272484R.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
521	Linton Boulevard Crossing	Implement grade crossing improvements at Linton Boulevard Crossing 272497S.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
522	Yamato Road (SR 794) Crossing	Implement grade crossing improvements at Yamato Road (SR 794) Crossing 272500X.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
523	Palmetto Park (SR 811) Crossing	Implement grade crossing improvements at Palmetto Park (SR 811) Crossing 272509J.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
524	Hillsboro Boulevard (SR 810) Crossing	Implement grade crossing improvements at Hillsboro Boulevard (SR 810) Crossing 272512S.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
525	Sample Road (SR 834) Crossing	Implement grade crossing improvements at Sample Road (SR 834) Crossing 272517B.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
526	Atlantic Boulevard (SR 814) Crossing	Implement grade crossing improvements at Atlantic Boulevard (SR 814) Crossing 272533K.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
527	Commercial Boulevard (SR 870) Crossing	Implement grade crossing improvements at Commercial Boulevard (SR 870) Crossing 272537M.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
528	Oakland Park Boulevard (SR 816) Crossing	Implement grade crossing improvements at Oakland Park Boulevard (SR 816) Crossing 272544X.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
529	Sunrise Boulevard (SR 838) Crossing	Implement grade crossing improvements at Sunrise Boulevard (SR 838) Crossing 272549C.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
530	W Broward Boulevard (SR 842) Crossing	Implement grade crossing improvements at W Broward Boulevard (SR 842) Crossing 272556S.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
531	SW 24th Street / SR 84 Crossing	Implement grade crossing improvements at SW 24th Street / SR 84 (SR 84) Crossing 272567E.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
532	Miramar Parkway (SR 858) Crossing	Implement grade crossing improvements at Miramar Parkway (SR 858) Crossing	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low

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	Crossing	Miramar Parkway (SR 858) Crossing 272592M.			Separation		20 years		unfunded	Grant	Medium									
533	Glades Road (SR 808) Crossing	Implement grade crossing improvements at Glades Road (SR 808) Crossing. 272910W.	FEC	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Low	Med	Low	Low	Low	Low
534	McNab Road Crossing	Implement grade crossing improvements at McNab Road Crossing 621437X.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
535	NW 33rd Street Crossing	Implement grade crossing improvements at NW 33rd Street Crossing 621538I.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
536	North Lake Boulevard (CR 809A) Crossing	Implement grade crossing improvements at North Lake Boulevard (CR 809A) Crossing 628096F.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
537	Palm Beach Lake Boulevard Crossing	Implement grade crossing improvements at Palm Beach Lake Boulevard Crossing 628118D.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
539	Belvedere Road Crossing	Implement grade crossing improvements at Belvedere Road Crossing 628135U.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
542	Linton Boulevard (SR 782) Crossing	Implement grade crossing improvements at Linton Boulevard (SR 782) Crossing 628160C.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
544	Palmetto Park (CR 798) Crossing	Implement grade crossing improvements at Palmetto Park (CR 798) Crossing 628165L.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Low	Med	Low	Med	Low	Low	Low
551	Oakland Park Boulevard (SR 816) Crossing	Implement grade crossing improvements at Oakland Park Boulevard (SR 816) Crossing 628191B.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
552	New Griffin Road (SR 818) Crossing	Implement grade crossing improvements at New Griffin Road (SR 818) Crossing 628272B.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
553	Stirling Road (SR 848) Crossing	Implement grade crossing improvements at Stirling Road (SR 848) Crossing 628274P.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
555	Pembroke Road (SR 824) Crossing	Implement grade crossing improvements at Pembroke Road (SR 824) Crossing 628282G.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
556	Hallandale Beach (SR 858) Crossing	Implement grade crossing improvements at Hallandale Beach (SR 858) Crossing 628290Y.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$30,000	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
545	Hillsboro Boulevard (SR 810) Crossing	Implement grade crossing improvements at Hillsboro Boulevard (SR 810) Crossing 628167A.	CSX	Freight	Grade Separation	District 4	More than 20 years	\$20,745	Currently unfunded	ARRA Congestion Grant	Low-Medium	Low	Low	Med	Med	Low	Med	Low	Low	Low
577	CR 54 (CR 54) Crossing	Implement grade crossing improvements at CR 54 (CR 54) Crossing 622845L.	TBD	Freight	Grade Separation	District 7	More than 20 years	TBD	TBD	ARRA/ Congestion Grants	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
578	CR 54 (CR 54) Crossing	Implement grade crossing improvements at CR 54 (CR 54) Crossing 622851P.	TBD	Freight	Grade Separation	District 7	More than 20 years	TBD	TBD	ARRA/ Congestion Grants	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
579	Alexander Street (CR 39A) Crossing	Implement grade crossing improvements at Alexander Street (CR 39A) Crossing 624326R.	TBD	Freight	Grade Separation	District 7	More than 20 years	TBD	TBD	ARRA/ Congestion Grants	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
580	Parsons Avenue Crossing	Implement grade crossing improvements at Parsons Avenue Crossing 624456M.	TBD	Freight	Grade Separation	District 7	More than 20 years	TBD	TBD	ARRA/ Congestion Grants	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
581	SR 599/50th Street (SR 599) Crossing	Implement grade crossing improvements at SR 599/50th Street (SR 599) Crossing 624466T.	TBD	Freight	Grade Separation	District 7	More than 20 years	TBD	TBD	ARRA/ Congestion Grants	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
585	Hillsborough Avenue (SR 816) Crossing	Implement grade crossing improvements at Hillsborough Avenue (SR 816) Crossing 628191B.	TBD	Freight	Grade Separation	District 7	More than 20 years	TBD	TBD	ARRA/ Congestion Grants	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

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	600) Crossing	Hillsborough Avenue (SR 600) Crossing 626902L.			Separation		20 years			Grants										
		Install new PTC signal system ready for over 141 miles of mainline track from Miami to West Palm Beach, including a control center in Jacksonville or Pompano Beach. This includes \$3.6 for wayside signal equipment on the SFRC and \$7.5 for the control center.	CSXT or SFRTA	Freight	Signal Upgrade	South Florida Rail Corridor from Miami to West Palm Beach	TBD	\$11,100	TBD	TBD	Very High	High	High	High	High	High	Low	Med	High	
592	On train Positive Train Control System (PTC) for Tri-Rail commuter rail service.	Install new PTC equipment to locomotives and cab cars.	SFRTA	Passenger	Signal Upgrade	On train equipment for entire SFRC	TBD	\$2,700	TBD	TBD	Very High	High	High	High	High	High	Low	Med	High	
593	Gulf Coast Service	Restoration of the Sunset Limited Amtrak service from Sanford, FL to New Orleans.		Passenger	New Service	Districts 2, 3, 5	TBD	\$96,600	TBD	TBD	Medium-High	Low	Med	High	High	High	Med	Med	Low	
586	High Speed Rail: Jacksonville to Orlando	High speed rail link from Jacksonville to Orlando		Passenger	New Service	Jacksonville to Orlando	TBD	TBD	TBD	TBD	Medium	Low	Med	Med	Low	Low	High	Low	Low	
592	Southeast High Speed Rail Crossing (SR 953)	A feasibility study has been funded to determine the appropriate corridor from Jacksonville to Macon for the Southeast High Speed Rail Corridor. This is Florida's connection to any national HSR network	JTA	Passenger	New Service	Jacksonville	TBD	TBD	TBD	TBD	Medium	Low	Med	Med	Low	Low	High	Low	Low	
570	E 8th Avenue Crossing	Implement grade crossing improvements at E 8th Avenue (SR 953) Crossing 272736P.	TBD	Freight	Grade Separation	District 6	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
571	Palm Avenue Crossing	Implement grade crossing improvements at Palm Avenue Crossing 272742I.	TBD	Freight	Grade Separation	District 6	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
572	Okeechobee Road (SR 25) Crossing	Implement grade crossing improvements at Okeechobee Road (SR 25) Crossing 272752Y.	TBD	Freight	Grade Separation	District 6	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
565	NE 203th Street Crossing	Implement grade crossing improvements at NE 203th Street Crossing 272596P.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
566	Miami Gardens Drive (SR 860) Crossing	Implement grade crossing improvements at Miami Gardens Drive (SR 860) Crossing 272598D.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
567	NE 163rd Street (SR 826) Crossing	Implement grade crossing improvements at NE 163rd Street (SR 826) Crossing 272604E.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
568	NE 125th Street (SR 922) Crossing	Implement grade crossing improvements at NE 125th Street (SR 922) Crossing 272612W.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
569	NW 27th Avenue (SR 9)	Implement grade crossing improvements at NW 27th Avenue (SR 9) Crossing 272717K.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
573	NW 72nd Avenue Crossing	Implement grade crossing improvements at NW 72nd Avenue Crossing 272756B.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
574	NW 72nd Avenue Crossing	Implement grade crossing improvements at NW 72nd Avenue Crossing 272757H.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
575	NW 22nd Avenue Crossing	Implement grade crossing improvements at NW 22nd Avenue Crossing 628320N.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
576	NW 27th Avenue (SR 817) Crossing	Implement grade crossing improvements at NW 27th Avenue (SR 817) Crossing 628321V.	TBD	Freight	Grade Separation	District 6	TBD	\$30,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	

