



FMTP 24
FREIGHT MOBILITY AND TRADE PLAN

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Technical Memorandum 6
Project Prioritization





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List of Acronyms

CMAQ	Congestion Mitigation and Air Quality Improvement program
CRFCs	Critical Rural Freight Corridors
CUFCs	Critical Urban Freight Corridors
DFCs	District Freight Coordinators
FAST	Fixing America's Surface Transportation Act
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FLFAC	Florida Freight Advisory Committee
FMT ² P	Freight and Mobility Trade Plan
FRO	Freight & Rail Office
FTP	Florida Transportation Plan
IIJA	Infrastructure Investment and Jobs Act
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPOs	Metropolitan Planning Organizations
MPOAC	Metropolitan Planning Organization Advisory Council
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHFP	National Highway Freight Program
PHFS	Primary Highway Freight System
TSM&O	Transportation Systems Management and Operations
U.S.	United States



Introduction

This technical memorandum provides an overview of National Highway Freight Program (NHFP) and its significance to funding freight transportation projects in Florida. The document provides insight to the Call for Projects process as well as the quantitative and qualitative scoring methods for prioritization of projects submitted for NHFP funding.

NHFP Overview

Federal Overview

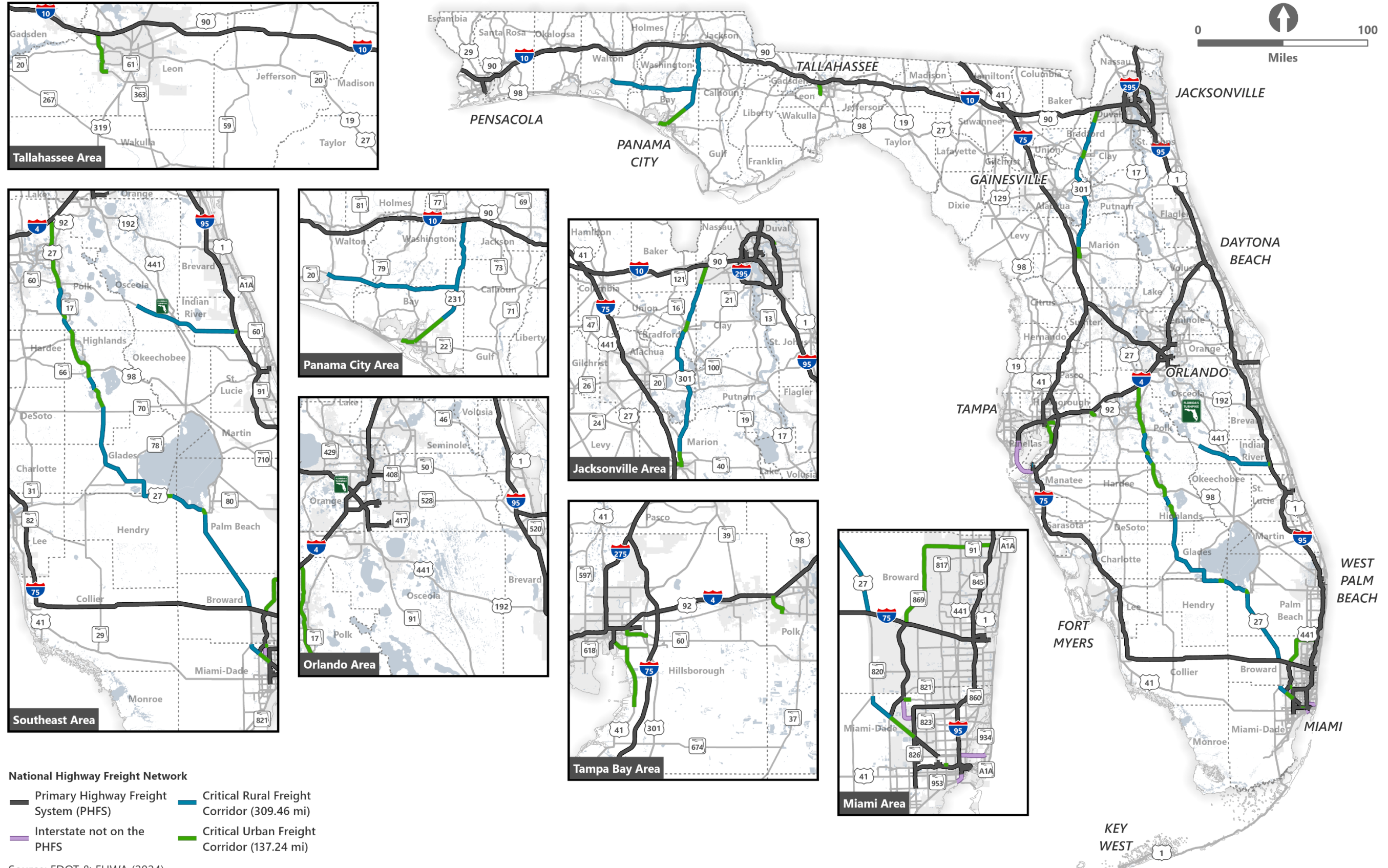
The Fixing America's Surface Transportation (FAST) Act required the establishment of a National Highway Freight Network, consisting of:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the United States (U.S.) freight transportation system determined by measurable and objective national data.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions will fluctuate with additions and deletions to the Interstate Highway System.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area that provide access and connection to the PHFS and the interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas that provide access and connection to the PHFS and the interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The Infrastructure Investment and Jobs Act (IIJA) maintains this network requirement for funding through the NHFP. All projects submitted for funding through the NHFP are required to be located on the National Highway Freight Network (NHFN) for eligibility. States, and in certain cases Metropolitan Planning Organizations (MPOs), are responsible for designating public roads for the CRFCs and CUFCs, respectively. State designation of the CRFCs is limited to a maximum of 320.14 miles of highway or 20 percent of the PHFS mileage in the state, whichever is greater. State and MPO designation of the CUFC is limited to a maximum of 160.7 miles of highway or 10 percent of the PHFS mileage in the state, whichever is greater.

Florida's system mileage as of October 2023 is summarized in Table 1. A map of the routes can be seen in Figure 1.

Figure 1 | Florida's National Highway Freight Network



National Highway Freight Network

- Primary Highway Freight System (PHFS)
- Interstate not on the PHFS
- Critical Rural Freight Corridor (309.46 mi)
- Critical Urban Freight Corridor (137.24 mi)

Source: FDOT & FHWA (2024)



Table 1 | Florida’s NHFN Mileage

Subsystem of Roadways	Statewide Mileage
Primary Highway Freight System (PHFS) Routes	1,644.71
Interstate Not on the PHFS	36.19
Critical Urban Freight Corridors (CUFC)	137.24 (Maximum Limit = 160.07)
Critical Rural Freight Corridors (CRFC)	309.46 (Maximum Limit = 320.14)
Total	2,127.6

A more detailed look at Florida’s NHFN can be found at:

<https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=8116929137d54ff19f43bf97ca947f59>

Funding

The IIJA directs the Federal Highway Administration (FHWA) to apportion over \$1B in freight funding nationally per annum starting in 2022. This total increases every year to meet rising costs. A specified portion of that NHFP national apportionment is set as the states’ base allotment. These totals are representative of the before post-apportionment set asides before penalties and before sequestration.

Table 2 shows the authorization and estimated funding for the National Highway Freight Program (NHFP) through 2026. A more detailed look at the funding available through this program can be found in Technical Memorandum 7.

Table 2 | Estimated Yearly NHFP Funding

Fiscal Year	2022	2023	2024	2025	2026
Estimated National Funding	\$1,373,932,519	\$1,401,411,169	\$1,429,439,392	\$1,458,028,180	\$1,487,188,740
Florida Apportionment	\$65,707,643	\$67,021,795	\$68,362,231	\$69,729,476	\$71,124,065

Source: FHWA, 2023

Federal Eligibility

NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the state’s freight plan to be updated every four years. In addition, a state may use not more than 30 percent of its total NHFP apportionment each year for freight intermodal or freight rail projects. Eligible uses of program funds are as follows:

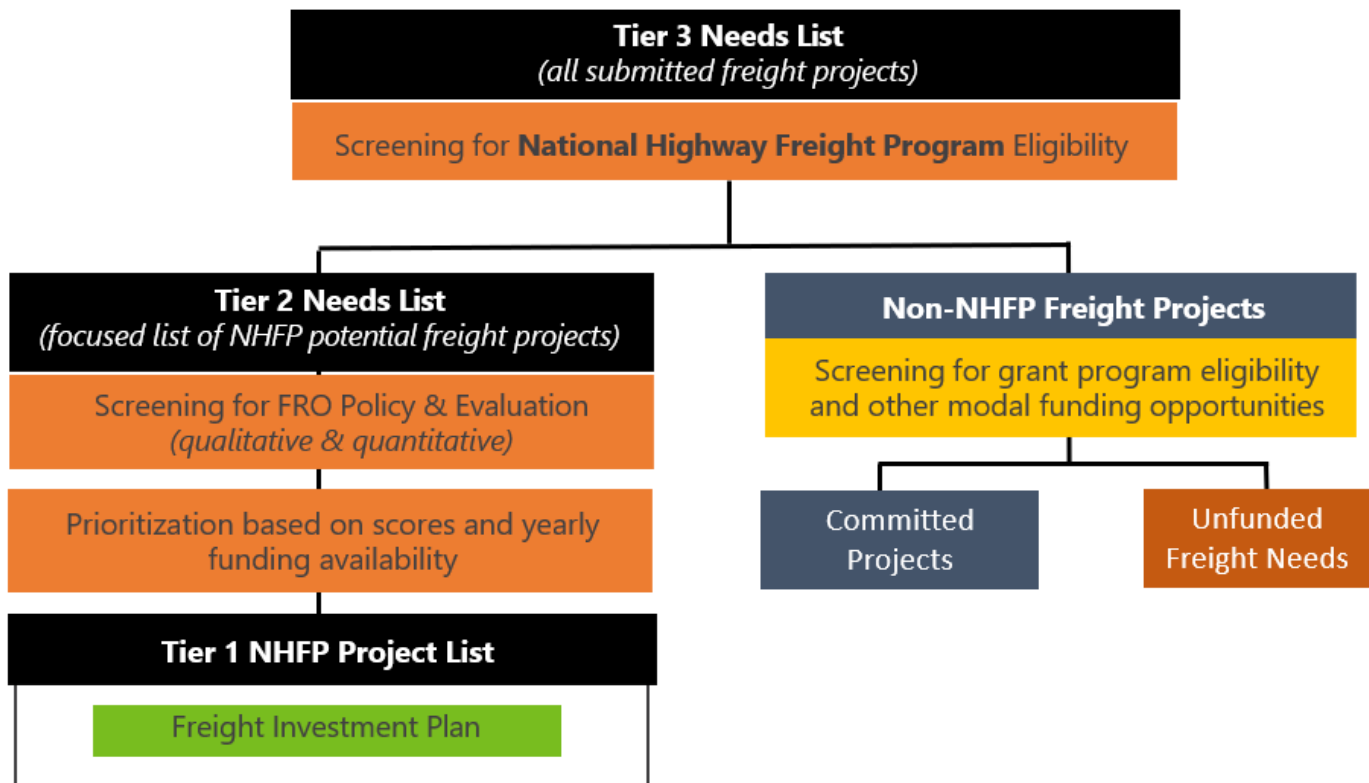
- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems
- Efforts to reduce the environmental impacts of freight movement
- Environmental and community mitigation for freight movement
- Railway-highway grade separation
- Geometric improvements to interchanges and ramps
- Truck-only lanes
- Climbing and runaway truck lanes
- Adding or widening of shoulders
- Truck parking facilities eligible for funding under section 1401 (Jason's Law) of Moving Ahead for Progress in the 21st Century Act (MAP-21)
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies
- Traffic signal optimization, including synchronized and adaptive signals
- Work zone management and information systems
- Highway ramp metering
- Electronic cargo and border security technologies that improve truck freight movement
- Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities
- Additional road capacity to address highway freight bottlenecks
- Physical separation of passenger vehicles from commercial motor freight
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles

- Conducting analyses and data collection related to the NHFP, developing, and updating freight performance targets to carry out Section 167 of Title 23, and reporting to the Administrator to comply with the freight performance target under Section 150 of Title 23

Freight Project Prioritization Methodology

The freight project selection and prioritization processes are the foundation of the Freight and Mobility Trade Plan (FMTTP) Investment Element (Technical Memorandum 7). The Florida Department of Transportation (FDOT) Freight & Rail Office (FRO) process for selecting, prioritizing, and programming freight projects for funding adheres to two guiding principles. First, the methodology needs to be objective, consistent, data-driven, and transparent. Second, the methodology needs to have the flexibility to align with several facets and tenets that characterize freight mobility and freight system user needs. The FMTTP freight project methodology is defined in several steps as shown in Figure 2. This methodology allows FRO and other FDOT modal offices to retain control in determining how and when to program and implement specific freight projects pursuant to federal and state funding programs. The complete process provides structure, flexibility, and integrity which equips FRO and the other FDOT modal offices with a decision-making process that ensures projects with the greatest benefit to the state freight system are advanced.

Figure 2 | Visualization of Prioritization Process



The freight project selection and prioritization process was developed in late 2019 as part of the 2020 FMTP. The FRO has made iterative changes to the process over the years, but this flow chart remains the guiding strategy in project submissions and selection.

Step 1: Identification of Projects

The process begins with a call for freight projects by the FRO. This request is disseminated to the FDOT Districts, MPOs, local jurisdictions, the Florida Freight Advisory Committee (FLFAC), and other freight stakeholders. The FRO also conducts a statewide data-driven analysis of issues and needs to identify projects. A Tier 3 Needs List is compiled based on statewide analysis and input from all parties involved. The Tier 3 Needs List can be found in Appendix A.

Step 2: Project Classification and Funding Eligibility Screening

The FRO screens the Tier 3 Needs List for NHFP funding eligibility, resulting in a Tier 2 Needs List. The Tier 2 List can be found in Appendix B. Remaining projects are screened for potential as federal discretionary grant contenders as well as for alternate funding sources within the Work Program.

Step 3: Qualitative and Quantitative Evaluation

The next step focuses on an evaluation of the qualitative and quantitative aspects of the freight projects in the Tier 2 Needs List. A freight project eligible for NHFP funding must support one or more of the state's freight objectives as identified in the FMTP. The prioritization methodology is designed to select projects that solve freight system needs, and uses multiple data sources, freight performance metrics, and input from the freight industry. This process results in a Tier 1 NHFP Project List.

The FRO undertakes a process to quantify the potential effectiveness of submitted projects in achieving the FMTP objectives. With every FMTP update, FDOT may opt to reconsider the weights of the freight objectives based on input from the FLFAC.

The quantitative prioritization methodology has been developed to be consistent with the Florida Transportation Plan (FTP) goals and the corresponding FMTP objectives. This methodological framework determines locational prioritization for highway projects based on criteria outlined in the 'Conditions and Performance' and 'Systems and Assets' technical memorandums. This methodology is applicable only to evaluating the existing conditions of the given roadway project limits. Criteria are identified for measuring each of the FMTP objectives based on the most recent available data.

The other half of the project prioritization is the qualitative data analysis. The qualitative scoring sheet is part of the NHFP Project Request Form. The sheet covers the same FTP and FMTP

objectives as the quantitative section ensuring that both scoring criteria meet the needs of the FMTTP. Each objective includes a series of questions that ensure the project meets the qualitative needs of the FDOT and future freight planning in Florida.

As seen in Table 3 below, there are weights assigned to each FMTTP objective that factor into the scores for both the qualitative and quantitative sides. These weights were established through an analysis of Florida freight systems and discussions with the freight stakeholders in the FLFAC. They are intended to be re-evaluated cyclically based on the shifting needs of the freight industry. To maintain transparency and to allow local analysis of the funding submission, the Call for Projects tool provides a qualitative score that is updated as this section is completed, which includes the weighted totals.

The qualitative score is then tallied with the quantitative score, as is discussed in the next section. These scores will be redistributed to the submission teams later in the process. The output of Step 3 is a Tier 1 list of projects selected for NHFP funding, which can be found in Appendix C.

Yearly Call for Projects

The NHFP funding process is predicated upon a successful “Call for Projects.” Success is determined by the quality of the project submissions, the proper delivery of the data points listed in the initial call, and on time delivery. This allows the FRO to complete the prioritization process and submit a list of projects in accordance with FHWA requirements.

The Call for Projects process begins early in the calendar year with a request to the FDOT Districts and their partners for freight projects to be submitted to the FRO and requires completion of the ‘NHFP Project Request Form.’ This is a MS Excel sheet with line items for all needed data points. It includes three main topic areas that assist in the eventual ranking, scoring, and submission of the project to FHWA; these topics are eligibility requirements, qualitative data collection, and the funding phase submission. All sections are to be completed to support an accurate and objective project prioritization process.

FRO Priorities

The FMTTP helps to determine which projects submitted from around the state will receive funding from the NHFP. The FRO has seen success in the targeting of critical freight issues in the state through the project identification process established in the previous FMTTP. The purpose of the iterative update to this process is to ensure that the prioritization remains aligned with local and state needs while maintaining a defined method of capturing the NHFP criteria that aligns with the FRO and FDOT priorities.

All project types listed in the Federal Eligibility section are viable. Figure 3 shows the specific project types that align with the FRO priorities. These project types are likely to receive higher scores on the qualitative scoring of the updated FMTP prioritization process based on the latest FMTP objectives. With this update, projects that enhance resilience of the freight system and reduce environmental impacts have been added to the FRO priorities.

Figure 3 | FRO Priorities



Beyond the federal eligibility requirements and preferences for specific project types, the FRO has established a set of internal criteria to ensure projects submitted are ready for production:

- Projects must be located on the National Highway Freight Network
- Projects should be ready for implementation in the fiscal year for which funding was received

- Projects must clearly identify the need(s) and develop the business case to justify project selection:
 - A project need must support the freight needs of the state
 - The project should include information and data that describes what problem and issue the project will solve

These guidelines were created through conversation with Florida freight stakeholders, an analysis of funding availability, and iteration on previous years' processes.

Qualitative and Quantitative Process and Scoring

Qualitative Data Collection

One pillar of project prioritization is the qualitative data analysis. The qualitative scoring sheet is part of the NHFP Project Request Form. The sheet covers the ten FMTP objectives, and each objective includes questions pertaining to the objective that ensure the project meets the qualitative needs of the FDOT and future freight planning in Florida. As the DFCs fill out the Project Request Form, their score will be tallied in real time, forming the first half of their final score. The other half of the score is completed utilizing GIS tools and data from the submission, as discussed below in the Overview of the Quantitative Process.

1. Leverage data and technology to improve freight system safety and security

- Does this project measurably improve freight safety? If so, how?
- Is this a technology driven or a Transportation Systems Management and Operations (TSM&O) project? If so, describe the technology that will be implemented.

2. Create a more resilient multimodal freight system to prepare for, respond to, and recover from disruption

- Does this project enhance the reliability or redundancy of the freight transportation system? Please describe.
- Does this project improve the durability of freight infrastructure in a vulnerable coastal region? If it is in a RAP Vulnerable Area (low, medium, or high), this metric is required.
- Does this project support evacuation and recovery efforts?

3. Ensure the Florida freight system is in a state of good repair

- Does this project have a bridge repair/maintenance component?
- Does this project improve pavement conditions?

4. Reduce congestion, improve reliability, and prepare for shifts in cargo flows with proactive and innovative planning

- Does this project relieve congestion? How so?

- Does this project address a truck parking need? Please describe (i.e., number of spaces to be created, technology being utilized).
- Is this a grade separation project? If so, please provide the crossing number or nearest mile-marker.

5. Remove institutional, policy and funding bottlenecks to improve operational efficiencies in supply chains

- Is this project the result of a legislative/policy effort to improve supply chain efficiency? Please describe.

6. Improve first and last mile connectivity for all freight modes

- Does this project improve first/last mile connectivity? Which modes are impacted? Please describe.

7. Continue to forge/strengthen partnerships with public and private sectors to improve trade, logistics, and workforce development

- Does this project include stakeholder involvement? Please include specifics on partnerships and outreach efforts.

8. Capitalize on emerging freight trends to benefit Florida's communities while maintaining a strategic posture

- Does this project incorporate an innovative freight concept? Please describe.
- Does this project address points of friction between local communities and freight? Please describe.

9. Increase freight-related regional and local transportation planning and land-use coordination

- Is this project on the Metropolitan Planning Organization Advisory Council (MPOAC) freight project list or in a local freight planning document? Please include a reference.

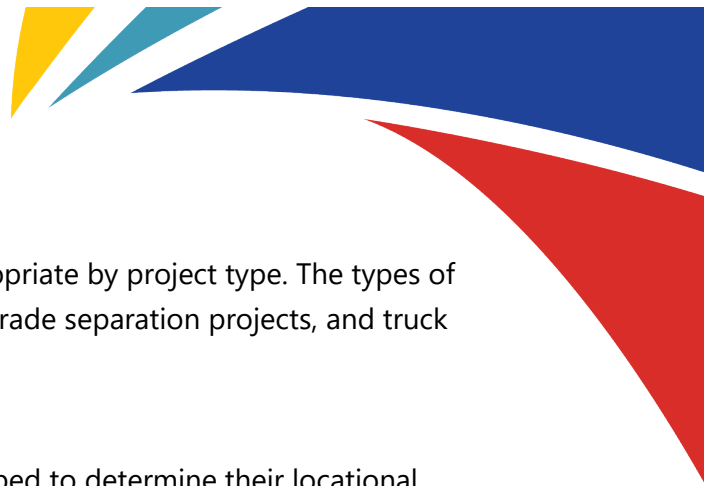
10. Reduce freight impacts on Florida's environment by considering local air pollution and wildlife habitats

- Does this project reduce air pollution? How so?
- Does this project incorporate protections for wildlife before/during/after project lifecycle?

These metrics were established through analysis of Florida freight systems and discussion with the freight stakeholders in the FLFAC. They are intended to be re-evaluated cyclically based on shifting needs of the freight industry.

Overview of Quantitative Process

The quantitative prioritization methodology has been developed to be consistent with the FTP goals and the corresponding FMTP objectives. When a project is proposed it receives a score



based on the quantitative measures deemed most appropriate by project type. The types of projects considered are highway projects, highway-rail grade separation projects, and truck parking projects.

Highway Projects

The methodology for highway projects has been developed to determine their locational prioritization based on the same data sets and analysis utilized in the first two technical memorandums of the FMTP. This methodology is applicable only to evaluating the existing conditions of the given roadway project limits. Criteria are identified for measuring each of the FMTP objectives based on the most recent available data. Input data is required so that the GIS-based procedure for scoring freight-related highway projects has Roadway ID and Begin/End Mile points. This process provides the FRO with locational quantitative scores that can be further evaluated to determine prioritization for funding.

1. Leverage data and technology to improve freight system and security

- **Measure:** (Truck Injuries/Truck Vehicle Miles Traveled (VMT))*1000
- **Description:** This measure is the number of truck crashes resulting in injury divided by the truck vehicle miles traveled for a given roadway segment. This measure is an indicator of a safety issue involving trucks at a given location. A higher score is given to projects located in areas with a higher concentration of truck crashes resulting in injuries relative to truck traffic.
- **Measure Categorization and Scoring**

(Truck Injuries/Truck VMT)*1000	Score
0-35	0
35-150	10
150-500	20
500-1250	30
1250+	40

Data Source: Truck Crashes-FDOT Safety Office; Truck VMT-FDOT Transportation Data and Analytics Office

- **Measure:** (Truck Fatalities/Truck VMT)*1000
- **Description:** This measure is the number of truck crashes resulting in fatalities divided by the truck vehicle miles traveled for a given roadway segment. This measure is an indicator of a safety issue involving trucks at a given location. A higher score is given to projects located in areas with a higher concentration of truck crashes resulting in fatalities relative to truck traffic.

- **Measure Categorization and Scoring**

(Truck Fatalities/Truck VMT)*1000	Score
0-5	0
5-10	10
10-40	20
40-85	30
85+	40

Data Source: Truck Crashes-FDOT Safety Office; Truck VMT-FDOT Transportation Data and Analytics Office

2. Create a more resilient multimodal freight system to prepare for, respond to, and recover from disruption

- **Measure:** Infrastructure within a FDOT Resilience Action Plan (RAP) Vulnerability Area
- **Description:** This measure identifies projects that occur within vulnerable coastal areas, designated as high, medium, or low vulnerability by the RAP. The prioritization is based on the number of hazards affecting a location. The more hazards a geographic area is expected to be exposed to, the higher the importance that a project located in that area incorporates durability into its outcomes.
- The specific hazards and thresholds used and the rationale for using them are:
 - One percent (1%) flood return interval (100-year floodplain) – Shows the extent of inland, riverine, and coastal flooding.
 - Storm surge for a Category 3 hurricane – Reflects a moderate scenario for resilience purposes.
 - Two feet of sea level rise – Based on long-range transportation planning horizons.
- **Measure Categorization and Scoring**

Infrastructure within a FDOT Resilience Action Plan (RAP) Vulnerability Area	Score
Not within vulnerable coastal area	0
Low vulnerability	5
Medium vulnerability	10
High vulnerability	20

Data Source: FDOT Resilience Action Plan

3. Ensure the Florida freight system is in a state of good repair

- **Measure:** Presence of structurally deficient bridges
- **Description:** The presence of structurally deficient bridges is used to measure the state of Florida’s freight system. If a bridge has been classified as structurally deficient they are posted as necessary for load or closed. Identifying projects with the presence of a structurally deficient bridge prioritizes the goal of ensuring that Florida’s freight system is in a state of good repair by maintaining and preserving the existing system.
- **Measure Categorization and Scoring**

Presence of structurally deficient bridges	Score
No Structurally deficient bridges within Project limits	0
Structurally deficient bridge within Project limits	40

Data Source: FDOT Bridge Maintenance Office

- **Measure:** Presence of poor pavement conditions segments
- **Description:** The presence of poor pavement conditions segments is used to measure the state of Florida’s freight system. Pavement conditions are rated by FDOT and FHWA using two different methods of criteria. For the FMTP objective, this measure utilizes the FHWA pavement condition criteria. Pavement segments rated as poor must fall under the following criteria listed in the table below:

Rating Factors	Poor
IRI (in/mile)	> 170
Cracking Percent	> 15 (JPCP) > 20 (Asphalt)
Rutting	> 0.4

- Two of the three metrics must be rated as Poor for the interval to be considered Poor. Identifying projects with the presence of poor pavement conditions prioritizes the goal of ensuring that Florida’s freight system is in a state of good repair by maintaining and preserving the existing system.
- **Measure Categorization and Scoring**

Presence of poor pavement conditions segments	Score
No poor pavement conditions within project limits	0
Poor pavement conditions within project limits	40

Data Source: FDOT Pavement Office

4. Reduce congestion, improve reliability, and prepare for shifts in cargo flows with proactive and innovative planning

- **Measure:** Truck AADT
- **Description:** Truck Average Annual Daily Traffic (AADT) is a measure of the number of trucks traveling on a given roadway segment in both directions on an average day. Truck AADT is used as a measure of mobility to indicate whether a roadway has more truck traffic than other roadways. Distinguishing project locations with higher volumes of truck traffic will help to address the mobility by appointing higher prioritization scores for these projects.
- **Measure Categorization and Scoring**

Truck AADT	Score
0-1000	0
1000-3000	10
3000-6000	20
6000-12000	30
12000+	40

Data Source: FDOT Transportation Data and Analytics Office

- **Measure:** Roadways with top bottlenecks
- **Description:** This measure employs identified truck bottlenecks on the National Highway System (NHS). Bottlenecks are locations on roadways where the flow of traffic has decreased or has been delayed. The methodology for identifying truck bottlenecks in the state of Florida was developed for the FMTP. The roadway segments which rank highest in recurring or non-recurring congestion are defined as truck bottlenecks in the state of Florida. Identifying the projects with top bottlenecks facilitates the higher prioritization of these projects thus allowing FDOT to address the congestion issue.
- **Measure Categorization and Scoring**

Roadways with top bottlenecks	Score
No Bottlenecks present within project limits	0
Bottleneck present within project limits	60

Data Source: FHWA National Performance Measurement Research Data Set (NPMRDS)

5. Remove institutional, policy and funding bottlenecks to improve operational efficiencies in supply chains

- N/A – This objective relies on a qualitative metric for scoring.

6. Improve first and last mile connectivity for all freight modes

- **Measure:** Vicinity to Hubs
- **Description:** This measure computes the distance from a roadway segment to the nearest major transportation hub identified by the Systems Intermodal Office (SIO). This measure identifies links between roadways and other transportation modes, including seaport and aviation. The closer a given roadway is to a major transportation hub the higher the prioritization score. Prioritizing roadways that connect to other modes supports the FMTP objective to improve last-mile connectivity for all freight modes.
- **Measure Categorization and Scoring**

Vicinity to Hubs	Score
5+ Miles	0
2-5 Miles	20
1-2 Miles	40
1 Mile	60

Data Source: FDOT Systems Implementation Office

- **Measure:** Roadways within freight intensive areas
- **Description:** The FDOT SIO in coordination with the FDOT Transportation Data and Analytics Office conducted a study to identify major freight intensive areas in the state of Florida. A Freight Intensive Area is a cluster or group of freight facilities that generates, distributes or attracts large amounts of freight activities and has a significant impact on Florida’s transportation system and economy. This measure identifies roadways that fall within the boundaries of a freight intensive area. Prioritizing roadways that are located in freight intensive areas supports the FMTP objective to improve last-mile connectivity for all freight modes.
- **Measure Categorization and Scoring**

Roadways within freight intensive areas	Score
Project limit not within freight intensive area	0
Project limit within freight intensive area	40

Data Source: FDOT Systems Implementation Office and FDOT Transportation Data and Analytics Office

7. Continue to forge/strengthen partnerships with public and private sectors to improve trade, logistics, and workforce development

- N/A – This objective relies on a qualitative metric for scoring.

8. Capitalize on emerging freight trends to benefit Florida’s communities while maintaining a strategic posture

- **Measure:** Labor Force Size (Ratio of labor force by county population relative to average statewide ratio)
- **Description:** This measure identifies the size of a county’s labor force relative to the rest of the state. When this measure equals or is greater than 100, it indicates that the ratio of workforce to population in a county is the same as (or higher than) the corresponding ratio in the state. A higher labor force indicates a more accessible workforce in an area.
- **Measure Categorization and Scoring**

Labor Force Size	Score
0-50	0
50-100	5
100-150	10
150-200	15
200+	20

Data Source: Florida Department of Commerce

- **Measure:** County Gross Regional Product (GRP) level (relative to the average county GRP level in Florida)
- **Description:** Gross Regional Product (GRP) level is the total value of goods and services produced annually within a county. This measure identifies the county level GRP relative to the rest of the state. When this measure equals or is greater than 100, it indicates that the GRP level in a county is the same as (or higher than) the corresponding GRP level in the state. A higher GRP level indicates a more robust economy in the area.
- **Measure Categorization and Scoring**

County GRP Level	Score
0-50	0
50-100	5
100-150	10
150-200	15
200+	20

Data Source: Bureau of Economic Analysis



- **Measure:** Transportation and Warehousing Industry Share of Total Employment
- **Description:** This measure identifies counties with higher shares of transportation and warehousing industry employment. A higher share of transportation and warehousing employment indicates more freight related industries in the area.
- **Measure Categorization and Scoring**

Transportation and Warehousing Industry Share of Total Employment	Score
0-2%	0
2-4%	10
4-6%	20
6-8%	30
8%+	40

Data Source: Florida Department of Commerce

- **Measure:** County Population Density
- **Description:** This measure identifies counties with higher population densities relative to the state. The value of this measure indicates the relative size of population density in a county when comparing it to the state’s average population density. When the value of this measure equals (or is greater than) 100, it indicates that the population density in a census tract is the same as (or higher) than the state average. Areas with higher population densities receive higher prioritization due to the fact that they are typically in need of additional transportation investment due to the higher levels of economic activity.
- **Measure Categorization and Scoring**

Population Density	Score
0-50	0
50-100	5
100-150	10
150-200	15
200+	20

Data Source: Florida Department of Economic Activity

9. Increase freight-related regional and local transportation planning and land-use coordination

- N/A – This objective relies on a qualitative metric for scoring.



10. Reduce freight impacts on Florida’s environment by considering local air pollution and wildlife habitats

- **Measure:** On designated Alternative Fuels Corridors
- **Description:** The U.S. Department of Transportation has designated national plug-in electric vehicle charging and hydrogen, propane, and natural gas fueling corridors in strategic locations along major highways to improve the mobility of alternative fuel vehicles. Identifying roadways designated as alternative fuel corridors will facilitate the prioritization and investment in supporting the shift to alternatively fueled freight vehicles.
- **Measure Categorization and Scoring**

On Designated Alternative Fuel Corridors	Score
Project limits are not within a designated Alternative Fuels Corridor	0
Project limits are within a designated Alternative Fuels Corridor	40

Data Source: United States Department of Energy

- **Measure:** Number of alternative fueling stations within one mile of roadway
- **Description:** This measure identifies the number of alternative fuels stations within one mile of project’s roadway limits. Higher concentrations of alternative fuel stations within the vicinity of a roadway offer more accessibility to alternative fuel sources.
- **Measure Categorization and Scoring**

Number of alternative fueling stations within one mile of roadway	Score
0-4	0
5-9	15
10-14	30
15-20	45
20+	60

Data Source: United States Department of Energy

Highway-Rail Grade Separation Projects

Highway-rail grade separation projects are evaluated using a GIS-based prioritization scoring methodology, ‘Systematic Evaluation and Prioritization of Rail-Highway Grade Separation’ (April 2019).



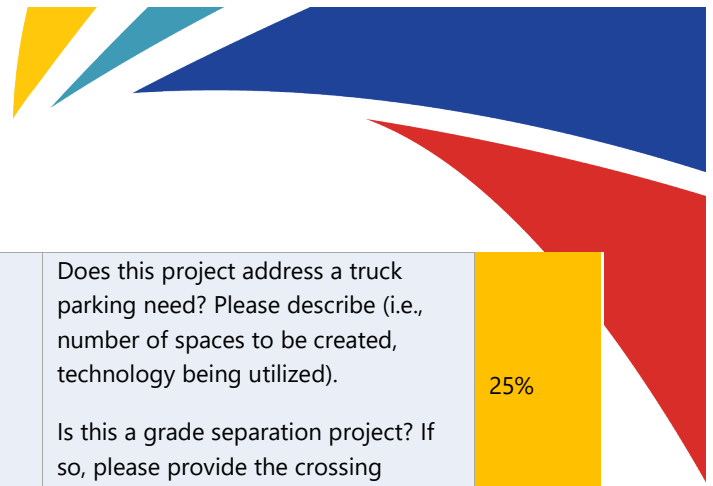
Truck Parking Projects

Truck parking projects are evaluated using a prioritization scoring methodology based on the outcomes of the Statewide Truck Parking Study. This study identified the top 20 truck parking areas of concern and developed a prioritization process by applying truck parking criteria and creating a prioritized list of truck parking needs. This prioritization process identified the top five priority areas of concern and noted where proposed truck parking projects are located within these geographic areas to ultimately receive the highest quantitative prioritization score.

Table 3 provides an overview of both the quantitative and qualitative metrics used in project scoring. Keep in mind that the quantitative and qualitative metrics are not necessarily tied together. In some cases, the qualitative questions are used to round out part of an objective where there is no available dataset to use. Table 3 also shows the weight assigned to each of the objectives, as determined by the FLFAC.

Table 3 | Quantitative and Qualitative Scoring

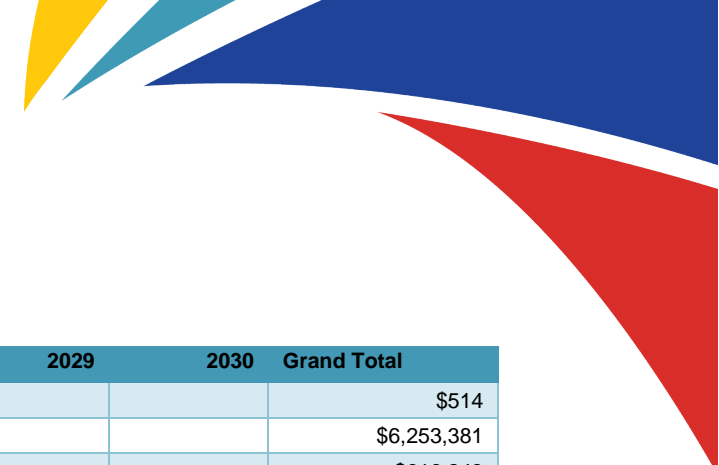
FTP Goals	Objectives	Quantitative Metrics	Qualitative Metrics	Weight
Safety and security for residents, visitors, and businesses	Leverage data and technology to improve freight system safety and security	(Truck Injuries/Truck VMT) x 1000	Does this project measurably improve freight safety? If so, how?	15%
		(Truck fatalities/ Truck VMT) x 1000	Is this a technology driven or TSM&O project? If so, describe the technology that will be implemented.	
Agile, resilient, and quality transportation infrastructure	Create a more resilient multimodal freight system to prepare for, withstand, and recover from disruption	RAP Low - High Tier Vulnerability Area	Does this project enhance the reliability or redundancy of the freight transportation system? Please describe.	20%
			Does this project improve the durability of freight infrastructure in a vulnerable coastal region? If it is in a RAP Vulnerable Area (low, medium, or high), this metric is required.	
			Does this project support evacuation and recovery efforts?	
	Ensure the Florida freight system is in a state of good repair	Presence of structurally deficient bridges	Does this project relieve congestion? How so?	
		Presence of poor pavement conditions	Does this project incorporate the ability to rapidly restore access and mobility after an emergency? Please provide specifics.	



Connected, efficient, and reliable mobility for people and freight	Reduce congestion, improve reliability, and prepare for shifts in cargo flows with proactive and innovative planning	Annual Average Daily Truck Traffic	Does this project address a truck parking need? Please describe (i.e., number of spaces to be created, technology being utilized).	25%
		Roadways with top bottlenecks	Is this a grade separation project? If so, please provide the crossing number or nearest MM.	
Transportation choices that improve accessibility and equity	Remove institutional, policy, and funding bottlenecks to improve operational efficiencies in supply chains	Not Applicable	Is this project the result of a legislative/policy effort to improve supply chain efficiency? Please describe.	10%
	Improve first and last mile connectivity for all freight modes	Vicinity to freight hubs Roadways within freight intensive areas	Does this project improve first/last mile connectivity? Which modes are impacted? Please describe.	
Transportation solutions that strengthen Florida's economy	Continue to forge partnerships between the public and private sectors to improve trade, logistics, and workforce development	Not Applicable	Does this project include stakeholder involvement? Please include specifics on partnerships and outreach efforts.	15%
	Capitalize on emerging freight trends to benefit Florida's communities while maintaining a strategic global posture	Labor force	Does this project incorporate an innovative freight concept? Please describe.	
		County GRP Level		
		Freight industry share of employment Pop Density	Does this project address points of friction between local communities and freight? Please describe.	
Transportation systems that enhance Florida's communities	Increase freight-related regional and local transportation planning and land use coordination	Not Applicable	Is this project on the MPOAC freight project list or in a local freight planning document? Please include a reference.	7.5%
Transportation solutions that enhance Florida's environment	Reduce freight impacts on Florida's environment by considering local air pollution and wildlife habitats	On alternative fuel corridor	Does this project reduce air pollution? How so?	7.5%
		Number of alternative fuel stations within 1 mile of corridor	Does this project incorporate protections for wildlife before/during/after project lifecycle?	

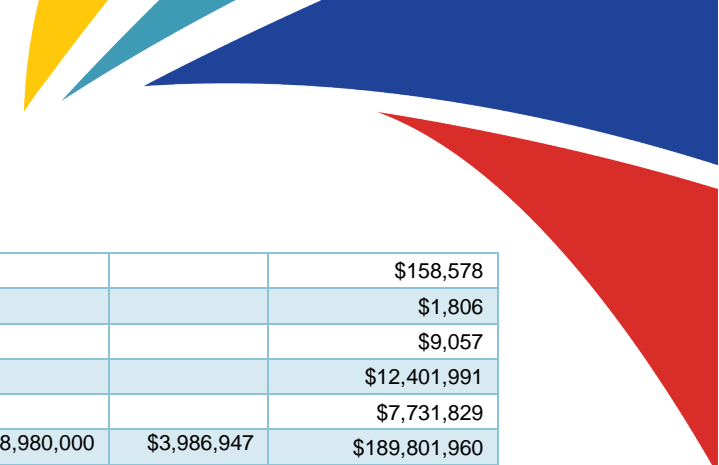
Summary

Identifying and prioritizing projects that improve the function and safety of the Florida freight network is a critical task of the FMTP. Through this qualitative and quantitative prioritization methodology, FDOT has been able to direct funding towards the areas of most significant need in the state. Whether it be for truck parking, safety, or ITS improvements, this process has ensured that each project makes a difference in the statewide system. Tech Memo 7 will highlight the types of projects that this process has funded and how they have supported the statewide freight system.

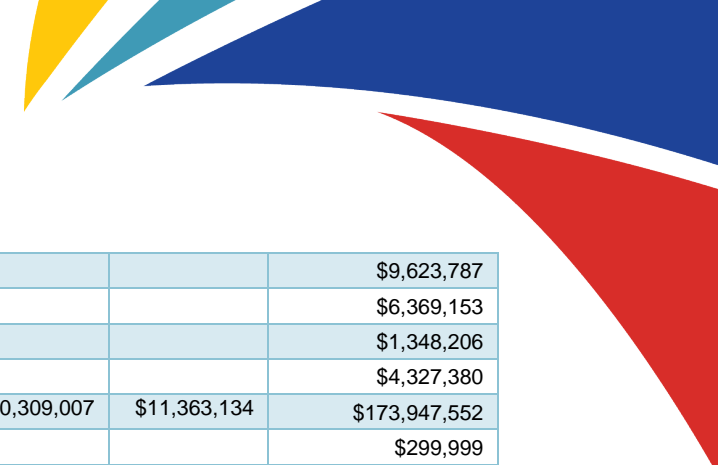


Appendix A: Tier 3 Freight Projects Screening List

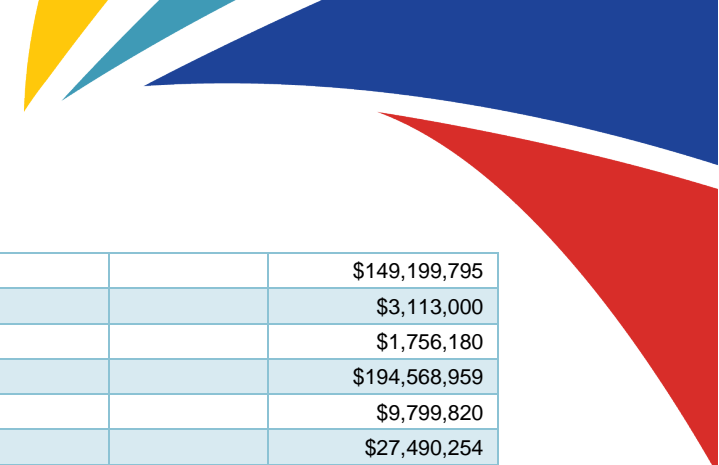
Item #	Item Description	2020-2023	2024	2025	2026	2027	2028	2029	2030	Grand Total
193898-2	US 17 FROM CR 760A (NOCATEE) TO HEARD STREET	\$514								\$514
201032-2	I-75 AT SR 70 INTERCHANGE	\$5,501,904	\$751,477							\$6,253,381
201032-6	I-75 AT SR 64	\$15,743	\$600,500							\$616,243
201217-8	I-4 (SR 400) AT CSX RAILROAD	\$43,948,220	\$3,286,089							\$47,234,309
209301-3	I-295 (SR 9A) FROM SR 202 JTB BLVD TO SR 9B (MANAGED LANES)	\$40,936,219	\$506,008	\$450,000	\$415,000	\$415,000	\$490,000	\$612,440	\$522,165	\$44,346,832
209301-4	I-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB	\$7,936,443	\$11,477,518	\$5,289,424						\$24,703,385
209658-4	I-295(SR9A) FROM: S OF SR105(HECKSCHER DR.) TO N OF PULASKI RD	\$761,254	\$1,040,618	\$5,153,354	\$2,172,063					\$9,127,289
209659-3	I-10 (SR 8) INTERCHANGE AT SR 10 (US 90) AND SR 23	\$489								\$489
210711-2	SR200(A1A) FROM I-95 TO W OF STILL QUARTERS RD/INCLUDES I95 LIGHTING	\$3,725,863								\$3,725,863
210712-3	SR 200 (A1A) FROM W OF STILL QUARTERS ROAD TO WEST OF RUBIN LANE	\$776								\$776
210712-4	SR 200 (A1A) FROM WEST OF RUBIN RD TO EAST OF CR 107/SCOTT RD	\$6,765,159								\$6,765,159
213323-1	I-95(SR9) @ NORTH I-295 INTERCHANGE	\$21,133,104	\$4,099,325							\$25,232,429
213345-7	I-295 (SR 9A) FROM BUCKMAN BRIDGE TO I-95 MANAGED LANES	\$9,314,228	\$415,295	\$590,295	\$380,295	\$460,119	\$481,421	\$504,309	\$499,886	\$12,645,848
214011-1	PLANNING STUDIES - VARIOUS	\$0	\$726,856	\$626,856	\$726,856	\$50,000	\$726,856	\$726,856		\$3,584,280
217910-3	SR 75 (US 231) FROM NORTH OF PIPE LINE RD TO NORTH OF PENNY ROAD	\$2,820,241	\$1,909,402							\$4,729,643
217910-4	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SOUTH OF PIPE LINE RD	\$9,786,448	\$325,718							\$10,112,166
217910-7	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SR 368 23RD STREET	\$48,068,227	\$60,005,899	\$30,235,806	\$21,000,000	\$200,000	\$28,612,280			\$188,122,212
217976-3	SR 30 (US 98) @ SR 368 23RD STREET INTERSECTION PHASE I & II	\$3,164,295								\$3,164,295
218603-1	SR 95 (US 29) FROM SR 8 (I-10) TO N OF SR 10 (US 90A) 9 MILE ROAD	\$5,118,714	\$43,000							\$5,161,714
220635-2	SR 20 FROM OKALOOSA COUNTY LINE TO WASHINGTON COUNTY LINE	\$100,800	\$1,101							\$101,901
220635-5	SR 20 FROM SR 79 TO BAY COUNTY LINE	\$3,370,454	\$694,438							\$4,064,892
220635-6	SR 20 FROM WASHINGTON COUNTY LINE TO SR 75 (US 231)	\$2,916,585	\$151,181							\$3,067,766
220635-8	SR 20 FROM W OF CITY HALL EXIT TO BLACK CREEK BLVD	\$4,263,081	\$436,504							\$4,699,585
220663-7	SR 83 (US 331) FROM NORTH OF SR 20 TO SR 8 (I-10)	\$7,541								\$7,541
222476-1	SR 8 (I-10) @ SR 95 (US 29) INTERCHANGE	\$24,735,524	\$266,973,663							\$291,709,187
222476-2	SR 8 (I-10) @ SR 95 (US 29) PH I IMPROVEMENTS	\$0	\$2							\$2
222530-5	SR 8 (I-10) FROM W OF SR 10 (US 90) TO LEON CO LINE/OCHLOCKONEE RIVER	\$60,157	\$1,342							\$61,499
222530-6	SR 8 (I-10) FROM GADSDEN CO LINE TO WEST OF SR 263 CAPITAL CIRCLE	\$3,086,512	\$197,085							\$3,283,597
226781-6	TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL REHAB IMPROVEMENTS	\$3,402,806								\$3,402,806
236079-1	DISTRICTWIDE AVIATION BOX	\$0	\$59,963	\$1,721,078	\$815,238	\$1,441,927				\$4,038,206
237024-1	D/W SEAPORTS BOX	\$0	\$129,926	\$50,000						\$179,926
238275-7	SR429/46(WEKIVA PKW) FROM W OF OLD MCDONALD RD TO E OF WEKIVA RIVER RD	\$21,547,159	\$433,131							\$21,980,290
238422-1	SR 25 (US27) FROM N OF BOGGY MARSH RD TO N OF LAKE LOUISA RD	\$227,026								\$227,026
240200-2	SR429/46 (WEKIVA PKWY) FROM E OF OSPREY HAMMOCK TRAIL TO ORANGE BLVD	\$17,603,517	\$454,262							\$18,057,779
242626-2	I-75 FROM HERNANDO CO LINE TO CR 470	\$17,085	\$13,894							\$30,979
242626-3	I-75 FROM CR 470 TO SR91(FLORIDA TURNPIKE)	\$10,808								\$10,808
249614-7	SR 997/KROME AVENUE FROM S. OF SW 136TH ST. TO S. OF SR 94/KENDALL DR.	\$122,760	\$200,000							\$322,760
251688-1	SR 836/I-395 FROM WEST OF I-95 TO MACARTHUR CSWY BRIDGE	\$80,958,321	\$53,031,973	\$14,047,918	\$12,695,800	\$561,802				\$161,295,814
252094-1	METROPOLITAN PLANNING ORGANIZATION (MPO) SUPPORT	\$1,125,000								\$1,125,000
256995-3	SR 688 (ULMERTON RD) FM E OF 49TH STREET TO W OF 38TH STREET NORTH	\$393								\$393
256997-1	SR 686 (ROOSEVELT) FROM 49TH ST BRIDGE TO N OF SR 688(ULMERTON)	\$1,728	\$5,953							\$7,681
258736-2	I-75 (SR 93) FROM NORTH OF SR/CR 54 TO NORTH OF SR 52	\$1,465								\$1,465
259122-1	DISTRICT WIDE STRATEGIC INTERMODAL SYSTEMS (SIS) STUDIES - CONTINUING	\$2,494,922	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$6,094,922



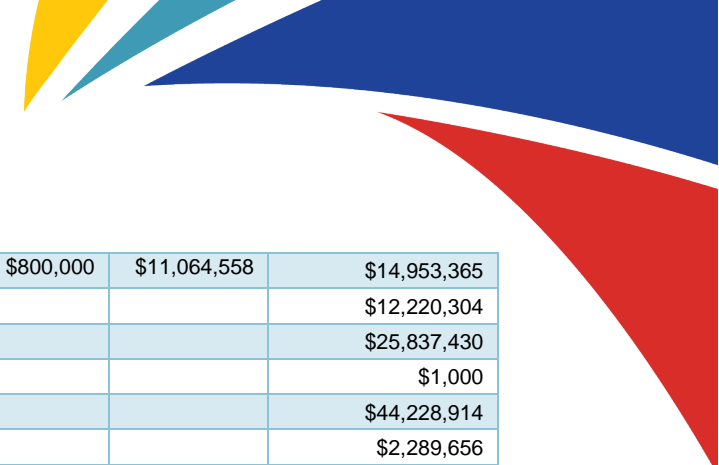
406585-3	SR 8 (I-10) FROM E OF SR 261 CAPITAL CIRCLE TO SR 59 GAMBLE RD	\$118,959	\$39,619								\$158,578
406869-3	I-95 (SR 9) FROM SR 406 TO SR 46	\$38	\$1,768								\$1,806
406869-5	I-95 FROM 0.5 MILE N OF SR 46 TO VOLUSIA CO LINE	\$5,803	\$3,254								\$9,057
407402-3	SR 528 FROM E OF SR524(INDUSTRY) TO EAST OF SR 3	\$1,032,026	\$5,866,850	\$3,119,555	\$2,183,320	\$200,240					\$12,401,991
407402-4	SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL INTERCHANGE	\$155,377	\$7,023,912	\$514,060	\$38,480						\$7,731,829
407918-5	SR 8 (I-10) INTERCHANGE WEST OF CRESTVIEW	\$88,513,558	\$16,787,522	\$190,000	\$20,503,933	\$28,390,000	\$22,450,000	\$8,980,000	\$3,986,947		\$189,801,960
410674-2	SR 40 FROM END OF 4 LANES TO EAST OF CR 314	\$7,143,777	\$34,860						\$133,525,133		\$140,703,770
411011-4	I-75 (SR 93) FM S OF US98/SR50/CORTEZ TO N OF US98/SR50/CORTEZ	\$68,132									\$68,132
411012-2	I-75 (SR 93) FROM N OF SR 50 TO HERNANDO/SUMTER CO/L	\$35,504									\$35,504
411014-2	I-75 (SR 93) FROM N OF SR 52 TO PASCO/HERNANDO CO/L	\$650,353	\$1,214								\$651,567
411959-2	I-95/MATANZAS WOODS INTERCHANGE	\$4,885	\$64								\$4,949
412210-3	TALLAHASSEE INTERNATIONAL AIRPORT RUNWAY 18/36 RE-CONSTRUCTION	\$8,494,890									\$8,494,890
412420-3	SR-9/I-95 FROM NORTH OF GLADES ROAD TO SOUTH OF CONGRESS AVE	\$128,453									\$128,453
413048-2	SR-9/I-95 @ OSLO ROAD INTERCHANGE	\$83,704,054	\$7,606,647		\$6,200						\$91,316,901
413062-4	SR 8 (I-10) FROM SR 281 AVALON BLVD TO OKALOOSA COUNTY LINE	\$610,472	\$159,107								\$769,579
413062-5	SR 8 (I-10) FROM SANTA ROSA COUNTY TO W OF CR 189 LOG LAKE ROAD	\$1,534,803	\$370,795								\$1,905,598
413062-8	SR 8 (I-10) FROM EAST OF SR 87 TO MILLER BLUFF ROAD	\$0					\$4,950,000				\$4,950,000
414964-1	SR 9/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE	\$27,679,656	\$2,364,713								\$30,044,369
414964-7	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62ND STREET	\$0		\$6,700,000				\$10,340,000			\$17,040,000
414964-8	SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 143RD STREET	\$85,061	\$6,200,000				\$5,730,000				\$12,015,061
414964-9	SR 9A/I-95 FROM NORTH OF NW 143 STREET TO SOUTH OF SR 860/MIA GDNS DR	\$0						\$5,500,000			\$5,500,000
415152-1	SR-93/I-75 INTRCHG@SR-820/PINESBLVD F N OF MIRAMARPKWY T N OF PINESBLV	\$3,770,433	\$459,654						\$190,403,235		\$194,633,322
415782-8	SR 263 CAPITAL CIR. FROM N SR 371 ORANGE AVE TO N OF SR 20 B-TOWN HWY	\$219									\$219
416010-4	TALLAHASSEE REGIONAL AIRPORT ACCESS & ROADWAY REALIGNMENT, SIS	\$0	\$349,716								\$349,716
418321-1	SR 500 (US 17-92) 2 INTERSECTIONS VINE ST AND DONEGAN AVE	\$2,140	\$6,856								\$8,996
418423-5	SR 826/PALMETTO EXPY FROM I-75 TO GOLDEN GLADES INTERCHANGE	\$0	\$1,157,807								\$1,157,807
419243-2	SR 25 (US 27) FROM HIGHLANDS COUNTY LINE TO CR 630A	\$367,046	\$74,832	\$100,000							\$541,878
419243-3	SR 25 (US 27) FROM CR 630A TO PRESIDENTS DRIVE	\$225,754	\$22,816	\$50,000				\$500,000			\$798,570
419345-2	SR-80 FROM W OF LION COUNTRY SAFARI RD TO FOREST HILL/CRESTWOOD BLVD.	\$1,832,867	\$64,590								\$1,897,457
420652-1	SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I	\$24,136,615	\$2,435,165	\$2,627,879	\$2,013,068						\$31,212,727
421707-8	SR 93/I-75 ML SYSTEM FR S. OF HEFT INTCH. TO MIAMI/DADE COUNTYLINE	\$2,848									\$2,848
422827-1	PORT OF PALM BEACH PORT-WIDE SLIP REDEVELOPMENT	\$1,327,039		\$13,000,000							\$14,327,039
422904-2	I-275 (HOWARD FRKL) FROM N OF SR687(4TH ST N) TO N OF HOWARD FRANKLAND	\$888,870,323	\$62,075,674	\$9,961,266	\$9,961,266	\$9,961,266	\$9,961,266	\$9,961,266	\$9,961,266	\$9,961,266	\$1,010,713,593
423071-4	I-75(SR93)@ SR24(ARCHER RD)	\$1,167,561	\$1,536								\$1,169,097
423126-1	SR 836/I-95 INTERCHANGE RAMPS FROM NW 17 AVE TO I-95 (MDX)	\$1,297,550	\$4,834,546								\$6,132,096
423251-1	SR 25/OKEECHOBEE RD. FROM SR 997/KROME AVENUE TO NW 79TH AVENUE	\$4,606									\$4,606
423251-3	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE)	\$21,569,363	\$55,925,934	\$5,780,501			\$1,968,000				\$85,243,798
423599-2	NORTHWEST FL BEACHES INTERNATIONAL AIRPORT NORTH CONCOURSE EXPANSION	\$1,470,000									\$1,470,000
423599-3	NORTHWEST FL BEACHES INTERNATIONAL AIRPORT BAGGAGE SYSTEM EXPANSION	\$483,499									\$483,499
423781-2	DISTRICTWIDE BDI PROJECTS	\$1,182,423									\$1,182,423
425615-4	DESTIN EXECUTIVE AIRPORT REPAINT/RESTRIPE	\$601,231									\$601,231
425616-4	BOB SIKES AIRPORT TREE REMOVAL	\$300,000									\$300,000
425617-2	BOB SIKES AIRPORT CONSTRUCT ACCESS ROADWAY	\$621,223									\$621,223
425751-1	VERO BEACH REGIONAL AIRPORT REHAB/MARK TAXIWAY B /DESIGN ONLY	\$300,000									\$300,000
426904-3	I-95 INT @ ST JOHNS HERITAGE PKWY/PALM BAY PK WY N OF MICCO RD	\$135,387									\$135,387



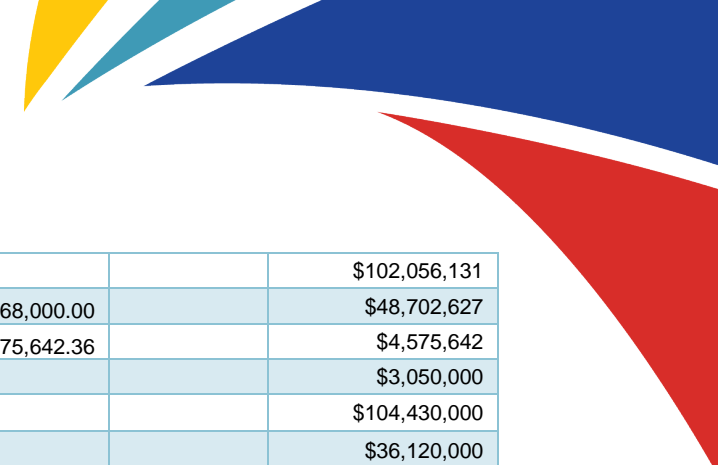
427369-1	SR 997/KROME AVENUE FROM SW 296 STREET TO S OF SW 232 STREET	\$8,702,366	\$921,421							\$9,623,787
427369-2	SR 997/KROME AVENUE FROM SW 232 STREET TO S OF SW 184TH ST/EUREKA DR.	\$6,369,153								\$6,369,153
427369-3	SR 997/KROME AVENUE FROM SW 184 STREET TO SOUTH OF SW 136 STREET	\$1,348,206								\$1,348,206
427454-3	I-75 NB ON RAMP FROM NB US 301 TO I-75 NB	\$4,266,805	\$60,575							\$4,327,380
428358-1	SR 826/PALMETTO EXPY - SR 826 EASTBOUND RAMP TO SR 9A/I-95 NORTHBOUND	\$7,222,223	\$114,126,167		\$10,309,007	\$10,309,007	\$10,309,007	\$10,309,007	\$11,363,134	\$173,947,552
428364-6	PORT OF PANAMA CITY BERTH 3 DREDGING	\$299,999								\$299,999
428865-1	I-10 (SR 8) / SR 200 (US 301) INTERCHANGE OPERATIONAL IMPROVEMENTS	\$52,572,756	\$1,715,047							\$54,287,803
428865-2	SR200(US301) @ I-10 IMPROVEMENTS	\$941,206	\$1,123,436					\$15,856,741		\$17,921,383
428954-1	I-75(SR93A)NB ON-RAMP FROM EB/WB I-4 TO SOUTH OF BYPASS CANAL	\$1,035								\$1,035
429251-1	I-75 (SR 93A) FM S OF CSX/BROADWAY AVE TO EB/WB I-4 EXIT RAMP	\$106,987,911	\$2,119,523							\$109,107,434
429271-5	MIAMI INT'L AIRPORT PERIMETER ROAD BRIDGE REPLACEMENT	\$0		\$961,570	\$21,000,000					\$21,961,570
429710-1	BOCA RATON AIRPORT SECURITY ENHANCEMENTS PHASE 4	\$1,300,000								\$1,300,000
430123-1	PORT EVERGLADES NEW BULKHEAD AT BERTHS 9 AND 10	\$33,533,333	\$31,867,993							\$65,401,326
430335-1	I-4 (SR 400) FM E OF I-75 (SR 93A) TO EAST OF WILLIAMS RD	\$113,304								\$113,304
430596-1	PORT EVERGLADES SOUTHPORT TURNING NOTCH EXPANSION	\$27,188,395								\$27,188,395
431024-1	FT. LAUDERDALE EXEC. AIRPORT CONSTR. RELOC. OF TAXIWAY FOXTROT-EAST	\$326,868								\$326,868
431229-2	MIAMI INT'L AIRPORT CENTRAL BASE PAVEMENT REHABILITATION	\$14,738,098								\$14,738,098
431300-1	TAMPA INTERNATIONAL AIRPORT - TAXIWAY W IMPROVEMENT	\$20								\$20
431302-1	PORT TAMPA BAY - BIG BEND CHANNEL IMPROVEMENTS	\$1,176,898								\$1,176,898
432193-1	I-4 MANAGED LANES FROM KIRKMAN TO SR 434	\$554,070,044	\$81,771,210	\$80,354,464	\$83,786,087	\$84,573,510	\$85,369,119	\$86,297,578	\$87,251,567	\$1,143,473,579
432687-1	SR 826 FROM FLAGLER ST TO NW 154 ST. & I-75 FROM SR 826 TO NW 170 ST.	\$11,144,173	\$18,550							\$11,162,723
432969-1	TAMPA INTERNATIONAL AIRPORT - RAMP FEDEX/EMORY AND TAXIWAY K	\$0			\$970,000					\$970,000
433071-2	N 62ND STREET FROM CSX INTRMD ENTRANCE TO NORTH OF E COLUMBUS DRIVE	\$11,636,806	\$55,251							\$11,692,057
433240-1	PORT TAMPA BAY - EASTPORT BERTH DEVELOPMENT	\$6,000,000								\$6,000,000
433320-1	TAMPA PORT AUTHORITY DREDGING	\$8,573,871								\$8,573,871
433363-1	PORT OF MIAMI CRUISE TERMINAL IMPROVEMENTS	\$39,800,000	\$7,554,844	\$6,390,526						\$53,745,370
433414-1	PORT EVERGLADES DREDGING AND WIDENING	\$108,811,413	\$6,821							\$108,818,234
433511-2	NE 203 STREET INTERSECTION IMPROVEMENTS BETWN SR 5/US-1 & W. DIXIE HWY	\$93,025,881	\$1,249,336	\$2,429,761						\$96,704,978
433651-1	CR 484 FROM SW 20TH AVENUE TO CR 475A	\$17,904,005	\$488,348							\$18,392,353
433796-1	US 19 (SR 55) FROM S OF TIMBERLANE RD TO S OF LAKE ST	\$19,009	\$154			\$220,000				\$239,163
433880-1	GATEWAY EXPRESSWAY FM SR690 @ US19 & SR686 EXT @ CR611 TO W OF I-275	\$19,630,084	\$13,052,364							\$32,682,448
433899-2	I-95(SR9) @ SR115(US1)/ML KING/20TH STREET	\$90,483,232	\$1,629,306							\$92,112,538
434828-1	PORT OF PANAMA CITY BERTH IMPROVEMENTS/BULKHEAD CAPACITY EXPANSION	\$1,682,793	\$2,800,000							\$4,482,793
434828-3	PORT OF PANAMA CITY BULK STORAGE EXPANSION	\$8,875,984								\$8,875,984
434833-1	PORT OF PALM BEACH BERTH 1 EXPANSION	\$1,250,000								\$1,250,000
435130-1	PORT TAMPA BAY - HOOKERS POINT IMPROVEMENTS	\$27,175,224	\$13,860,000	\$6,690,526	\$19,428,644	\$17,745,606				\$84,900,000
435140-2	DISTRICTWIDE FREIGHT CONSULTANT SERVICES	\$993,170								\$993,170
435226-1	TAMPA INTERNATIONAL AIRPORT - AIRFIELD SLAB REPLACEMENT.	\$550,000								\$550,000
435575-1	I-295(SR9A) @ US17 TO SOUTH OF WELLS ROAD	\$29,143,392	\$1,676,052							\$30,819,444
435659-2	SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES	\$1,318,287	\$6,214							\$1,324,501
435745-1	I-10(SR8) @ SR121 OPERATIONAL IMPROVEMENTS	\$10,550,996	\$3,268,035							\$13,819,031
435754-2	CITY OF MEDLEY FREIGHT PLAN	\$78								\$78
436122-1	SR 405 SPACEPORT CONNECTOR SIS INTERSECTION IMPROVEMENTS	\$4,741,841	\$3,585							\$4,745,426
436123-1	SR 405 AT SISSON RD SPACEPORT CONNECTOR SIS INTERSECTION IMPROVEMENTS	\$1,267,522								\$1,267,522
436125-1	WICKHAM RD AT I-95 RAMP IMPROVEMENTS AND MAST ARMS	\$5,204,395	\$114,477							\$5,318,872



436292-1	I-95 INTERCHANGE AT PIONEER TRAIL	\$28,735,725	\$120,436,570	\$27,500					\$149,199,795
436397-1	FT. LAUDERDALE/HOLLYWOOD INT'L AIRPORT REHABILITATION OF TAXIWAY T	\$3,075,000	\$38,000						\$3,113,000
436426-1	SR 948/NW 36 ST FROM SR 826/PALMETTO EXPY TO SR 5/ US1	\$1,756,180							\$1,756,180
436565-1	SR 25/OKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY INTERCHANGE	\$5,924,301	\$164,866,570	\$20,378,088		\$3,400,000			\$194,568,959
436692-1	MIAMI INT'L AIRPORT OPERATIONS AND COMMUNICATIONS CENTER (AOCC)	\$4,112,000	\$900,000	\$4,787,820					\$9,799,820
436693-1	MIAMI INT'L AIRPORT TERMINAL HARDSTAND & GSE FACILITY	\$5,509,746	\$11,000,000	\$10,980,508					\$27,490,254
436794-1	ST PETE-CLEARWATER INTERNATIONAL AIRPORT - APRON EXPANSION SEPARATION	\$9,000,000							\$9,000,000
436832-1	TAMPA INTERNATIONAL AIRPORT - REHAB RUNWAY 10/28 E OF RUNWAY 19L	\$5,145,880							\$5,145,880
437061-1	SARASOTA-BRADENTON INT'L APT N QUAD PUBLIC ASSESS RD-DESIGN AND CONST	\$2,014,179							\$2,014,179
437650-2	I-75/SR 93A AT GIBSONTON DRIVE	\$128,359	\$6,284,611	\$3,000,000					\$9,412,970
437905-1	SR 8 (I-10) E OF ALABAMA STATE LINE TO W OF SR 95 (US 29)	\$152,735	\$109,809						\$262,544
437905-2	SR 8 (I-10) FROM E OF EB WEIGH STATION TO E OF SR 10 (US 90A) 9MI ROAD	\$0		\$5,500,000	\$615,000		\$203,215,897		\$209,330,897
437905-3	SR 8 (I-10) FROM E OF SR 10 (US 90A) 9 MILE RD TO W OF SR 95 (US 29)	\$0		\$7,700,000					\$7,700,000
437947-1	FREIGHT VILLAGE ANALYSIS STUDY COUNTYWIDE	\$700,000	\$200,000						\$900,000
437949-1	HIALEAH FREIGHT ACCESSIBILITY IMPROVEMENT STUDY	\$4,848	\$417						\$5,265
437999-1	HOMESTEAD FREIGHT IMPROVEMENT PLAN STUDY	\$499,181	\$148						\$499,329
438823-1	NW 25TH STREET VIADUCT TRUCKING IMPACTS	\$0		\$450,000					\$450,000
438842-1	PORTMIAMI TUNNEL FREIGHT MOBILITY EVALUATION STUDY	\$3,218							\$3,218
438928-2	SR202(JTB) FM EAST OF I-95 TO US1 & US1 FM S OF JTB TO N OF MUSTANG RD	\$2,315,611	\$1,408,292	\$250,056	\$29,920,873				\$33,894,832
439123-1	SR 519/FISKE BLVD FROM PROSPERITY PLACE TO I-95 NB RAMPS/BARNES BLVD	\$10,186,954	\$566,889						\$10,753,843
439484-1	I-295 INTERCHANGE @ COLLINS ROAD	\$8,958,438	\$21,911						\$8,980,349
439758-1	SR-9/I-95 NORTHBOUND OFF-RAMP AT INDIANTOWN ROAD	\$22,534,430	\$2,986,482	\$120,000					\$25,640,912
439761-1	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.	\$5,634,086	\$161,548						\$5,795,634
439778-1	SR518/W EAU GALLIE BLVD - E OF I-95 NB OFF RAMP TO W OF INT @ SARNO RD	\$2,853,358	\$9,560						\$2,862,918
439779-1	SR518/W EAU GALLIE BLVD-JONES ROAD TO 200FT E OF I-95 INTERCHG RAMPS	\$4,967,879	\$9,862						\$4,977,741
440225-1	ADAPTIVE SYSTEM ON US 27 FROM HIGHLANDS AVE TO SEBRING PKWY	\$2,878,170	\$14,836						\$2,893,006
440323-1	BREVARD-PORT CANAVERAL NORTH CARGO BERTH IMPROVEMENTS	\$56,687,527	\$17,788,155		\$9,000,000	\$9,310,000			\$92,785,682
440749-1	US 41/SR 45 AT CSX GRADE SEPARATION FR S OF SR 676 TO N OF SR 676	\$6,623,233	\$396,038						\$7,019,271
440877-1	SITE FEASIBILITY STUDY FOR TRUCK PARKING FACILITIES PHASE II	\$500,000							\$500,000
440898-1	INSTALLATION OF VARIOUS ITS DEVICES IN ALACHUA COUNTY	\$1,603,860							\$1,603,860
440900-1	I-75 FRAME ON SYSTEM	\$276,232							\$276,232
440900-2	I-75 FRAME - ARTERIALS	\$258,229							\$258,229
441038-1	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO E OF SR 85 FERDON BLVD	\$326,368	\$17,966						\$344,334
441038-2	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO 2MI W WILKERSON BLUFF RD	\$3,053,330	\$399,782						\$3,453,112
441038-3	SR 8 (I-10) FROM 2 MILES W OF WILKERSON BLUFF RD TO E OF YELLOW RIVER	\$4,794,472	\$1,326,991						\$6,121,463
441038-4	SR 8 (I-10) FROM EAST OF YELLOW RIVER TO EAST OF SR 85 FERDON BLVD	\$4,966,381	\$448,213						\$5,414,594
441083-2	I-75/SR 93A SB REST AREA FROM BEG OF SB RAMP TO END OF SB RAMP	\$11,896,391	\$72,508						\$11,968,899
442065-1	CENTRAL FL COMMUTER RAIL SYS POSITIVE TRAIN CONTROL (PTC) MAINTENANCE	\$27,870,909	\$12,599,847	\$5,049,775					\$45,520,531
442932-1	SR 44 FROM SOUTHBOUND I-95 TO MEMORIAL MEDICAL PARKWAY	\$2,372,453	\$8,220						\$2,380,673
443316-1	I-4/SR 400 FROM PARK ROAD/WB EXIT RAMP INTERSECTION TO E OF PARK ROAD	\$436,663	\$1,685,631						\$2,122,294
443317-1	I-4/SR 400 FROM WEST OF THONOTOSASSA RD TO EAST OF THONOTOSASSA RD	\$793,822	\$3,207,604						\$4,001,426
443318-1	I-4/SR 400 FROM WEST OF BRANCH FORBES RD TO EAST OF BRANCH FORBES RD	\$907,107	\$3,841,487						\$4,748,594
443319-1	I-4/SR 400 FROM EAST OF EB WEIGH STATION TO EAST OF MCINTOSH ROAD	\$894,108	\$4,368,753						\$5,262,861
443320-1	I-4/SR 400 FROM EAST OF MANGO RD TO W OF WB WEIGH STATION ON-RAMP	\$1,864,070	\$254,626						\$2,118,696
443321-1	I-4/SR 400 FROM WEST OF MANGO RD TO MANGO RD	\$676,168	\$3,098,569						\$3,774,737



443589-1	SR-5/US-1 SOUTH BOUND ON RAMP TO WEST BOUND I-595	\$2,819,226	\$103,999	\$165,582				\$800,000	\$11,064,558	\$14,953,365
443590-1	SR-9/I-95 SOUTH BOUND ON-RAMP FROM PGA BLVD - ADD AUXILIARY LANE	\$11,616,697	\$603,607							\$12,220,304
443702-1	SR 60 EB & WB PASSING LANES FROM BLANKET BAY SLOUGH TO PEAVINE TRAIL	\$1,460,390	\$2,052,388	\$22,324,652						\$25,837,430
444434-1	I-4/SR 400 FROM W OF COUNTY LINE ROAD TO COUNTY LINE ROAD	\$0		\$1,000						\$1,000
444623-1	JAXPORT BLOUNT ISLAND UPLAND IMPROVEMENTS	\$37,668,914	\$6,560,000							\$44,228,914
445984-1	GOLDEN GLADES TRUCK TRAVEL CENTER	\$2,034,422	\$255,234							\$2,289,656
446131-1	I-4/SR 400 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD	\$900,788	\$86,093	\$4,873,757						\$5,860,638
446168-1	SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP	\$46,355	\$758,659	\$462,809	\$195,368			\$7,362,043		\$8,825,234
446325-1	MONROE COUNTY FREIGHT PLAN STUDY	\$81,219	\$1,799							\$83,018
447724-1	TRUCK AND FREIGHT ALTERNATIVE SITE ANALYSIS	\$1,995,747	\$5,000				\$17,500	\$17,500		\$2,035,747
448123-1	DISTRICTWIDE FREIGHT CONSULTANT SERVICES	\$453,001	\$200,178	\$160,000	\$200,000					\$1,013,179
448123-2	DISTRICTWIDE FREIGHT CONSULTANT SERVICES					\$150,000	\$190,000	\$150,000		\$490,000
449763-1	SR 423 / JOHN YOUNG PARKWAY FROM SR 408 TO SHADER ROAD	\$140,523	\$893,082							\$1,033,605
449764-1	I-75 MILE MARKER 322 TO MILE MARKER 349	\$1,136,805	\$9,218							\$1,146,023
449765-1	I-95 FROM MILE MARKER 274 TO MILE MARKER 294	\$815,177	\$49,308							\$864,485
449961-1	SR-9 (I-95) ST LUCIE SOUTHBOUND REST AREA				\$3,683,750	\$1,200,000		\$28,995,439		\$33,879,189
452068-1	SR-9/I-95 AT CONGRESS AVE & PENINSULA CORPORATE DRIVE TRUCK PARKING						\$1,755,000			\$1,755,000
452069-1	SR-9/I-95 TRUCK MOBILITY & SAFETY ENHANCEMENTS IN BROWARD & PALM BCH.						\$1,755,000			\$1,755,000
453423-1	PEDESTRIAN SAFETY IMPROVEMENTS TO AIRFIELD DR AND DON EMERSON			\$550,000						\$550,000
447724-1	Seminole County truck parking facility with 166 proposed parking spots in Seminole			\$16,917,708.00	\$16,568,643.59		\$0.00			\$33,486,352
447724-1	Westbound I-4 truck parking facility with 253 proposed parking spots in Volusia County,						\$90,430,438.56	\$14,473,410.00		\$104,903,849
447724-1	Eastbound I-4 truck parking facility with 275 proposed parking spots in Volusia County,							\$91,585,603.20		\$91,585,603
447724-1	Sand Lake Rd. truck parking facility with 109 proposed parking spots in Orange County,			\$4,937,716.20		\$40,879,849.92				\$45,817,566
447724-1	Osceola County truck parking facility with 257 proposed parking spots in Osceola County,			\$1,033,546.20	\$7,289,800.00		\$75,458,597.76			\$83,781,944
72145000	This Truck Parking Project proposes to construct a truck parking facility at the intersection			\$6,553,460.48						\$6,553,460
70225000	PD&E for the SR 46 Interchange. Recommended alternative will improve operations and					\$2,308,000.00				\$2,308,000
58002000	Design of the SR 524 Interchange. Recommended alternative (DDI) will improve operations					\$3,462,000.00				\$3,462,000
79002000	PD&E for the SR 40 (Granada Boulevard) Interchange. Recommended alternative will				\$3,916,500.00					\$3,916,500
436565-1	SR 25/OKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY INTERCHANGE			\$149,682,052.91				\$3,198,000.00		\$152,880,053
447645-2	SMART WORK ZONE MANAGEMENT FOR OKEECHOBEE ROAD IMPROVEMENT			\$5,305,110.00	\$55,950.00					\$5,361,060
447645-3	SMART WORK ZONE MANAGEMENT FOR OKEECHOBEE ROAD IMPROVEMENT						\$101,235.00	\$5,965,500.00		\$6,066,735
70220000	PD&E for the US 192 Interchange. Recommended alternative will improve operations and				\$2,797,500.00					\$2,797,500
72070000	Florida East Coast Railway's (FECRs) Bowden Yard in Jacksonville, FL is currently		\$1,168,000.00	\$1,601,451.26						\$2,769,451
48260000	PD&E for the SR 421 (Dunlawton Avenue) Interchange. Recommended alternative will					\$3,462,000.00				\$3,462,000
70220000	PD&E for the SR 514 (Malabar Road) Interchange. Recommended alternative will improve				\$2,797,500.00					\$2,797,500
87260000	SR 953/NW 42 AVENUE WITH SR 948/NW 36 STREET AND SR 25/OKEECHOBEE						\$19,651,500.00			\$19,651,500
87270000	SR 9A/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE	\$10,000.00	\$114,030.00	\$8,756,175.00	\$7,189,789.28	\$1,969,568.61				\$18,039,563
87090000	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE);	\$27,659,000.00		\$283,454,788.56						\$311,113,789
72140000	FDOT is proposing to implement a series of median access management controls to US							\$15,856,741.80		\$15,856,742
87260000	SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO NW 25TH ST;			\$46,812,030.00	\$3,468,900.00	\$76,923,397.78	\$17,440,730.07			\$144,645,058
87260000	SR 826/PALMETTO EXPY FROM SR 968/W FLAGLER ST TO S OF NW 154 STREET	\$6,600,066.00				\$93,248,970.00	\$30,996,000.00			\$130,845,036
86014000	SR 9A/I-95 FROM NORTH OF NW 143 STREET TO SOUTH OF SR 860/MIA GDNS DR;						\$6,550,500.00			\$6,550,500
	This project consists of a sidewalk connection and roadway extension to provide pedestrian		-	\$597,300.00	\$2,845,983.99					\$3,443,284
87270000	SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 143RD STREET;		\$3,700,000.00			\$6,600,880.00				\$10,300,880
10060000	US 41 from south of Pendola Point to Denver Street is a Critical Urban Freight Corridor.		\$1,400,000.00	-	-	\$5,654,600.00		\$23,227,108.44		\$30,281,708
87026005	SR 860/MIAMI GDNS/NW 186 ST FROM E OF I-75/SR 93 TO NW 79TH PL; ADD LANES		\$2,028,600.00	\$18,116,289.28			\$595,000.00			\$20,739,889
87240000	SR 9/NW 27TH AVENUE OVER MIAMI RIVER - BRIDGE # 870731 & 870763; BRIDGE-		-	\$1,040,388.00				\$14,031,789.57		\$15,072,178



14120000	This project involves widening SR 52 (Schrader Hwy) from the existing two-lane road to a			-			\$102,056,130.67			\$102,056,131	
87090000	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE);		\$482,598.00	\$46,252,028.67				\$1,968,000.00		\$48,702,627	
	This project consists of a sidewalk connection and roadway extension to provide pedestrian							\$4,575,642.36		\$4,575,642	
	US-17 from Copley Ave. to CR-74 (BermontRd.)									\$3,050,000	
414506-1	SR-70 from Jefferson Ave. to CR-29									\$104,430,000	
414511-2	US-98 from US-27 to East of Airport Rd.									\$36,120,000	
419344-3	SR-710 Additional Lanes from US-441 to Martin Co. Line, New Road from SR-70 to US-441									\$203,700,000	
431334-1	Metro Pkwy. Widening from Daniels Pkwy. to Winkler Ave									\$95,000,000	
441942-1	SR-31 from SR-80 to SR-78									\$142,030,000	
436559-1	SR-60 at CSX S-Line Rail Crossing Grade Separation									\$58,000,000	
	SR-60 Widening from CR 630 to Osceola County Line									\$7,830,000	
438610-1	I-95 (SR-206) Rest Area Truck Parking									\$20,000,000	
217910-8	SR-75 (US-231) from SR-368 (23rd St.) to South of Pipeline Rd.									\$115,780,000	
428058-5	Traffic Management Center/Fiber Deployment									\$20,950,000	
433113-1	SR-8 (I-10) from Alabama State Line to Weigh Station									\$155,850,000	
220171-4	SR-85 from SR-123 to I-10									\$12,430,000	
435513-1	I-95 (SR-9) at SR-842 (Broward Blvd.)									\$111,190,000	
441693-1	SR-5 (US-1) at Aviation Blvd. FEC Railroad Grade Separation									\$51,250,000	
431334-1	SR-714 (Monterey Rd.) at FEC Railroad Grade Separation									\$2,210,000	
440575-2	Atlantic Ave. from East of Lyons Rd. to Turnpike									\$5,570,000	
440575-4	Atlantic Ave. from Turnpike to Jog Rd.									\$28,040,000	
231440-3	Midway Rd. Multimodal/Freight Improvements and Florida's Turnpike Connection (M-FITC)									\$50,040,000	
418403-3	US-17 (SR-600, John Young Pkwy.) Widening and Intersection Improvements									\$41,380,000	
407402-4	SR-528 from East of SR-3 to Port Canaveral Interchange									\$143,500,000	
426905-2	St. Johns Heritage Pkwy (Ellis Rd.) from John Rodes Blvd. to West of Wickham Rd.									\$43,300,000	
437983-1	SR-524 from Friday Rd. to Industry Rd.									\$7,400,000	
407402-3	SR-528 from East of SR-524 (Industry Rd.) to East of SR-3									\$266,300,000	
423251-4	SR-25 (Okeechobee Rd.) East of NW 116 Way to East of NW 87 Ave.									\$311,720,000	
Grand Total			\$3,180,687,054	\$1,275,087,007	\$581,778,046	\$586,173,440	\$518,254,095	\$427,119,019	\$346,554,974	\$651,793,788	\$9,596,687,424

Appendix B: Tier 2 Freight Projects Screening List

Item #	Item Description	2020-2023	2024	2025	2026	2027	2028	2029	2030	Grand Total
447724-1	Seminole County truck parking facility with 166 proposed parking spots in Seminole			\$16,917,708.00	\$16,568,643.59					\$33,486,351.59
447724-1	Westbound I-4 truck parking facility with 253 proposed parking spots in Volusia County,						\$90,430,438.56	\$14,473,410.00		\$104,903,848.56
447724-1	Eastbound I-4 truck parking facility with 275 proposed parking spots in Volusia County,							\$91,585,603.20		\$91,585,603.20
447724-1	Sand Lake Rd. truck parking facility with 109 proposed parking spots in Orange County,			\$4,937,716.20		\$40,879,849.92				\$45,817,566.12
447724-1	Osceola County truck parking facility with 257 proposed parking spots in Osceola County,			\$1,033,546.20	\$7,289,800.00		\$75,458,597.76			\$83,781,943.96
72145000	This Truck Parking Project proposes to construct a truck parking facility at the intersection			\$6,553,460.48						\$6,553,460.48
70225000	PD&E for the SR 46 Interchange. Recommended alternative will improve operations and					\$2,308,000.00				\$2,308,000.00
58002000	Design of the SR 524 Interchange. Recommended alternative (DDI) will improve operations					\$3,462,000.00				\$3,462,000.00
79002000	PD&E for the SR 40 (Granada Boulevard) Interchange. Recommended alternative will				\$3,916,500.00					\$3,916,500.00
436565-1	SR 25/OKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY INTERCHANGE			\$149,682,052.91				\$3,198,000.00		\$152,880,052.91
447645-2	SMART WORK ZONE MANAGEMENT FOR OKEECHOBEE ROAD IMPROVEMENT			\$5,305,110.00	\$55,950.00					\$5,361,060.00
447645-3	SMART WORK ZONE MANAGEMENT FOR OKEECHOBEE ROAD IMPROVEMENT						\$101,235.00	\$5,965,500.00		\$6,066,735.00
70220000	PD&E for the US 192 Interchange. Recommended alternative will improve operations and				\$2,797,500.00					\$2,797,500.00
72070000	Florida East Coast Railway's (FECRs) Bowden Yard in Jacksonville, FL is currently	\$1,168,000.00			\$1,601,451.26					\$2,769,451.26
48260000	PD&E for the SR 421 (Dunlawton Avenue) Interchange. Recommended alternative will					\$3,462,000.00				\$3,462,000.00
70220000	PD&E for the SR 514 (Malabar Road) Interchange. Recommended alternative will improve		-		\$2,797,500.00					\$2,797,500.00
87260000	SR 953/NW 42 AVENUE WITH SR 948/NW 36 STREET AND SR 25/OKEECHOBEE		-				\$19,651,500.00			\$19,651,500.00
87270000	SR 9A/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE	\$10,000.00	\$114,030.00	\$8,756,175.00	\$7,189,789.28	\$1,969,568.61				\$18,039,562.89
87090000	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE);	\$27,659,000.00		\$283,454,788.56						\$311,113,788.56
72140000	FDOT is proposing to implement a series of median access management controls to US							\$15,856,741.80		\$15,856,741.80
87260000	SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO NW 25TH ST;		\$46,812,030.00	\$3,468,900.00	\$76,923,397.78	\$17,440,730.07				\$144,645,057.85
87260000	SR 826/PALMETTO EXPY FROM SR 968/W FLAGLER ST TO S OF NW 154 STREET	\$6,600,066.00			\$93,248,970.00	\$30,996,000.00				\$130,845,036.00
86014000	SR 9A/I-95 FROM NORTH OF NW 143 STREET TO SOUTH OF SR 860/MIA GDNS DR;					\$6,550,500.00				\$6,550,500.00
	This project consists of a sidewalk connection and roadway extension to provide pedestrian		-	\$597,300.00	\$2,845,983.99		-			\$3,443,283.99
87270000	SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 143RD STREET;	\$3,700,000.00				\$6,600,880.00				\$10,300,880.00
10060000	US 41 from south of Pendola Point to Denver Street is a Critical Urban Freight Corridor.	\$1,400,000.00	-	-	\$5,654,600.00		\$23,227,108.44			\$30,281,708.44
87026005	SR 860/MIAMI GDNS/NW 186 ST FROM E OF I-75/SR 93 TO NW 79TH PL; ADD LANES	\$2,028,600.00	\$18,116,289.28			\$595,000.00				\$20,739,889.28
87240000	SR 9/NW 27TH AVENUE OVER MIAMI RIVER - BRIDGE # 870731 & 870763; BRIDGE-		-	\$1,040,388.00				\$14,031,789.57		\$15,072,177.57
14120000	This project involves widening SR 52 (Schrader Hwy) from the existing two-lane road to a		-			\$102,056,130.67				\$102,056,130.67
87090000	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE);	\$482,598.00	\$46,252,028.67				\$1,968,000.00			\$48,702,626.67
	This project consists of a sidewalk connection and roadway extension to provide pedestrian						\$4,575,642.36			\$4,575,642.36
Grand Total		\$43,048,264.00	\$297,361,659.74	\$333,553,192.40	\$341,785,617.65	\$243,193,570.00	\$174,881,795.37	\$0.00		\$1,433,824,099.16

Appendix C: Tier 1 Freight Projects List (Selected NHFP Projects)

Item #	Item Description	2020-2023	2024	2025	2026	2027	2028	2029	2030	Grand Total
447724-1	Westbound I-4 truck parking facility with 253 proposed parking spots in							\$15,000,000.00		\$15,000,000.00
447724-1	Osceola County truck parking facility with 257 proposed parking spots in		\$0.00	\$1,033,546.20	\$7,289,800.00					\$8,323,346.20
447724-1	Eastbound I-4 truck parking facility with 275 proposed parking spots in							\$20,000,000.00		\$20,000,000.00
436565-1	SR 25/OKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY							\$3,198,000.00		\$3,198,000.00
447645-3	SMART WORK ZONE MANAGEMENT FOR OKEECHOBEE ROAD				\$55,950.00					\$55,950.00
447645-2	SMART WORK ZONE MANAGEMENT FOR OKEECHOBEE ROAD						\$101,235.00	\$5,965,500.00		\$6,066,735.00
438928-2	Florida East Coast Railway's (FECRs) Bowden Yard in Jacksonville, FL is		\$1,168,000.00		\$1,601,451.26					\$2,769,451.26
414964-1	SR 9A/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY		\$10,000.00	\$114,030.00		\$7,189,789.28	\$1,969,568.61			\$9,283,387.89
438865-2	FDOT is proposing to implement a series of median access management.							\$15,856,741.80		\$15,856,741.80
10060000	This project consists of a sidewalk connection and roadway extension to			\$597,300.00						\$597,300.00
430056-2	US 41 from south of Pendola Point to Denver Street is a Critical Urban					\$5,654,600.00				\$5,654,600.00
438864-2	SR 860/MIAMI GDNS/NW 186 ST FROM E OF I-75/SR 93 TO NW 79TH PL;						\$595,000.00			\$595,000.00
441690-1	SR 9/NW 27TH AVENUE OVER MIAMI RIVER - BRIDGE # 870731 &			\$1,040,388.00						\$1,040,388.00
449665-1	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (.		\$482,598.00					\$1,968,000.00		\$2,450,598.00
Grand Total			\$1,660,598.00	\$2,785,264.20	\$9,652,171.26	\$12,844,389.28	\$2,665,803.61	\$61,988,241.80	\$91,596,468.15	\$1,660,598.00

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FREIGHT MOBILITY AND TRADE PLAN

Freight & Rail Office

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