Table 5.3 Detailed Project Prioritization Criteria

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
284	Lee Collier Intercity Rail Feasibility Study	Passenger	New Service	Near-term (1-5 years)	$125	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low
127	South Florida Rail Corridor Asbestos Abatement	Passenger	Rehabilitation and Maintenance	Near-term (1-5 years)	$250	High	Low	Low	Low	Low	High	Low	Low	Low	Med.	Low	Low	Low	High	Low	Low	High	Low	High	High	Low	Low	Low	Low	High	High	High	Low	Med.
114	Silver Star Branch Orlando	Freight	Rehabilitation and Maintenance	Near-term (1-5 years)	$400	Low	Low	Low	Low	Low	Low	Med.	Low	High	Low	Med.	High	Med.	Low	High	Med.	Low	Med.	Low	Low	Low	High	High	Low	High	High	High	Low	Low
117	Winter Garden Line	Freight	Rehabilitation and Maintenance	Near-term (1-5 years)	$753	Low	Med.	Low	Low	Low	Low	Med.	Low	Med.	Low	Med.	High	Med.	Low	High	Med.	Low	Med.	Low	Low	Low	High	High	Med.	High	High	High	Low	Low
121	Frostproof Tie and Surface	Freight	Rehabilitation and Maintenance	Near-term (1-5 years)	$1,255	Low	High	Med.	Low	N/A	Low	High	Low	Low	Low	High	Med.	Low	Low	Med.	Low	Low	Low	Med.	Med.	High	N/A	N/A	N/A	N/A	N/A	Low	Low	Low
113	**Dora Canal Bridge**	**Freight**	**Rehabilitation and Maintenance**	**Near-term (1-5 years)**	**$1,305**	Low	Low	Low	High	Low	Low	Low	Low	Med.	Low	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	High	Low	High	Low	High	Low	Med.
118	Tie and Surface FNOR Newberry	Freight	Rehabilitation and Maintenance	Near-term (1-5 years)	$1,500	Low	High	Low	Low	Low	High	Low	Low	Med.	Low	Med.	Med.	Med.	Low	High	Low	Low	High	Med.	Low	High	High	Low	Low	Low	Low	Low	Low	Med.
176	**Central/CF Industries**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$1,550**	Low	Low	Low	Low	Low	Med.	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	High	Med.	Low	Low	Low	Low	Low	High	High	High	Low	Low
134	Talleyrand Track Addition	Freight	Capacity Upgrade	Near-term (1-5 years)	$2,000	Med.	Med.	Med.	Low	Low	Med.	Low	Low	Low	Low	Med.	Med.	Low	Med.	Med.	Med.	Med.	Med.	Med.	Med.	Low	Low	Low	N/A	Low	Low	Low	Low	Low
75	Green Locomotives	Freight	Rolling Stock	Near-term (1-5 years)	$2,500	Low	High	Low	Low	Low	Med.	Low	Low	Low	Low	High	High	High	Med.	High	Med.	Med.	Med.	Med.	Low	High	Low	High	Low	High	High	High	Low	Low
263	Opalocka Tri-Rail Station Improvements	Passenger	Station Improvements	Near-term (1-5 years)	$2,502	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	High	Low
241	Track and Signal Improvements from Bowden	Freight	Signal Upgrade	Near-term (1-5 years)	$2,864	Low	High	Low	Low	Low	Med.	Low	Low	Med.	Low	Med.	Low	Med.	Low	Med.	High	Low	High	Med.	High	Med.	High	Low	Low	High	High	High	Low	Med.
120	Tie and Surface FNOR Ocala	Freight	Rehabilitation and Maintenance	Near-term (1-5 years)	$3,000	Low	High	Low	Low	Low	Low	Med.	Low	Low	Low	Low	Low	Med.	Low	High	High	Low	High	Med.	Med.	High	Low	Med.	Low	Low	Low	Low	Low	Med.
288	Lee County Intermodal Transfer Terminal	Freight	Capacity Upgrade	Near-term (1-5 years)	$3,000	Low	High	Med.	High	Low	Med.	Med.	Low	Low	Low	High	High	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low	N/A	Low	Low	Low	Low	Low
175	**Stanton Spur Power Switch**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$3,250**	Low	Low	Low	Med.	Low	Med.	Low	Low	Med.	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	High	Med.	Low	Low	High	High	Med.	High	High	High	Low	Low
126	**Port of Palm Beach Railroad Switching Project**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$3,700**	Med.	Med.	Med.	Low	Low	Med.	Low	Low	Low	Low	Med.	Med.	Low	Med.	High	Med.	Med.	Med.	Med.	Med.	Low	Low	Low	N/A	Low	Low	Low	Low	Low
150	**Jacksonville Amtrak Crossovers**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$4,250**	High	Low	Low	Low	Low	High	Low	Low	Low	Med.	High	Low	Low	Med.	Med.	Low	Med.	Low	High	High	Low	Low	Low	N/A	Low	Low	Low	Low	Med.

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
251	Boynton Beach Tri-Rail Station Improvements	Passenger	Station Improvements	Near-term (1-5 years)	$4,404	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low
133	Dames Point Switch Yard	Freight	Capacity Upgrade	Near-term (1-5 years)	$5,000	Med.	Med.	Med.	Low	Low	Med.	Low	Low	Low	Low	Med.	Med.	Low	Med.	Med.	Med.	Med.	Med.	Med.	Med.	Low	Low	Low	N/A	Low	Low	Low	Low	Low
69	286 Bridge Upgrade	Freight	Track Upgrade	Near-term (1-5 years)	$5,213	Low	High	Low	Low	Low	Med.	Med.	Low	Low	Med.	Med.	Med.	Low	Low	Med.	Med.	Low	Med.	Med.	Low	High	High	High	Low	High	High	High	Low	Low
149	**Highland Crossover Upgrade**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$5,250**	Low	Low	Low	Med.	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Low	Med.	Med.	Low	Med.	Low	Low	Low	Low	High	Low	High	High	High	Low	Low
244	New Dispatch System	Freight	Signal Upgrade	Near-term (1-5 years)	$5,362	Low	Med.	Low	Low	Low	Med.	Low	Low	Med.	Low	Low	High	High	Low	Low	High	Low	High	High	Low	Low	High	Low	Low	Low	Low	Low	High	Low
224	Hooker Point Rail Expansion	Freight	Capacity Upgrade	Near-term (1-5 years)	$5,650	Low	High	Low	Low	Low	Med.	Low	Low	Med.	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Med.	High	High	High	Low	Low	Low	Low	Low	Low	Low
246	Florida Upgrade-Bridges	Freight	Rehabilitation and Maintenance	Near-term (1-5 years)	$6,327	Low	High	High	High	Low	Low	Low	Low	High	Low	High	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	High	Med.	High	High	High	N/A	Med.
153	**Starke Crossovers**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$6,950**	Med.	Low	Low	Med.	N/A	Low	Med.	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Med.	Med.	Low	Low	Low	Med.	N/A	N/A	N/A	N/A	N/A	Low	Low	Low
249	Delray Beach Tri-Rail Station Improvements	Passenger	Station Improvements	Near-term (1-5 years)	$7,150	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low
311	Pompano Beach Tri-Rail Station Improvements	Passenger	New Service	Near-term (1-5 years)	$7,523	Med.	Low	Low	High	Low	Med.	Low	High	Low	Low	Med.	Med.	Med.	Med.	Low	Low	Med.	Low	Low	High	Low	Low	Med.	Low	Low	High	Low	Low	Med.
222	Jacksonville Bridge Rehabilitation	Freight	Rehabilitation and Maintenance	Near-term (1-5 years)	$7,787	Low	Low	Low	Low	Low	Med.	Med.	Low	Low	Low	Med.	High	Med.	Low	High	Med.	Low	Med.	Med.	Low	Low	Low	High	Low	High	High	High	Med.	Low
132	Blount Island Rail Road Rehabilitation	Freight	Rehabilitation and Maintenance	Near-term (1-5 years)	$9,000	Low	Med.	Low	Low	Low	Med.	Med.	Med.	Low	Low	Med.	High	Med.	Low	Med.	Med.	Low	Med.	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
239	Mainline Bridge Fastening System	Freight	Rehabilitation and Maintenance	Near-term (1-5 years)	$9,090	Low	Med.	Low	Low	Low	High	Low	Low	Low	Low	Med.	Med.	Low	Low	Med.	High	Low	High	High	Low	Low	Low	High	Low	High	High	High	High	Med.
158	**Anthony Siding**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$9,750**	Low	Low	Low	Med.	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Low	Med.	Med.	Low	Low	Low	Low	Low	Low	High	Low	High	High	High	High	Low
298	"A/S" Line Amtrak Signal Program	Freight	Signal Upgrade	Near-term (1-5 years)	$10,000	Low	Low	Low	High	Low	Low	Low	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	High	Low	Low	High	Low	Low	Med.
108	**Intermodal Rail Spur and Storage Tacks**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$10,500**	Low	High	High	Low	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Low	Med.	Low	Low	Low	Low	Med.	High	Low	Low	N/A	Low	Low	Low	Low	Low
76	Cane Block Project	Freight	Track Upgrade	Near-term (1-5 years)	$12,000	Low	Low	Low	Low	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Low	Med.	High	Low	Med.	Med.	Low	Med.	Low	High	Low	High	High	High	High	Low

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
507	Grade Separation of Northern Southern Railway near Simpson Yard	Freight	Grade Separation	Near-term (1-5 years)	$13,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	High	High	N/A	N/A	N/A	High	N/A	N/A	N/A	N/A	High	Med.	High	High	High	N/A	Med.	High	Low	High	Low
68	**Florida Central Railroad**	**Freight**	**Track Upgrade**	**Near-term (1-5 years)**	**$13,100**	Low	Med.	Low	Med.	Low	High	Med.	Low	Low	Med.	Med.	High	High	Low	High	High	Low	High	High	Low	Med.	Low	Med.	Low	High	High	High	Low	Low
70	Bryant Rail Project	Freight	Capacity Upgrade	Near-term (1-5 years)	$13,554	Low	High	Med.	High	Low	Med.	Low	Low	Low	Low	Med.	High	Med.	Low	High	Med.	Low	Low	Low	Low	Low	Low	Low	N/A	Low	Low	Low	Low	Low
178	**Crawford Siding**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$14,400**	Low	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Med.	Med.	Low	Low	Med.	Med.	Low	Med.	Low	Low	Low	High	High	Low	High	High	High	Low	Low
172	**Lakeland Junction Siding**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$15,750**	Low	Low	Low	Med.	Low	Med.	Low	Med.	High	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	High	Med.	Low	Low	High	High	Low	Low	Low	Low	Low	Low
253	New Tri-Rail Station at Palm Beach International	Passenger	Station Improvements	Near-term (1-5 years)	$16,421	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low
248	New Tri-Rail Station Near Broward/Miami-Dade	Passenger	Station Improvements	Near-term (1-5 years)	$16,421	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low
257	New Tri-Rail Station in Boca Raton	Passenger	Station Improvements	Near-term (1-5 years)	$16,421	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	High	Low
173	**Carter Siding**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$16,500**	Low	Low	Low	Med.	Low	Med.	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	High	Med.	Low	Low	Low	High	Low	High	High	High	Low	Low
177	**McDonald Connection**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$17,750**	Low	Low	Low	Med.	Low	Med.	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Med.	Low	Low	Low	Low	Low	High	High	High	Low	Low
240	Upgrade and Replace Light Weight Rail	Freight	Track Upgrade	Near-term (1-5 years)	$18,129	Low	High	Low	Med.	Low	Med.	Low	Low	Low	Med.	Med.	Med.	Low	Low	Med.	Med.	Low	Med.	Med.	Med.	High	Low	Med.	Low	Low	Low	Low	Low	Low
268	Hollywood Tri-Rail Station Improvements	Passenger	Station Improvements	Near-term (1-5 years)	$18,233	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	High	Low
267	**Deerfield Beach Tri-Rail Station Improvements**	**Passenger**	**Station Improvements**	**Near-term (1-5 years)**	**$18,447**	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low
168	**Vitis North and South**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$19,100**	Low	Low	Low	Med.	Low	Med.	Low	Low	Low	Low	Med.	High	Med.	Low	Med.	Med.	Low	Med.	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
238	Repair Bolt/Fastening System	Freight	Rehabilitation and Maintenance	Near-term (1-5 years)	$19,110	Low	High	Low	Low	Low	Low	Med.	Low	Low	Low	Med.	High	Med.	Low	High	Med.	Low	Med.	Low	Low	Low	Low	High	Low	High	High	High	Low	Low
174	**Ocala Siding and Crossovers**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$19,550**	Low	Low	Low	Med.	Low	Med.	Low	High	High	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	High	Med.	Low	Low	High	High	Low	Low	Low	Low	Low	Low
162	**Wildwood**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$21,450**	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Low	Low	Low	Med.	Low	Low	Low	Low	Low	Low

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
171	**Richloam Siding**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$22,150**	Low	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Low	Med.	Med.	Low	Med.	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
221	**Port Lead Rehabilitation**	**Freight**	**Rehabilitation and Maintenance**	**Near-term (1-5 years)**	**$23,591**	Low	Low	Low	High	Low	Low	Low	Low	Low	Low	Med.	Low	Med.	Low	Med.	Med.	Low	Low	Low	Low	Low	Low	Low	Low	High	High	High	Low	Low
314	**Citrus Rail Project**	**Freight**	**New Line**	**Near-term (1-5 years)**	**$24,500**	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Med.	High	Low	Low	Med.	Low	Low	Low	Low	Low	Low	Low	High	Low	High	High	High	N/A	Med.
318	Amtrak Station Improvements	Passenger	Station Improvements	Near-term (1-5 years)	$26,582	High	Low	Low	Low	Low	High	Low	High	Low	High	Low	Low	Low	High	Low	Low	High	Low	High	High	Low	Low	Med.	Low	Low	High	Low	Low	Med.
205	Additional Tracks at Miami Intermodal Center	Passenger	Capital Improvements	Near-term (1-5 years)	$28,848	High	Low	Low	Low	Low	High	Low	Low	Low	Med.	Low	Low	Low	High	Low	Low	High	Low	High	High	High	Low	High	Low	Low	High	Low	Low	Low
79	Urban S-Line	Passenger	New Service	Near-term (1-5 years)	$30,000	High	Low	Low	Low	Low	Med.	High	Low	Med.	High	High	High	High	High	Low	Low	High	Low	High	High	Low	High	High	Low	High	High	High	Low	Med.
237	Upgrade Medley Lead/ Doubletracking	Freight	Capacity Upgrade	Near-term (1-5 years)	$32,868	Low	High	High	Low	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Low	Low	N/A	Low	Low	Low	Low	Low
276	Bascule Bridge/Rail Connection	Freight	Rehabilitation and Maintenance	Near-term (1-5 years)	$36,900	Low	Med.	Low	Low	Low	Med.	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
262	Golden Glades Intermodal Center Improvements	Passenger	Station Improvements	Near-term (1-5 years)	$39,423	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low
306	Taylor County Rail Extension	Freight	New Line	Near-term (1-5 years)	$52,000	Low	High	Med.	Med.	Low	Med.	Low	Low	Low	Low	Med.	Med.	Med.	Low	High	Med.	Low	High	Med.	Low	Low	Low	Med.	Low	Low	Low	Low	Low	Low
143	**Baldwin Area Improvements: West Storage, SE Jacksonville Pass, Fouraker Siding and Crossover**	**Freight**	**Capacity Upgrade**	**Near-term (1-5 years)**	**$67,350**	Low	Low	Low	Med.	Low	Med.	Low	Med.	Med.	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Med.	Low	Low	Med.	High	Low	High	High	High	Low	Low
136	**Jaxport/Springfield Bypass**	**Freight**	**New Line**	**Near-term (1-5 years)**	**$80,000**	Low	Low	Low	Low	Low	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Med.	Low	Low	Low	Low	Low	Low	High	High	Med.	High	High	High	Low	Low
104	**FDOT Eller Drive Overpass**	**Freight**	**Grade Separation**	**Near-term (1-5 years)**	**$87,000**	Low	High	High	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Low	Med.	Med.	High	Med.	High	Low	High	Low	Low	Low	N/A	Low	Low	Low	Low	Low
307	Passenger Railway in Southwest Florida	Passenger	New Service	Near-term (1-5 years)	$116,000	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low
80	Amtrak Service on the FEC Railroad	Passenger	New Service	Near-term (1-5 years)	$143,000	High	Low	Low	Low	Low	High	Low	Low	Med.	Med.	Low	Low	Low	High	Low	Low	High	Low	High	High	Low	High	High	Low	High	High	High	Low	High

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
203	CSX-Tri-Rail Dolphin Extension Phase I	Passenger	New Service	Near-term (1-5 years)	$154,630	High	Low	Low	Low	Low	Med.	High	Low	Low	High	High	High	High	High	Low	Low	High	Low	High	High	Low	Low	Low	Low	Low	Low	Low	Low	Med.
131	**Sunrail**	**Passenger**	**New Service**	**Near-term (1-5 years)**	**$615,000**	Med.	Low	Low	Low	Low	Med.	Med.	Low	Med.	High	Med.	Low	Low	Med.	Low	Low	Med.	Low	High	Med.	High	High	High	Low	High	High	High	Low	Low
207	**High-Speed Rail – Tampa to Orlando**	**Passenger**	**New Service**	**Near-term (1-5 years)**	**$3,525,000**	Med.	Med.	Low	Low	Low	High	Low	Low	Low	Low	Low	Low	High	Low	Low	High	Low	Med.	Med.	High	High	Low	Med.	Low	Low	High	Low	Low	Med.
122	Railroad Crossing Signal Upgrade	Freight	Signal Upgrade	Mid-term (6-10 years)	$1,000	Low	High	Med.	Low	Low	Low	Med.	High	Low	Low	High	Low	Low	Low	High	Med.	Low	Low	Low	Low	High	Low	Med.	Low	Low	Low	Low	Low	Low
119	Roadway Crossing Signal Upgrade	Freight	Signal Upgrade	Mid-term (6-10 years)	$1,500	Low	Low	Med.	Low	Low	Low	Low	Low	Low	Low	Med.	High	High	Low	High	Med.	Low	Med.	Med.	Low	Low	Low	High	Low	High	High	High	N/A	Low
243	Install Motion Detectors at Grade Crossings	Freight	Signal Upgrade	Mid-term (6-10 years)	$2,177	Low	Low	Low	Low	Low	Med.	High	Low	Med.	Low	Med.	High	Med.	Low	High	Med.	Low	Med.	Med.	Low	Low	High	High	Low	High	High	High	Med.	Low
186	**Tallahassee Speed**	**Freight**	**Capacity Upgrade**	**Mid-term (6-10 years)**	**$2,750**	Low	Med.	Low	Low	Low	Low	Low	Low	Low	Low	High	Low	Med.	Low	Med.	Med.	Low	Med.	Low	Low	Low	Low	Low	N/A	Low	Low	Low	Low	Low
254	Lake Worth Tri-Rail Station Improvements	Passenger	Station Improvements	Mid-term (6-10 years)	$2,885	Low	Med.	Low	Low	Low	High	Low	Low	Med.	High	High	Med.	Low	Med.	Low	Low	Med.	Low	High	Low	High	High	High	Low	High	High	High	Low	Low
235	Bowden Intermodal Improvements	Freight	Capacity Upgrade	Mid-term (6-10 years)	$3,484	Low	Low	Low	Med.	Low	Med.	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	High	Low	Med.	Med.	Low	Low	Low	Med.	Med.	Low	Low	Low	Low	Low
139	**Bradley Tack/Siding**	**Freight**	**Capacity Upgrade**	**Mid-term (6-10 years)**	**$3,500**	Low	Low	Low	High	Low	Med.	Low	Low	Med.	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Med.	Low	Low	High	High	Low	High	High	High	Low	Low
164	**Hialeah/Iris Connection**	**Freight**	**Capacity Upgrade**	**Mid-term (6-10 years)**	**$3,750**	Low	Med.	Low	Low	Low	Low	Med.	Low	Med.	Low	Med.	High	High	Low	High	Med.	Low	Med.	Med.	Low	Low	High	High	Low	High	High	High	Low	Low
181	**South Fort Meade**	**Freight**	**Capacity Upgrade**	**Mid-term (6-10 years)**	**$3,750**	Med.	High	High	Low	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Low	Med.	Low	Low	Low	N/A	Low	Low	Low	Low	Low
183	**Agrock Wye**	**Freight**	**Capacity Upgrade**	**Mid-term (6-10 years)**	**$3,750**	Med.	High	High	Low	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Low	Med.	Low	Low	Low	N/A	Low	Low	Low	Low	Low
157	**Mission Spur (Dyer)**	**Freight**	**Capacity Upgrade**	**Mid-term (6-10 years)**	**$4,500**	Low	Med.	Low	Low	Low	Low	Med.	Low	Med.	Low	Med.	High	High	Low	High	Med.	Low	Med.	Med.	Low	Low	High	High	Med.	High	High	High	Low	Low
220	Pineda Turnout	Freight	Capacity Upgrade	Mid-term (6-10 years)	$5,043	Low	Low	Low	Med.	Low	Med.	Low	High	High	Low	Med.	High	Med.	Low	High	Med.	Low	High	Med.	Low	Low	High	High	Low	High	High	High	Low	Low
180	**Welcome/Edison Siding**	**Freight**	**Capacity Upgrade**	**Mid-term (6-10 years)**	**$5,500**	Low	High	High	Low	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Low	Med.	Low	Low	Low	Low	Med.	Low	Low	Low	N/A	Low	Low	Low	Low	Low
229	Port Redwing Rail Improvements	Freight	Capacity Upgrade	Mid-term (6-10 years)	$5,800	Low	Low	Low	Low	Low	Low	Low	High	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	High	Med.	Low	Low	Low	High	Low	High	High	High	High	Low
185	**Havana Siding**	**Freight**	**Capacity Upgrade**	**Mid-term (6-10 years)**	**$6,250**	Med.	High	High	Low	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Low	Med.	Low	Low	Low	N/A	Low	Low	Low	Low	Low
260	New Tri-Rail Layover Facility in Northern Palm Beach	Passenger	Capital Improvements	Mid-term (6-10 years)	$7,211	High	Low	Low	Low	Low	High	Low	Low	Low	Med.	Low	Low	Low	High	Low	Low	High	Low	High	High	Low	Low	Low	N/A	Low	Low	Low	Low	Med.

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
335	**Shands Lead**	**Freight**	**Track Upgrade**	**Mid-term (6-10 years)**	**$7,250**	Low	Low	Low	Low	Low	Low	Med.	High	Med.	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Low	Med.	High	High	Low	High	High	High	Low	Low
300	Florida Midland-Railroad Crossing Signal Upgrade	Freight	Signal Upgrade	Mid-term (6-10 years)	$7,500	Low	Med.	Low	Low	Low	Med.	Low	Low	Low	Med.	Low	Low	Med.	Low	Med.	Med.	Low	High	Med.	Low	Low	Low	High	Low	High	High	High	High	Low
289	Rail Intermodal Yard	Freight	Capacity Upgrade	Mid-term (6-10 years)	$8,000	Low	Low	Low	Med.	Low	Low	Low	Low	Low	Low	Med.	Med.	Low	Low	Med.	Med.	Low	Med.	Low	Low	Low	Low	Med.	Low	Low	Low	Low	Low	Low
135	Blount Island-North Jaxport Switchyard	Freight	Capacity Upgrade	Mid-term (6-10 years)	$10,000	Low	Low	Low	High	Low	Low	Med.	Low	Low	Low	Med.	High	Med.	Low	High	Med.	Low	Med.	Med.	Low	Low	Low	Low	Low	High	High	High	Low	Low
179	**Tampa Connection**	**Freight**	**Capacity Upgrade**	**Mid-term (6-10 years)**	**$10,500**	Low	Med.	Low	Low	Low	Med.	Low	Low	Low	Low	Low	Med.	Low	Low	Low	High	Low	High	High	High	High	Low	Low	N/A	Low	Low	Low	Low	Low
255	Boca Raton Tri-Rail Station Improvements	Passenger	Station Improvements	Mid-term (6-10 years)	$11,523	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	N/A	N/A	N/A	N/A	N/A	High	Low	Low
299	Florida Midland- Rail Track Improvements	Freight	Rehabilitation and Maintenance	Mid-term (6-10 years)	$15,000	Low	Med.	Low	Low	Low	Med.	Low	High	Med.	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Low	Med.	High	Low	Low	Low	High	High	Low	Low
259	Boca Raton Intermodal Center	Passenger	Station Improvements	Mid-term (6-10 years)	$16,587	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low
242	Install Signal Control Point Upgrades	Freight	Signal Upgrade	Mid-term (6-10 years)	$17,688	Low	High	Low	Low	Low	Med.	Low	Low	Low	Low	Med.	High	Med.	Low	Low	High	Low	High	Med.	High	Low	Low	High	Low	High	High	High	Med.	Low
500	SE 144th Street (Mullins Grade)/Starke Crossing	Freight	Grade Separation	Mid-term (6-10 years)	$20,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	High	High	N/A	N/A	N/A	High	N/A	N/A	N/A	N/A	High	Med.	N/A	High	High	N/A	Med.	High	Low	High	Low
256	Mangonia Park Tri-Rail Station Improvements	Passenger	Station Improvements	Mid-term (6-10 years)	$21,635	High	Low	Low	Low	Low	Med.	Med.	Low	Low	Med.	Med.	High	High	Med.	High	Low	Med.	Low	High	High	High	Low	Low	Low	Low	Low	Low	High	Med.
93	SR 50 Ridge Manor, NGCN: 625307P	Freight	Grade Separation	Mid-term (6-10 years)	$22,221	Low	High	High	Low	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Med.	High	Med.	Med.	High	Low	Med.	Low	Low	Low	N/A	Low	Low	Low	N/A	Low
182	**Bainbridge Sub**	**Freight**	**Track Upgrade**	**Mid-term (6-10 years)**	**$26,500**	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Low	Med.	High	Med.	Med.	Low	Low	Med.	Low	Low	Low	Low	Low	Low	N/A	Low	Low	Low	Low	Low
201	Southern SFRC Mainline Double Track	Passenger	Capital Improvements	Mid-term (6-10 years)	$32,891	High	Low	Low	Low	Low	High	Low	Low	Low	Med.	Low	Low	Low	High	Low	Low	High	Low	High	High	Low	Low	Low	N/A	Low	Low	Low	Low	Med.
503	SR 15 (Reid Street)/ Palatka Crossing	Freight	Grade Separation	Mid-term (6-10 years)	$45,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Low	Low	N/A	N/A	N/A	High	N/A	N/A	N/A	N/A	High	Med.	High	N/A	N/A	N/A	High	High	Low	N/A	Low
505	SR 200 (U.S. 301)/ Baldwin Crossing	Freight	Grade Separation	Mid-term (6-10 years)	$47,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Low	Low	N/A	N/A	N/A	High	N/A	N/A	N/A	N/A	High	Med.	High	High	High	N/A	High	High	Low	High	Low
106	U.S. 41/Rockport, NGCN: 624802A	Freight	Grade Separation	Mid-term (6-10 years)	$48,240	Med.	Low	Low	High	Low	Low	Low	High	Low	Low	High	Low	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	Low	High	High	High	High	Low

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
125	**Rail Storage Tracks for ICTF Facility**	**Freight**	**Capacity Upgrade**	**Mid-term (6-10 years)**	**$50,000**	Low	Low	Low	Low	Low	Med.	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	High	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
192	**New Rolling Stock**	**Passenger**	**Rolling Stock**	**Mid-term (6-10 years)**	**$68,852**	High	Low	Low	Low	Low	High	Low	High	Low	High	Low	Low	Low	High	Low	Low	High	Low	High	High	Low	Low	Med.	Low	Med.	High	Med.	Low	Med.
194	Increase Tri-Rail Headways to 15 Minutes Peak	Passenger	Capital Improvements	Mid-term (6-10 years)	$93,754	High	Low	Low	Low	Low	High	Low	Low	Low	High	Low	Low	Low	High	Low	Low	High	Low	High	High	Med.	Low	Low	Low	Low	Low	Low	Low	Med.
128	**SR 27/Intermodal Logistics Center Rail Project**	**Freight**	**New Line**	**Mid-term (6-10 years)**	**$100,000**	Low	Med.	Low	Low	Low	Low	Med.	Low	Low	Low	High	High	High	Low	High	Med.	Low	Med.	Med.	Low	Low	Low	High	Low	High	High	High	N/A	Med.
271	Broward E/W Fixed Guideway-Phase I and II	Passenger	New Service	Mid-term (6-10 years)	$215,706	High	Low	Low	Low	Low	High	Low	Med.	Low	Med.	Med.	Med.	Med.	High	Low	Low	High	Low	Med.	Med.	Med.	Low	Med.	N/A	Low	Med.	Low	Low	Med.
236	Relocation Hialeah Yard to Medley	Freight	Capacity Upgrade	Mid-term (6-10 years)	$294,800	Low	Low	Low	High	Low	Med.	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	High	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
269	Broward Boulevard Fixed Guideway-SR 7 to Downtown	Passenger	New Service	Mid-term (6-10 years)	$321,575	High	Low	Low	Low	Low	High	Low	Low	High	Med.	Med.	Low	Low	High	Low	Low	High	Low	Med.	High	Low	High	High	Med.	High	Low	High	Low	Med.
264	Kendall Area Diesel LRT/BRT Hybrid	Passenger	New Service	Mid-term (6-10 years)	$473,099	High	Low	Low	Low	Low	Med.	Low	Low	Low	Low	High	Med.	Med.	High	High	Low	High	Low	High	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
208	Short-Distance Rail Investments – Downtown Tampa to USF and Airport	Passenger	New Service	Mid-term (6-10 years)	$1,646,690	Med.	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Low	Low	Low	Med.	Low	Low	Med.	Low	Med.	Med.	High	Med.	Med.	Low	Med.	Low	Med.	Low	Low
98	St. Petersburg-Wesley Chapel	Passenger	New Service	Mid-term (6-10 years)	$4,261,649	Med.	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Low	Low	Low	Med.	Low	Low	Med.	Low	Low	Med.	High	High	High	Low	High	High	High	Low	Low
277	High-Speed Rail: Orlando to Miami (and Central Florida Monorail)	Passenger	New Service	Mid-term (6-10 years)	$10,200,000	High	Low	Low	Low	Low	High	Low	Low	Low	Med.	High	Low	Low	High	Low	Low	High	Low	High	High	Low	Low	Med.	Low	Low	Low	Low	Low	High
189	**Beaver Street Interlocking**	**Freight**	**Capacity Upgrade**	**Mid-term (6-10 years)**	**N/A**	Med.	High	High	Low	Low	Low	Med.	Low	Low	Low	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Low	Med.	Low	Low	Low	N/A	Low	Low	Low	Low	Low
245	Florida Upgrade	Freight	Rehabilitation and Maintenance	Mid-term (6-10 years)	N/A	Low	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Low	Med.	Med.	Low	Med.	Med.	Low	Low	Low	Med.	Low	Low	Low	Low	Low	Low
258	West Palm Beach Tri-Rail Station Improvements	Passenger	Station Improvements	Mid-to-long (11-20 years)	$9,070	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low
282	Rail Corridor Preservation	Freight	Right-of-way	Mid-to-long (11-20 years)	$30,000	Low	High	Low	Low	Low	Med.	Low	Low	Low	Low	Low	Med.	Med.	Low	Med.	High	Low	Med.	Low	Med.	High	Low	Low	Low	Low	Low	Low	Low	Low

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
109	SR 676/Causeway Boulevard, NGCN: 624815B	Freight	Grade Separation	Mid-to-long (11-20 years)	$37,520	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Med.	Low	Low	Low	Low	Med.	Med.	Low	Low	Low	High	Low	High	High	High	Low	Low
297	SR 60, W of Mulberry	Freight	Grade Separation	Mid-to-long (11-20 years)	$40,000	Low	Low	Low	Low	Low	Low	Med.	Low	Low	Low	Med.	High	Med.	Low	High	Med.	Low	Med.	Low	Low	Low	Low	High	Low	High	High	High	Low	Low
73	FEC to Port Canaveral	Freight	New Line	Mid-to-long (11-20 years)	$50,000	Low	Med.	Low	Low	Low	Med.	Med.	Low	Low	Low	High	High	High	Low	High	Med.	Low	Med.	Med.	Low	Low	High	High	Low	High	High	High	N/A	Med.
501	CR 28 (Wells Road)/ Orange Park Crossing	Freight	Grade Separation	Mid-to-long (11-20 years	$50,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Low	Low	N/A	N/A	N/A	High	N/A	N/A	N/A	N/A	High	Med.	N/A	N/A	N/A	N/A	High	High	Low	N/A	Low
502	SR 224 (Kingsley Ave.)/ Orange Park Crossing	Freight	Grade Separation	Mid-to-long (11-20 years	$50,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Low	Low	N/A	N/A	N/A	High	N/A	N/A	N/A	N/A	High	Med.	N/A	N/A	N/A	N/A	High	High	Low	N/A	Low
280	SR 60, W Lake Wales	Freight	Grade Separation	Mid-to-long (11-20 years)	$55,000	Low	Low	Low	Low	Low	Low	Med.	Low	Low	Low	Med.	High	Low	Low	High	Med.	Low	Med.	Med.	Low	Low	Low	High	Low	High	High	High	Med.	Low
287	**Seminole Gulf Infrastructure Improvements – Phase I and Phase 2**	**Freight**	**Track Upgrade**	**Mid-to-long (11-20 years)**	**$57,300**	Low	High	N/A	N/A	Low	Med.	Low	Low	Low	Low	Med.	Low	Low	Low	Low	High	Low	High	High	N/A	N/A	Low	Low	N/A	Low	Low	Low	Low	Med.
504	SR 200 (A1A)/Yulee Crossing	Freight	Grade Separation	Mid-to-long (11-20 years	$60,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Low	Low	N/A	N/A	N/A	High	N/A	N/A	N/A	N/A	High	Med.	High	N/A	N/A	N/A	High	High	Low	N/A	Low
279	Kathleen Road – Railroad Overpass	Freight	Capacity Upgrade	Mid-to-long (11-20 years)	$60,000	Low	Low	Low	Med.	Low	Med.	Low	Low	Low	Low	Med.	Med.	Med.	Low	High	Med.	Low	High	Med.	Low	Low	Low	Low	Low	High	High	High	Low	Low
193	**Replacement and New Locomotives**	**Passenger**	**Rolling Stock**	**Mid-to-long (11-20 years)**	**$63,316**	High	Low	Low	Low	Low	High	Low	Low	Low	High	Low	Low	Low	High	Low	Low	High	Low	High	High	Low	Low	Med.	Low	Med.	High	Med.	Low	Med.
100	U.S. 41/50th Street, NGCN: 624368C	Freight	Grade Separation	Mid-to-long (11-20 years)	$90,000	Low	Low	Low	Low	Low	Med.	Low	Low	Med.	Low	Low	Low	Low	Low	Low	High	Low	Med.	Med.	Low	Low	High	High	Low	High	High	High	Low	Low
110	Park Road, NGCN: 6243139	Freight	Grade Separation	Mid-to-long (11-20 years)	$90,360	Low	Low	Low	Low	Low	Med.	Med.	Low	Med.	Low	Med.	High	Med.	Med.	High	Low	Med.	Low	Low	High	Low	High	High	Low	Low	High	Low	Low	Low
130	SFRC Rail/Arterial Grade Separations	Passenger	Grade Separation	Mid-to-long (11-20 years)	$240,000	Med.	Low	High	Low	Low	Low	Med.	Low	Low	Low	High	High	Med.	Low	Med.	Low	Low	Low	Low	High	Low	Low	Low	N/A	Low	Low	Low	Low	Low
124	South Florida U.S. 27 Rail Link	Freight	New Line	Mid-to-long (11-20 years)	$400,000	Low	Low	Low	High	Low	Low	Low	Low	Med.	Low	High	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	High	Low	High	Low	High	Low	Med.
204	CSX-Tri-Rail Dolphin Extension Phase II	Passenger	New Service	Mid-to-long (11-20 years)	$501,369	Med.	Low	Low	Low	Low	Low	Low	Low	High	Med.	Low	Low	Low	Med.	Low	Low	Med.	Low	Low	Med.	High	High	High	High	High	High	High	Low	Low
78	Jacksonville Commuter Rail	Passenger	New Service	Mid-to-long (11-20 years)	$622,000	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Low	Low	Low	Med.	Low	Low	Med.	Low	Low	Med.	High	Low	Low	Low	High	High	High	Low	Low

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
83	CSX Corridor: Clearwater-Gateway, Largo-St. Petersburg CBD	Passenger	New Service	Mid-to-long (11-20 years)	$1,260,241	Med.	Low	Low	Low	Low	Low	Low	Med.	Low	Med.	Med.	Low	Low	Med.	Med.	Low	Med.	Low	Low	Med.	High	Low	Med.	Med.	Med.	Med.	Med.	Low	Low
295	I-Drive to OIA Light Rail	Passenger	New Service	Mid-to-long (11-20 years)	$2,000,000	Med.	Low	Low	Low	Low	Med.	Med.	Low	Low	High	Med.	Low	Low	High	Low	Low	High	Low	High	Med.	High	Low	Low	Low	Low	Low	Low	Low	Low
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**	**Passenger**	**New Service**	**Mid-to-long** (11-20 years)	**$9,468,434**	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Low	Low	Low	Med.	Low	Low	Med.	Low	Low	Med.	High	Low	High	Low	High	High	High	Low	Low
99	SR 60/Hopewell, NGCN: 624572H	Freight	Grade Separation	More than 20 years	$34,530	Low	High	Low	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Low	Low	Med.	Med.	Low	Low	Low	High	High	Low	High	Low	High	High	High	Low	Low
218	Double Track Gifford to Indrio	Freight	Capacity Upgrade	More than 20 years	$39,790	Med.	Low	Low	High	Low	Low	Med.	Low	Low	Low	Med.	High	Med.	Low	High	Med.	Low	Med.	Med.	Low	Low	Low	High	Low	High	High	High	Low	Low
506	SR 104 (Busch Drive)/ Jacksonville Crossing	Freight	Grade Separation	More than 20 years	$80,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Low	Low	N/A	N/A	N/A	High	N/A	N/A	N/A	N/A	High	Med.	N/A	N/A	N/A	N/A	High	High	Low	N/A	Low
111	Faulkenburg Road, NGCN: 624359D	Freight	Grade Separation	More than 20 years	$90,000	Low	Low	Low	Low	Low	Low	Low	Med.	Low	Low	Low	Low	Low	Low	Med.	Low	Low	Med.	Low	Low	Low	Low	High	Low	High	High	High	Low	Low
115	Faulkenburg Road, NGCN: 624462R	Freight	Grade Separation	More than 20 years	$90,000	Low	Low	Low	Low	Low	Low	Med.	Low	Low	Low	Med.	High	Med.	Low	Med.	Med.	Low	Med.	Med.	Low	Med.	Low	High	Low	High	High	High	Low	Low
94	SR 60/Brandon Boulevard, NGCN: 624551H	Freight	Grade Separation	More than 20 years	$93,870	Low	Low	Low	Low	Low	Low	Med.	Low	Low	Low	Med.	High	Med.	Low	High	Med.	Low	Med.	Low	Low	Low	Low	High	Low	High	High	High	Low	Low
101	SR 60/Adamo Drive, NGCN: 624820X	Freight	Grade Separation	More than 20 years	$99,630	Low	Med.	Low	Low	Low	Med.	Med.	Low	Med.	Low	Med.	Med.	Med.	Low	Med.	Med.	Low	Med.	Med.	Low	Low	High	High	Low	High	High	High	Low	Low
234	Long-Distance Rail – Rail Maintenance Facilities	Passenger	New Service	More than 20 years	$130,000	High	Low	Low	Low	Low	High	Low	Low	Low	Med.	Low	Low	Low	High	Low	Low	High	Low	High	High	Low	Low	High	Low	High	High	High	Low	Med.
296	NW Corridor (Orange Blossom Trail)	Passenger	New Service	More than 20 years	$150,000	Med.	Low	Low	Low	Low	Low	Low	Low	Low	Med.	Low	Low	Low	Med.	Low	Low	Med.	Low	Low	Med.	High	Low	Low	Low	Low	Low	Low	Low	Low

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
211	Short-Distance Rail – Airport to Carrollwood	Passenger	New Service	More than 20 years	$233,920	High	Low	Low	High	Low	Med.	Low	High	Med.	High	Med.	Low	Low	Med.	Med.	Low	Med.	Low	High	High	High	High	High	Med.	High	High	High	Low	Med.
305	Short-Distance Rail – Rail Maintenance Facilities	Passenger	New Service	More than 20 years	$260,000	High	Low	Low	Low	Low	High	Low	Low	Low	Med.	Low	Low	Low	High	Low	Low	High	Low	High	High	Low	Low	High	Low	High	High	High	Low	Med.
315	Pinellas Hillsborough Connector	Passenger	New Service	More than 20 years	$401,130	High	Low	Low	Low	Low	High	Low	Low	Med.	Med.	Low	Low	Low	High	Low	Low	High	Low	High	High	Low	High	High	Low	High	High	High	Low	Med.
88	Tampa-South Tampa	Passenger	New Service	More than 20 years	$404,970	Med.	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	High	Low	Low	Med.	Low	Low	Med.	Low	Low	Low	High	High	High	High	High	High	High	Low	Low
216	Short-Distance Rail – Downtown Tampa to Brandon	Passenger	New Service	More than 20 years	$612,620	High	Low	Low	Low	Low	High	Low	Low	Low	Med.	Low	Low	Low	High	Low	Low	High	Low	High	High	Low	Low	Low	N/A	Low	Low	Low	Low	Med.
209	Short-Distance Rail – USF to Wesley Chapel	Passenger	New Service	More than 20 years	$687,800	High	Low	Low	High	Low	Med.	Low	Med.	Med.	High	Med.	Low	Low	High	Med.	Low	High	Low	High	High	High	High	High	High	High	High	High	Low	Med.
86	Linebaugh/Busch-North Tampa Corridor East/West	Passenger	New Service	More than 20 years	$788,050	High	Low	Low	High	Low	Med.	Med.	Low	Low	Med.	Med.	Low	Low	Med.	Med.	Low	Med.	Low	Med.	High	Med.	Low	Low	Med.	High	High	High	Low	Med.
316	Clearwater Oldsmar Connector	Passenger	New Service	More than 20 years	$880,610	High	Low	Low	Low	Low	High	Low	Low	Med.	Med.	Low	Low	Low	High	Low	Low	High	Low	High	High	Low	High	High	Low	High	High	High	Low	Med.
91	Lakeland-Tampa	Passenger	New Service	More than 20 years	$930,429	Med.	Low	Low	High	Low	Med.	Med.	Low	Low	Med.	Med.	Low	Low	High	Med.	Low	High	Low	Med.	High	High	Low	High	Low	High	High	High	Low	Med.
85	Clearwater/North Pinellas to Westshore and TIA	Passenger	New Service	More than 20 years	$1,736,199	Med.	Low	Low	Low	Low	Low	Low	Low	High	Med.	Low	Low	Low	Med.	Low	Low	Med.	Low	Low	Med.	High	High	High	Low	High	High	High	Low	Low
89	CSX Corridor: Sarasota-Bradenton, Bradenton-Tampa, Tampa-Brooksville	Passenger	New Service	More than 20 years	$3,740,548	Med.	Low	Low	Low	Low	Low	Low	Low	Med.	Med.	Low	Low	Low	Med.	Low	Low	Med.	Low	Low	Med.	High	High	Med.	Low	High	High	High	Low	Low
265	CSX/Tri-Rail – Hialeah Yard Improvements	Passenger	Capital Improvements	More than 20 years	N/A	Low	Low	Low	Low	Low	Low	Med.	Low	Low	Low	Med.	High	Med.	Low	Med.	Low	Low	Low	Low	Low	Low	Low	High	Low	High	High	High	Low	Low
508	Recker Highway (SR 655) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
509	Magnolia Avenue Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
510	Magnolia Avenue Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
511	Busch Drive (SR 104) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
512	Wells Road Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
513	Kingsley Avenue (SR 224) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
514	S Walnut Street (SR 200) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
515	Nine Mile Road (SR 10) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
516	S Main Street (SR 85) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
517	Indiantown Road (SR 706) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
518	Northlake Boulevard (CR 809) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
519	Belvedere Road Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
520	Woolbright Road Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
521	Linton Boulevard Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
522	Yamato Road (SR 794) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
523	Palmetto Park (SR 811) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
524	Hillsboro Boulevard (SR 810) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
525	Sample Road (SR 834) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
526	Atlantic Boulevard (SR 814) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
527	Commercial Boulevard (SR 870) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
528	Oakland Park Boulevard (SR 816) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
529	Sunrise Boulevard (SR 838) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
530	W Broward Boulevard (SR 842) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
531	SW 24th Street/SR 84 (SR 84) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
532	Miramar Parkway (SR 858) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
533	Glades Road (SR 808) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
534	McNab Road Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
535	NW 33rd Street Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
536	North Lake Boulevard (CR 809A) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
537	Palm Beach Lake Boulevard Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
538	Okeechobee Boulevard (SR 704) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
539	Belvedere Road Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
540	Forest Hill Boulevard (SR 882) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
541	Atlantic Avenue (SR 806) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
542	Linton Boulevard (SR 782) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
543	SE Yamato Road (SR 794) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
544	Palmetto Park (CR 798) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
545	Hillsboro Boulevard (SR 810) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
546	NW 36th Street/Sample Road (SR 834) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
547	Copans Road Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
548	Atlantic Boulevard (SR 814) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
549	NW 62nd/Cypress C Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
550	Commercial Boulevard (SR 870) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
551	Oakland Park Boulevard (SR 816) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
552	New Griffin Road (SR 818) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
553	Stirling Road (SR 848) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
554	Hollywood Boulevard (SR 820) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
555	Pembroke Road (SR 824) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
556	Hallandale Beach (SR 858) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
557	West Granada Avenue (SR 40) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
558	West Lake Mary B. (CR 4220) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
559	SR 434 (SR 434) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
560	SR 436/Altamonte (SR 436) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
561	East Maitland Avenue (CR 427) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
562	West Lyman Avenue Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
563	South Orlando Avenue (SR 15) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
564	West Colonial Drive (SR 50) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
565	NE 203th Street Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
566	Miami Gardens Drive (SR 860) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
567	NE 163rd Street (SR 826) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
568	NE 125th Street (SR 922) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
569	NW 27th Avenue (SR 9) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
570	E 8th Avenue (SR 953) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
571	Palm Avenue Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
572	Okeechobee Road (SR 25) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
573	NW 72nd Avenue Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
574	NW 72nd Avenue Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table 5.3 Detailed Project Prioritization Criteria (continued)

						Safety and Security					Quality of Life and Environment					Maintenance		Mobility and Economic Competitiveness									Funding							
ID	Project Name	Freight or Passenger	Project Type	Timeframe	Cost Estimate ($1,000 of 2009 Dollars)	Vehicle Accident Costs from Auto Diversion	Vehicle Accident Cost from Truck Diversion	Accident Cost from Exposure to Grade Crossings	Use of Intelligent Transportation Management Technologies	Has Security Plan	Change in CO_2 Emissions	Encourages Noise Reduction	Status of Environmental Screening Process	Consultation with other Plans	Promotes Transit/TOD	Supports Modern Management and Operation Technologies	Reduces Maintenance Cost	Train Capacity Improvement	Reduction in Auto Travel Time or VMT	Reduction in Vehicle/Train Operating Costs	Reduction in Truck VMT or Increase in Rail Capacity	Increase in Passenger Rail Ridership	Increase in Freight Ton-Miles	Number of Jobs Created	Change in Fuel Consumption	Supports Intermodal/Multimodal Connectivity	Underwent Public Review	Supported/Endorsed by Relevant Partners	Status of Application for Funding	Eligible for Federal Funding	Eligible for State Funding	Established Federal/Local Funding Match	Supports Underserved Areas	Statewide Significance
575	NW 22nd Avenue Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
576	NW 27th Avenue (SR 817) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
577	CR 54 (CR 54) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
578	CR 54 (CR 54) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
579	Alexander Street (CR 39A) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
580	Parsons Avenue Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
581	SR 599/50th Street (SR 599) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
582	SR 60/Valrico (SR 60) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
583	SR 45/U.S. 41 (SR 45) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
584	Frank Adamo Drive SR (SR 60) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
585	Hillsborough Avenue (SR 600) Crossing	Freight	Grade Separation	?	?	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Cambridge Systematics.

Note: Analysis based on data and input provided by respondents to web-based Florida Rail Needs Assessment. Last updated October 2009. Projects shown in **bold** are partially or completely funded.