SOUTHEAST FLORIDA REGIONAL

Transportation Plan 2035

Final Documentation

PALM BEACH MPO • BROWARD MPO • MIAMI-DADE MPO

Contents

Participants

SEFTC
South East Florida Transportation Council

Palm Beach Metropolitan Planning Organization

2300 N. Jog Road, 4th Floor

West Palm Beach, Florida 33411-2749

Broward Metropolitan Planning Organization

100 West Cypress Creek Road, Suite 850

Fort Lauderdale, Florida 33309

Miami-Dade Metropolitan Planning Organization

111 N.W. First Street , Suite 910

Miami, Florida 33128-1999

Funding Partners and Project Team

The three Southeast Florida MPO's provided funding for this first Regional Long Range Transportation Plan: the **Palm Beach MPO**, the **Broward MPO**, and the **Miami-Dade MPO**.

Other regional partners who particpated in the development of this plan include:

- Florida Department of Transportation
- South Florida Regional Transportation Authority
- Miami-Dade Expressway Authority
- South Florida Regional Planning Council
- Treasure Coast Regional Planning Council
- Palm Tran
- Broward County Transit
- Miami-Dade Transit
- Port Everglades

Consultant Project Team

- Kittelson & Associates, Inc.
- Cambridge Systematics, Inc.
- Dickey Consulting Services, Inc.

Legal Information and Contact Information

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For more information about the MPO's within the region and the 2035 Regional Long Range Transportation Plan and its supporting technical documentation, visit www.SEFTC.org.

Introduction

REGIONALISM IS NOT NEW TO SOUTHEAST FLORIDA. IN fact, in the year 2000, one in five Floridians commuted to a job in another county. As the population continues to grow, the need for a stronger regional transportation system is becoming more and more crucial. The first step to achieve this is through coordination and collaboration among the region's transportation agencies. This effort is not unique to our region; all throughout Florida, economic development interests have forged regional partnerships in recognition of the need for and benefits of collaboration.

With the adoption of this document, Southeast Florida has officially completed its first Regional Long Range Transportation Plan (RLRTP); focusing on regional transportation-related activity among the three counties of Palm Beach, Broward and Miami-Dade. This is a critical step forward for the region as our urbanized area continues to expand across county lines, indicating the need for a higher level of coordination and collaboration to plan for a more mobile, safe, reliable regional transportation system. This plan adoption is the first step of many regional activities that will be occurring in the future to help Southeast Florida plan for the regional transportation system needed to support its growth and to maintain and increase its economic competitiveness.

By the creation of this plan, the three individual Metroplitan Planning Organizations that make up this region not only understand their County's needs, but now also understand their neighbor's needs and the needs of the region as a whole. Ultimately, by understanding each County's potential future, we can plan for our future transportation needs with the mindset of three counties in one region.

History of Regionalism in Southeast Florida

As a result of the 2000 U.S. census, the Miami Urbanized Area encompassed parts of the Miami-Dade, Broward, and Palm Beach Counties. The Metropolitan Planning Organizations (MPO's) for each respective County responded to this merger of urbanized areas by committing to the development and implementation of regional tools and plans, including the development of a Regional Long Range Transportation Plan.

After several years of ad hoc regional coordination among the three MPO's, a formal regional body was created under Florida Statutes Section 339.175. This body, called the Southeast Florida Transportation Council (SEFTC), serves as the formal forum for policy coordination and communication to carry out the regional initiatives agreed upon by the Palm Beach, Broward, and Miami-Dade MPO's. To support this decision-making body, a technical committee was also formed - known as the Regional Transportation Technical Advisory Committee (RTTAC). This committee is comprised of all major transportation-related regional partners. An interlocal agreement between the three MPO's was prepared in 2005, paving the way for the first SEFTC meeting in January 2006. In 2007, the region adopted its first prioritized list of projects and from 2008-2010 the regional partners worked together to develop this RLRTP.

The Bottom Line

As a result of these coordination efforts, Southeast Florida adopted their first Regional Long Range Transportation Plan. This plan is a tool that links together the long range plans for the Palm Beach, Broward and Miami-Dade MPO's.

Development of the Plan

THE REGION WORKED CLOSELY TOGETHER DURING THE development of this plan through council, committee and sub-committee settings. In total, forty-two coordination and communication meetings were attended over the two-year period by Regional Partners.

The **Southeast Florida Regional Transportation Council**, informally known as the SEFTC, was the decision-making body for the RLRTP. This Council, represented by Palm Beach, Broward, and Miami-Dade MPO elected board members, approved and adopted the overall framework of the plan and its components. The Council adopted the final plan on April 26, 2010.

The committee directly leading the technical development of the Plan was the **Regional Transportation Technical Advisory Committee,** informally known as the RTTAC. The RTTAC has several members which contributed to the Plan, including: Palm Beach MPO, Broward MPO, Miami-Dade MPO, Florida Department of Transportation (District's 4 and 6 and the Florida Turnpike Enterprise), the South Florida Regional Transportation Authority, Miami-Dade Expressway Authority, South Florida Regional Planning Council, Treasure Coast Regional Planning Council, Palm Tran, Broward County Transit, Miami-Dade Transit, and Port Everglades. This group met monthly for coordination, communication, and technical decision-making purposes over a two-year period.

Another group that was a critical component to the development of the plan was the **RTTAC Modeling Subcommittee**. In southeast Florida, the merger of the three MPO urban models into one regional model has been a long-standing practice; however, for the first time (under the 2035 Plan cycle) the three MPO's used a single regional model to develop their respective long range transportation plans. This group met intermittently throughout the process to make strategic decisions on technical processes and methodologies for region-wide coding of facilities and projects.

All SEFTC, RTTAC, and RTTAC Modeling Subocommittee meeting information may be viewed on the SEFTC website (www.SEFTC.org).

The Regional Plan partners also attended and presented to the Regional Citizen's Advisory Committee (RCAC) during the development period of the RLRTP.

Plan Components

Ten elements were undertaken as a part of the RLRTP, ranging from reviewing statewide plans to producing a set of unfunded and funded project lists. The table on the following page provides a brief overview of the different components. More details are found within the relevant plan chapters herein and also may be found in the plan's Technical Memoranda.

Plan Components

Overview of Regional/Statewide Studies and Plans

Thirty (30) documents that pertain to the regional transportation system and existing and forecast travel activities in the three-county area were reviewed. For each document reviewed, the relevancies and inconsistencies to the 2035 RLRTP were summarized and documented into one technical memorandum.

Regional Goals, Objectives and Measures of Effectiveness

Regional goals, objectives, and measures of effectiveness were developed to ensure the plan is consistent with Federal guidelines, State guidelines, and local MPO 2035 Long Range Transportation Plans (LRTP's).

Regional Public Involvement

Regional public involvement (PI) activities were coordinated through the public involvement activities of the three MPO LRTP updates. Regional information and materials were included during local activities and were designed to solicit input on regional transportation concerns and proposals.

Regional Transportation Network

The Corridors of Regional Significance were revised and updated based on a revised set of criteria. The updated network is titled the Regional Transportation Network.

Regional Modeling

Through the Regional LRTP efforts, the modeling activities for each MPO plan were coordinated to ensure a consistent methodology was applied across the region. The end product was one coded network in the regional model (SERPM). The regional-level modeling reviews generally focused on regional corridors, external travel, and travel among the three counties.

Regional Needs Plan (Unfunded Projects)

All local MPO Needs Plans were collected, reviewed and compiled to prepare the Regional Needs Plan. Only projects affiliated with the Regional Transportation Network are included in the Regional Needs Plan.

Regional Finance Plan

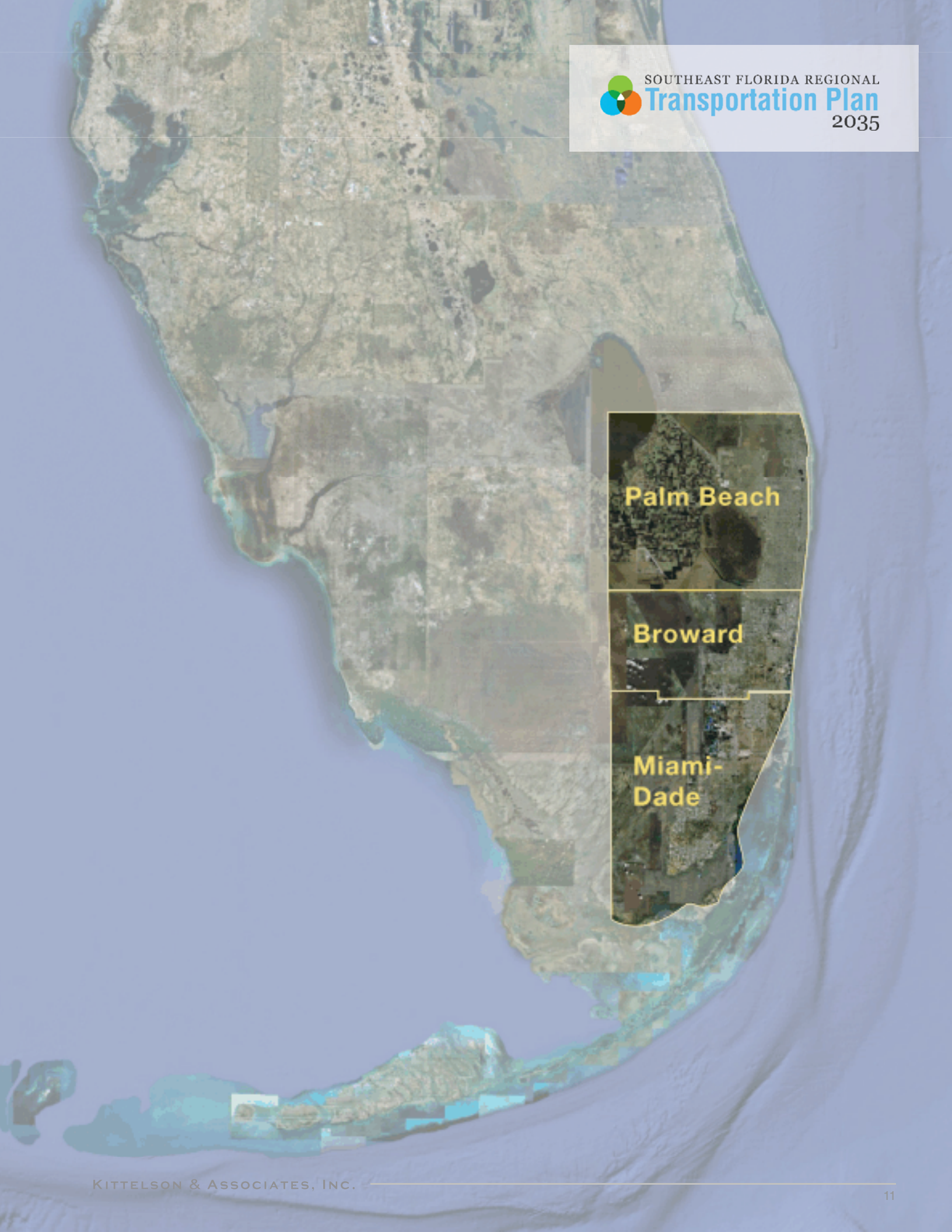
Revenue projections for transportation funding that will be available over the next 25 years to support the region's cost-feasible plan were developed for the counties of Palm Beach, Broward and Miami-Dade. Essentially, the three local MPO revenue forecasts were reviewed and compiled to obtain a regional revenue forecast along with regional funding sources.

Regional Cost Feasible Plan (Funded Projects) and Interim Years

All local MPO Cost Feasible Plans were compiled and reviewed to prepare the Regional Cost Feasible Plan. Only projects affiliated with the Regional Transportation Network are included in the Regional Cost Feasible Plan. Interim years were also reviewed for consistency across the three local MPO plans for projects identified on the Regional Transportation Network.

Regional Transit Quality of Service Assessment

A Regional Transit Quality of Service Assessment was conducted for the three-county area. Twenty origin-destination pairs were selected within the region for measuring the existing quality of transit service. The three measures that were quantified included: Service frequency, Hours of service, and Transit-auto travel time. Level-of-service ratings were reported for these three measures for each of the twenty origin-destination pairs.


Palm Beach
Broward
Miami-
Dade

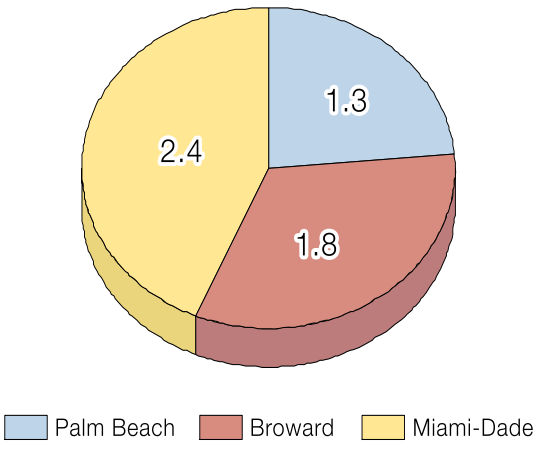
Our Region and Trends

One in three Florida residents live in the southeast region comprised of Palm Beach County, Broward County, and Miami-Dade Counties. In 2006, Miami-Dade was the 8th largest county in the United States (2.4 million), Broward was the 15th largest county (1.8 million) and Palm Beach was the 29th largest county (1.3 million). These three counties made up the nation's 7th largest metropolitan region with a population of approximately 5.5 Million.

In the next 23 years, the region is expected to gain an additional 1.8 million people, bringing the total region's population to 7.3 million by the year 2035.

In this metropolitan region, travel is accomodated by hundreds of transportation facilities across the three counties, including roadways, transit lines, railways, waterways, intermodal hubs and more. For the regional plan, a focus was put on the 'regional-like' facilities, which are defined and identified in the Regional Transportation Network section of this plan.

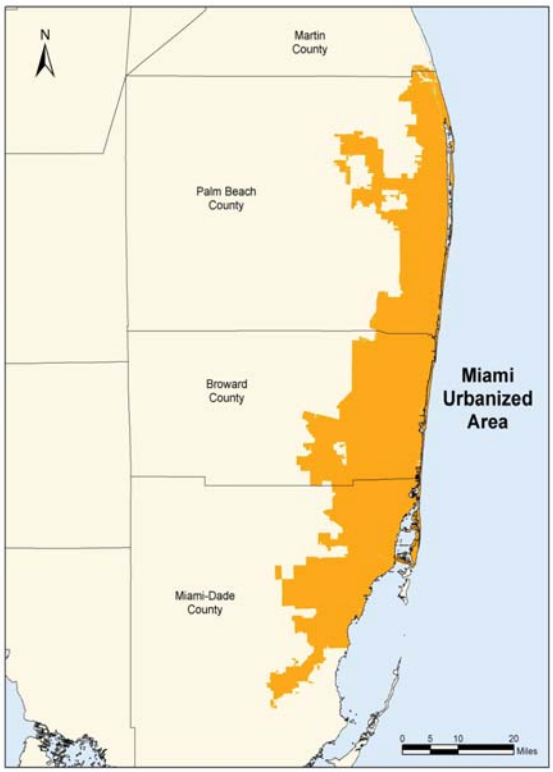
Total Population (in Millions)



Governance

From a governance standpoint, the Miami Urbanized Area is a piece of a larger working area comprised of 7 counties, 121 cities, 3 urbanized areas, 6 MPO's, 8 transit agencies, 2 Florida Department of Transportation districts, 2 regional planning councils, 2 transportation councils, 1 regional transportation authority, 1 statewide rail enterprise, and 1 expressway authority.

Within the Miami Urbanized Area itself, there are 3 counties, 104 cities, 3 MPO's, 3 transit agencies, 2 Florida Department of Transportation districts, 2 regional planning councils, 1 transportation council, 1 regional transportation authority, 1 statewide rail enterprise, and 1 expressway authority. All these agencies must work in a coordinated, collaborative fashion in order to successfully plan and implement regional transportation projects.



Data and Analysis

THIS SECTION SUMMARIZES THE PROCESS AND RESULTS from coordinating a 2035 transportation needs assessment using the Southeast Florida Regional Planning Model (SERPM).

Development and Review of 2035 Model Inputs

Several rounds of checking model inputs were conducted in an effort to achieve reliable estimates of socioeconomic growth, special generator forecasts, external trip projections, and network characteristics for existing-plus-committed (E+C) conditions across the entire region. The resulting socio-demographic forecasts for the region are shown in the following table.

Regional Socio-Domographic Profile

Summary of Data Forecasts for Southeast Florida Region[a]	2005	2035	Percent Difference 2005 to 2035
Average Household Size[b]	2.60	2.67	2.8%
Average Auto Ownership[c]	1.62	1.76	8.9%
Hotel/Motel Units	85,336	119,926	40.5%
School Enrollment[d]	1,292,725	1,786,176	38.2%
Airport Enplanements[e]	80,327	158,331	97.1%
Workers/Household[f]	1.28	1.28	0.2%
Total Population[g]	5,376,884	7,322,160	36.2%
Total Households[h]	2,067,293	2,739,374	32.5%
Total Employment	2,659,572	3,806,952	43.1%
Total Employment/Population Ratio[i]	0.49	0.52	5.1%

a *All ratios for the SERPM region were calculated by dividing each total from all three counties and not by simply averaging the three ratios from the counties.*

b *Average Household Size = (number of persons in all households)/(number of households); both included in zdata 1 file.*

c *Average Auto Ownership = (number of vehicles that all the households own)/(number of households); both included in zdata 1 file.*

d *School enrollment for elementary, mid, high, private schools and also universities/colleges; all included in school file.*

e *Airport Enplanements were prepared from 2025 forecast data (FAA). 2025 Airport Enplanement forecast data were factored using growth ratios: (2035 BEBR Forecast)/(2025 BEBR Forecast).*

f *Workers/Household = (number of workers in all households)/(number of households); both included in zdata 1 file. Number of workers is not the same as the number of employees working in each county.*

g *Total Population = (number of persons in households with children) + (number of persons in households without children); both included in zdata 1 file.*

h *Total Households = (number of households with children) + (number of the households without children); both included in zdata 1 file.*

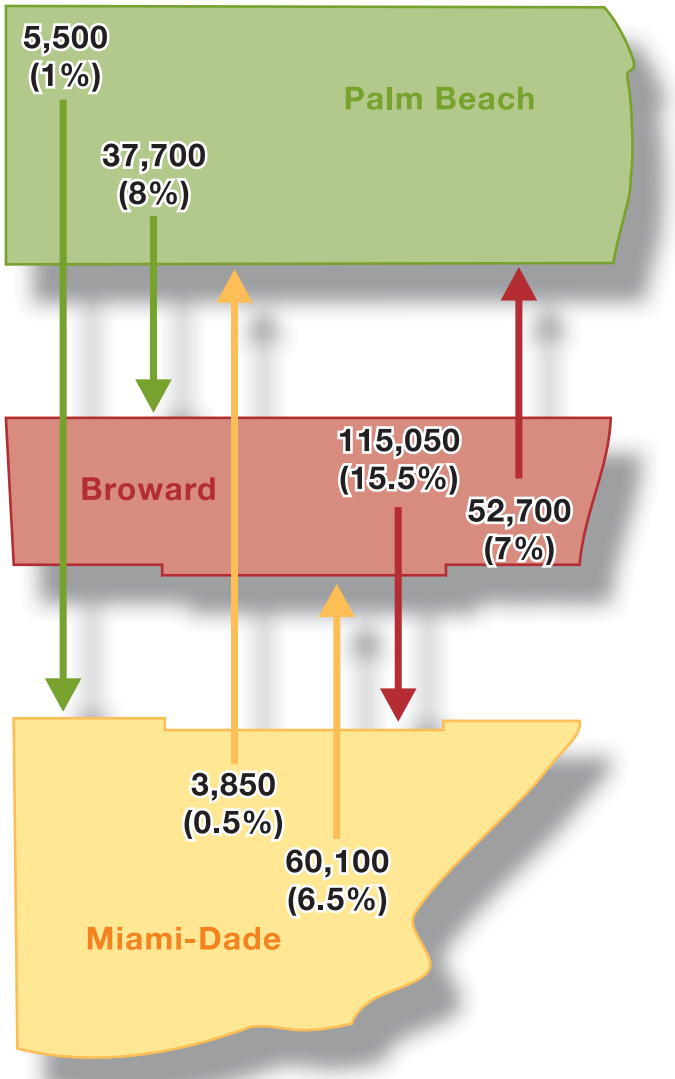
i *Total Employment/Population Ratio = (Total Employment)/(Total Population).*

Data and Analysis

Travel Patterns and Commuting

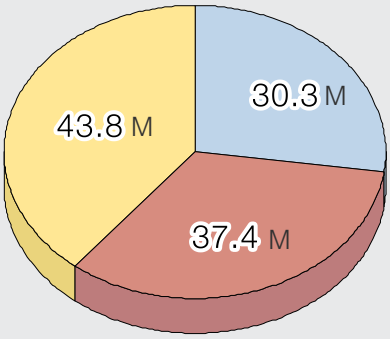
Many residents of our region work and live in different counties, making regionalism more and more important as we continue to grow over the next two decades. Herein different regional travel patterns are summarized.

2000 Census Commuter Patterns

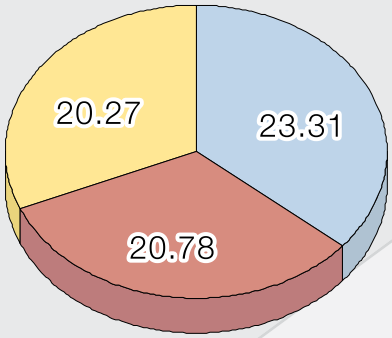


2005 Automobile Characteristics

Total Daily Vehicle Miles Traveled

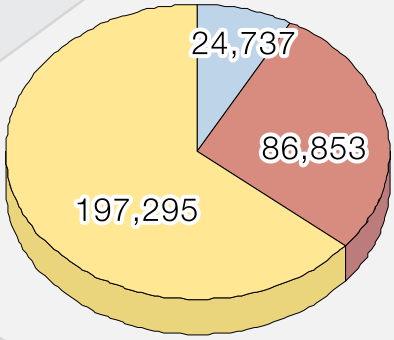


Average Vehicle Miles Traveled/Person

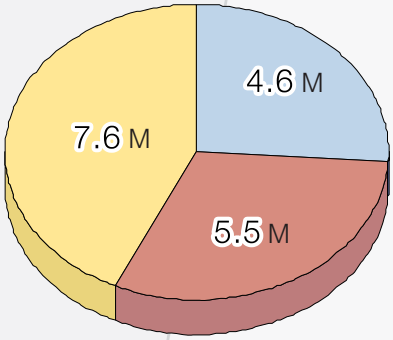


2005 Transit Characteristics

Total Daily Transit Trips

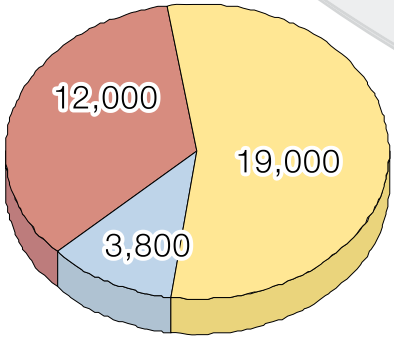


Total Person Trips

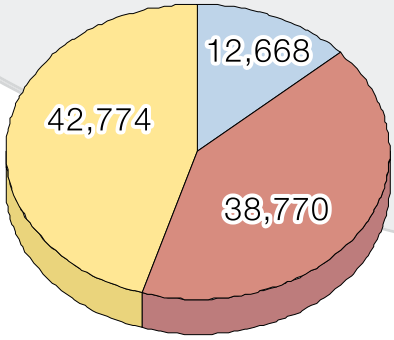


2005–2035 Air/Sea Characteristics

Ports Projected Trips Increase

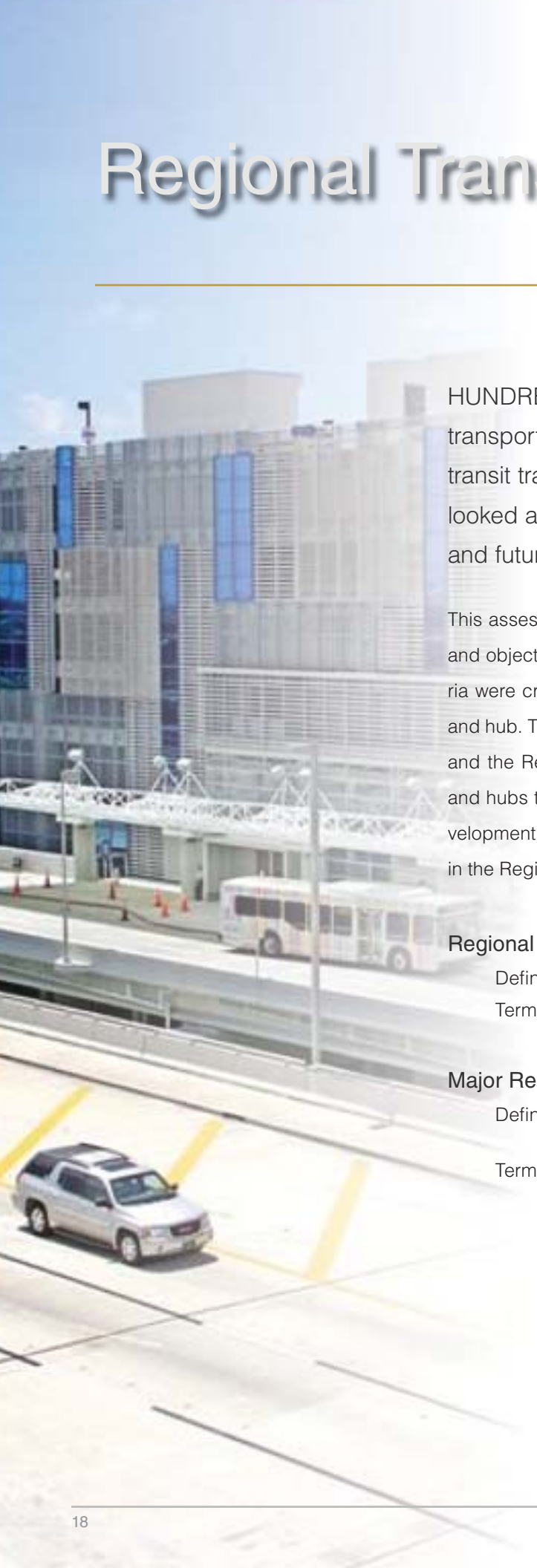


Airport Projected Emplanements Increase



Palm Beach Broward Miami-Dade

Regional Transportation Network



HUNDREDS OF FACILITIES MAKE UP OUR REGION'S transportation network; facilities that carry freight, auto, and transit traffic. To develop this network, the region critically looked at the intended uses and functionalities of the existing and future facilities to determine what is 'regional'.

This assessment considered technical components as well as the Plan's goals and objectives to ensure compatibility and consistency. Ultimately, seven criteria were crafted to guide the final selection of facilities: covering roadway, rail, and hub. The seven criteria definitions and termini are described in detail below and the Regional Transportation Network map shows the roadways, railways, and hubs that make up the network. Technical background on the network development and for a comprehensive list of all the network facilities may be found in the Regional Transportation Network Technical Memorandum.

Regional Interstate and Expressway Facilities

Definition: Urban or Rural Principal Arterials*, Interstate and Expressway

Termini: Determined by Principal Arterial Classification limits. Must begin/end at another regional facility or County line.

Major Regional Facilities

Definition: Urban or Rural Principal Arterials, and other roadways that cross county lines

Termini: Determined by Principal Arterial Classification limits. Must end at another regional facility or County line.

Regional Connection Facilities

Definition: Urban or Rural Principal Arterials, with two or more connections to any mixture of the following: Regional Interstate and Expressway Facilities, SIS Roadway Corridors, and/or SIS Hubs

Termini: Determined by Principal Arterial Classification limits. Must end at another regional facility or County line.

Regional Facility Designation Extensions

Definition: Non-Principal Arterials that are a designation expansion of facilities that meet the following three criteria: (1) Regional Interstate and Expressway Facilities, (2) Major Regional Facilities, (3) Regional Connection Facilities.

Termini: Must begin at a Principal Arterial and end at a regional facility.

SIS and Emerging SIS Hubs, Corridors and Connectors

Definition: Facilities identified by FDOT as the Florida Strategic Intermodal System (SIS) within Southeast Florida; includes roadways, railways, waterways, and hubs.

Termini: Determined by FDOT

Adopted Physical Extensions of Current Regional Facilities

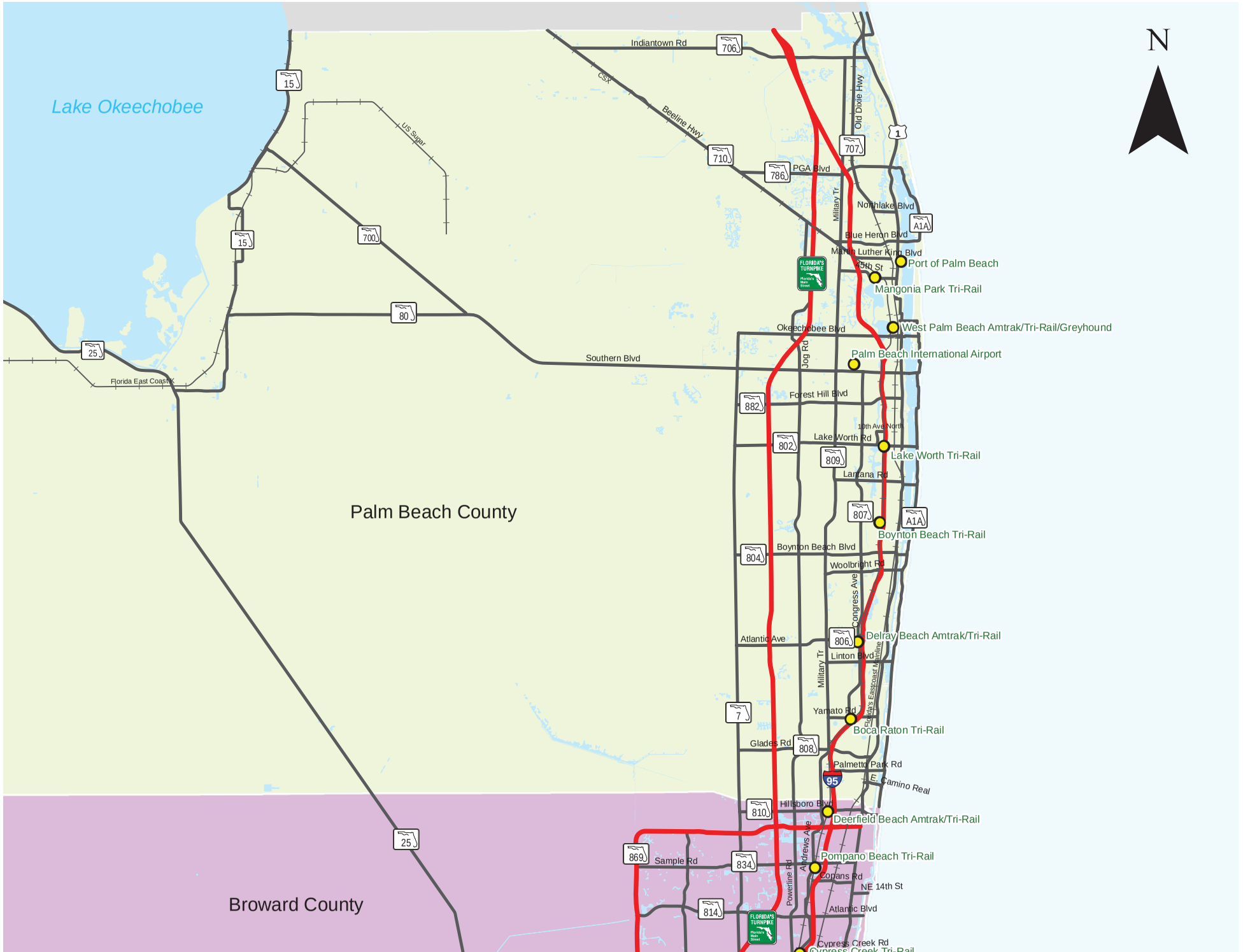
Definition: Adopted LRTP Cost Feasible Plan (CFP) roadway extensions. CFP LRTP Roadway extensions designated on the Regional Transportation Network must be extensions of roadways that meet one of the other six Regional Transportation Network criteria.

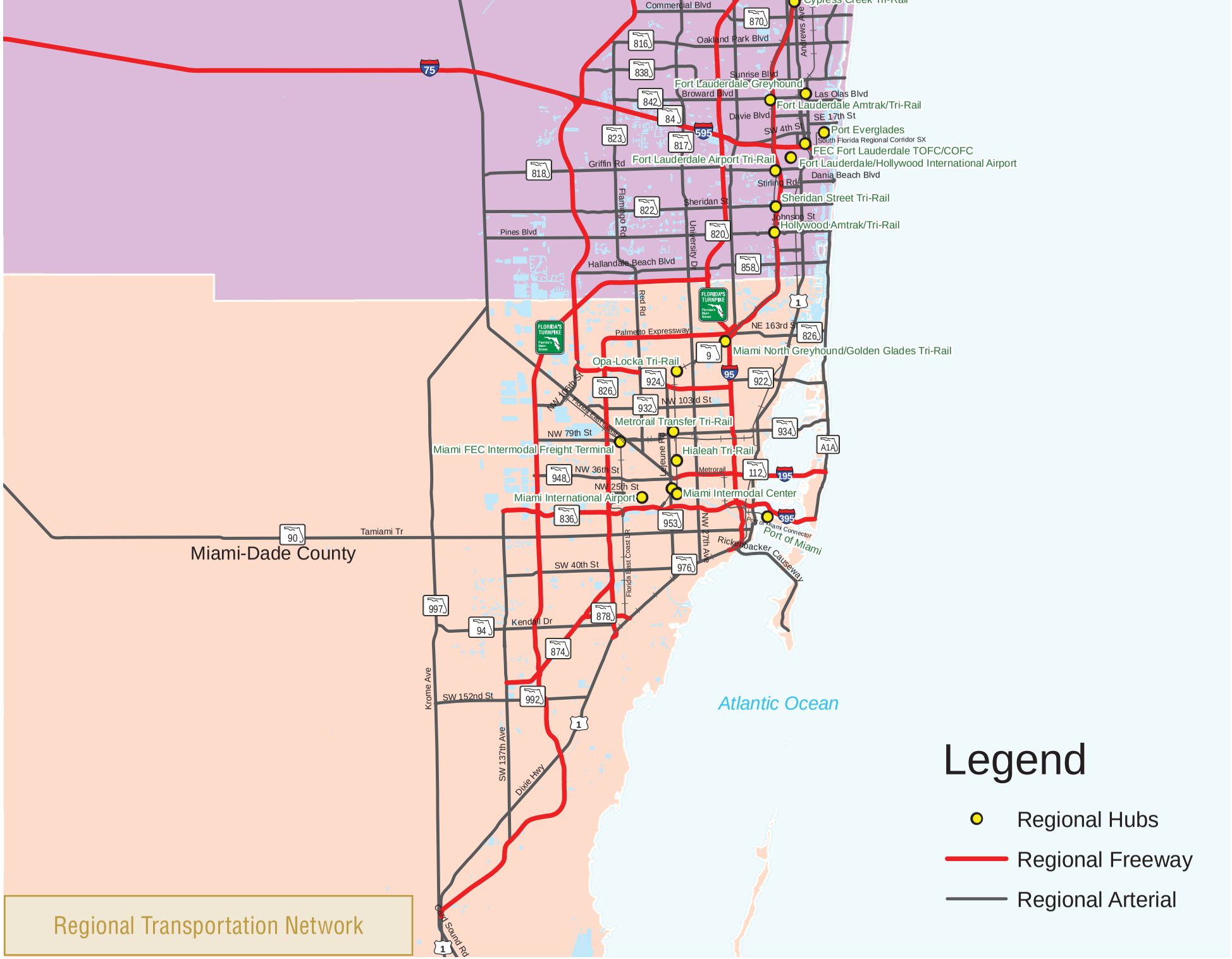
Termini: Begin at the LRTP roadway in question and end at a regional facility.

Statewide Regional Evacuation Network

Definition: As defined by the Regional Planning Council Statewide Regional Evacuation Study Program.

Termini: Determined by the Regional Planning Councils and the State Legislature.


N
Lake Okeechobee
Palm Beach County
Broward County
Indiantown Rd
706
15
CSX
Beeline Hwy
US Sugar
710
Old Dixie Hwy
1
707
PGA Blvd
786
Military Tr
Northlake Blvd
A1A
Blue Heron Blvd
Martin Luther King Blvd
25th St
Port of Palm Beach
Mangonia Park Tri-Rail
700
80
Okeechobee Blvd
West Palm Beach Amtrak/Tri-Rail/Greyhound
Jog Rd
Palm Beach International Airport
Southern Blvd
25
Florida East Coast RK
Forest Hill Blvd
882
10th Ave North
Lake Worth Rd
802
809
Lake Worth Tri-Rail
Lantana Rd
807
A1A
Boynton Beach Tri-Rail
804
Boynton Beach Blvd
Woolbright Rd
Congress Ave
Atlantic Ave
806
Delray Beach Amtrak/Tri-Rail
Linton Blvd
Military Tr
Florida's Turnpike Mainline
7
Yamato Rd
Boca Raton Tri-Rail
Glades Rd
808
Palmetto Park Rd
95
E Camino Real
Hillsboro Blvd
810
Deerfield Beach Amtrak/Tri-Rail
869
Sample Rd
834
Andrews Ave
Pompano Beach Tri-Rail
Copans Rd
NE 14th St
Powerline Rd
814
Atlantic Blvd
Cypress Creek Rd
Cypress Creek Tri-Rail



Regional Transportation Network

Plan Context

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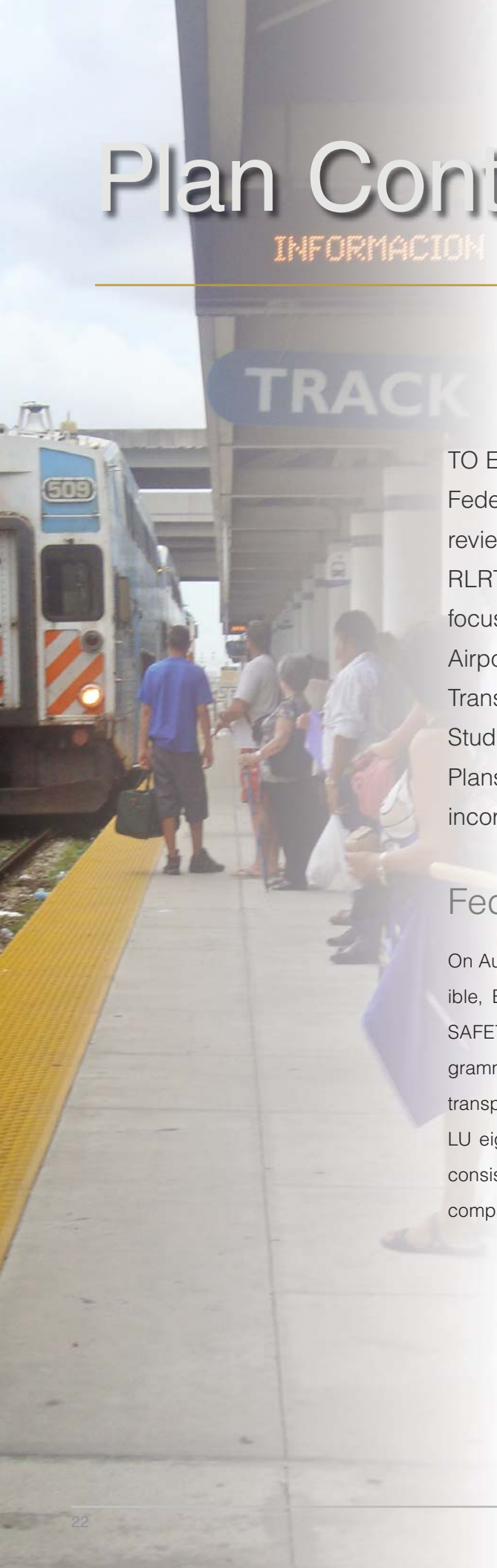


TO ENSURE CONSISTENCY AND COMPATIBILITY FROM THE Federal level down to the local level, 30 documents were reviewed in terms of regional impact and relevance to the 2035 RLRTP. These 30 documents covered eight transportation focus areas: Legal Mandates; Statewide Transportation Plans; Airport Master Plans/System Plans; Seaport Plans and Studies; Transit Plans and Studies; Freight and Goods Movement Studies; Long Range Transportation Plans; and Freeway Master Plans. Where relevant, pieces from the documents were incorporated into the development of the regional plan.

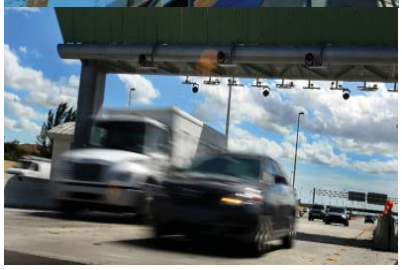
Federal Context

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU builds on TEA-21, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure. The MPO's are required to meet the SAFETEA-LU eight planning factors. The RLRTP was prepared in a manner which was consistent with the SAFETEA-LU planning factors to ensure consistency and compatibility between the regional and local efforts.

State Context

Three statewide plans were reviewed: the 2025 Florida Transportation Plan, the Florida Strategic Highway Safety Plan, and the Florida Strategic Intermodal System (SIS) Plan. The goals, objectives, and measures of effectiveness from the three statewide plans were considered in the development of the 2035 RLRTP. The regional network is predominantly made up of the SIS network. Safety is the highest priority of transportation agencies across the state; therefore, these cross-references were critical.

Regional Context



The initial regional plan efforts from 2006 created the foundation for the 2035 RLRTP. The effort, prepared by the Regional Transportation Technical Advisory Committee (RTTAC) and approved by the Southeast Florida Transportation Council (SEFTC), was referenced for the development of this plan.

Airports and Seaports

As major employment centers and economic drivers, documents for the airports and seaports were reviewed to ensure that these special generators were properly accounted for within the 2035 RLRTP.

South Florida Regional Transportation Authority

The South Florida Regional Transportation Authority (SFRTA) Strategic Transit Plan was a valuable tool for the regional plan development. Specifically, land use data and station planning was assessed at the regional level.

Turnpike Enterprise and Miami-Dade Expressway Authority

As main transportation backbones to our region, the Florida's Turnpike and Miami-Dade Expressway Authority plans were reviewed as a part of the 2035 RLRTP. These facilities are critical for the mobility of our region and are on the Regional Transportation Network.

Local Context

The three county 2035 LRTP's were the most critical element to the development of the regional plan. The regional plan is a compilation of the local plans, only accounting for facilities and projects that fall on the regional network. Over the two years of planning, the regional partners coordinated and collaborated on a consistent and frequent basis. The primary areas of coordination included the goals, objectives and measures of effectiveness; the travel demand modeling efforts among the three counties; and the development of project lists.

Regional Goals

SIX REGIONAL GOALS WERE IDENTIFIED BY AND FOR THE region. From an overall standpoint, the regional plan's goals and objectives had to be clearly described in terms that are defined and readily understood. Each goal was developed with associated objectives and measures of effectiveness to account for monitoring and progress of our system. These goals will ultimately help guide technicians and decision-makers in identifying the region's regional project priorities. From a technical standpoint, the finalized set of 2035 regional goals and objectives accomplished the following:

- Consistency with the eight SAFETEA-LU planning factors
- Compatibility with the three county 2035 Long Range Transportation Plans (LRTP's)
- Applicability across transit and roadway modes
- Functional application as a regional project evaluation tool that consists of quantifiable measures of effectiveness

The six regional goals (shown on the opposing page) were guided by 14 objectives and 16 supporting measures of effectiveness (MOE's) outlined on pages 28 and 29.

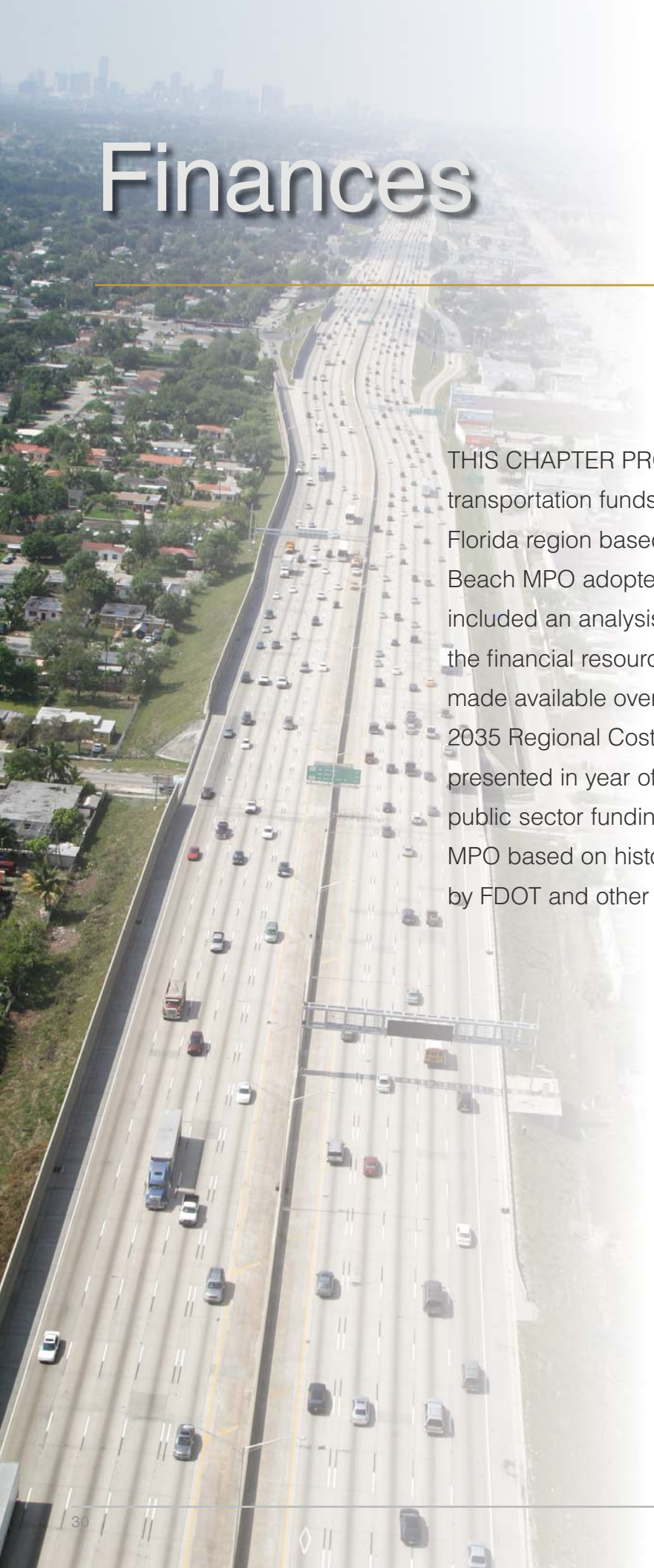
Adopted Regional Goals

Mobility
Provide an Efficient and Reliable Transportation System for Regional Passenger and Freight Operations
Accessibility
Provide Multimodal Access to Major Regional Passenger and Freight Activity Centers
Connectivity
Provide an Integrated Multimodal Transportation System Throughout the Region
Environment
Protect the Region's Environment
Safety and Security
Provide for a Safer and More Secure Transportation System for the Regions Residents, Businesses and Visitors
Quality of Life
Preserve and Enhance the Quality of Life and Promote Energy Conservation

Goal		Objective	
1	Provide an Efficient and Reliable Transportation System for Regional Passenger and Freight Operations	1.1	Preserve and expand the existing regional transportation system capacity to support passenger and freight operations
		1.2	Maximize existing system capacity through increased highway and/or transit capacity, tolling, implementation of TSM, and ITS strategies and technologies
2	Provide Multimodal Access to Major Regional Passenger and Freight Activity Centers	2.1	Provide competitive travel times
		2.2	Increase mode choice for regional travel
		2.3	Provide efficient regional routes for freight goods movement to and from regional freight hubs and destinations
3	Provide an Integrated Multimodal Transportation System Throughout the Region	3.1	Increase multimodal connections between regional Origin-Destination (O-D) pairs
4	Protect the Region's Environment	4.1	Improve air quality and minimize air pollution (via alternative vehicle technologies, increased mode split, decreased travel delay time, etc.)
		4.2	Reduce greenhouse gas emissions
		4.3	Protect the natural environment and historic areas
5	Provide for a Safer and More Secure Transportation System for the Regions Residents, Businesses and Visitors	5.1	Preserve and enhance the capacity of regional evacuation corridors (security)
		5.2	Reduce fatal and injury crashes on regional roads (safety)
6	Preserve and Enhance the Quality of Life and Promote Energy Conservation	6.1	Promote projects that support urban infill and densification
		6.2	Prioritize funding to favor intra-urban (within UDB) improvements
		6.3	Promote the use of alternative vehicle technologies

	Measure of Effectiveness (MOE)
1.1.1	Miles of new highway capacity, new transit revenue hours of service, increased capacity of freight hubs
1.2.1	% decrease of auto-transit travel in congestion
1.2.2	% decrease in person hours of delay per capita (by mode)
2.1.1	Comparison to similar cities
2.2.1	Increase transit coverage to TSA's
2.3.1	% decrease in travel time from regional corridor to freight destinations
3.1.1	Increase in the # of multimodal connections between O-D pairs
4.1.1	% decrease in emissions
4.2.1	% decrease in CO2 emissions
4.3.1	ROW impact to the protected natural environment and/or historic areas
5.1.1	% increase in capacity
5.2.1	Decrease in fatal crashes
5.2.2	Decrease in injury crashes
6.1.1	Geographic location
6.2.1	Geographic location
6.3.1	SECO annual meeting attendance

Finances



THIS CHAPTER PROVIDES A SUMMARY OF THE transportation funds estimated to be available for the Southeast Florida region based on the Miami-Dade, Broward, and Palm Beach MPO adopted 2035 LRTP's. This portion of the plan included an analysis of each local LRTP financial element and the financial resources that are reasonably expected to be made available over 20 years, starting in 2015, to support the 2035 Regional Cost Feasible Plan. All revenue estimates are presented in year of expenditure dollars (except potential new public sector funding sources) and were developed by each MPO based on historical data or revenue estimates provided by FDOT and other county agencies.

Financial Snapshot:

- Total Needs Plan Cost: $70,455 M
- Total Projected Revenues: $33,242 M
- Total Unfunded Needs: $37,213 M
- (Based on 2009 Dollars, not YOE)

The three tables below present a brief summary of the revenue projections by funding source, allocations by mode, and per capita. As indicated, South Florida is anticipated to have a total projected revenue of $57,840,000,000 for transportation projects over the 21-year timeframe.

Summary of Total Projected Revenues by Funding Source (millions)

Total Forecasted Revenues (Year of Expenditure $)	21-year Total (FY 2015-2035) (in millions)							
	Miami-Dade		Broward		Palm Beach		South Florida	
Federal Funds	$2,183	6%	$1,256	9%	$407	5%	$3,846	7%
State Funds	$7,855	22%	$7,229	51%	$2,383	29%	$17,467	30%
Locally Generated Funds	$25,320	72%	$5,663	40%	$5,544	67%	$36,527	63%
Total Projected Revenues	$35,358	100%	$14,148	100%	$8,334	100%	$57,840	100%

Summary of Total Projected Revenues Allocated by Mode (millions)

Total Forecasted Revenues (Year of Expenditure $)	21-year Total (FY 2015-2035) (in millions)							
	Miami-Dade		Broward		Palm Beach		South Florida	
Highways	$10,268	29%	$6,342	45%	$2,050	25%	$18,660	32%
Transit	$23,696	67%	$6,247	44%	$5,548	67%	$35,491	61%
General Transportation1	$1,394	4%	$1,557	11%	$736	9%	$3,606	6%
Total Projected Revenues	$35,358	100%	$14,148	100%	$8,334	100%	$57,838	100%

[1] *General Transportation includes forecasted revenues that were not specified if they are to be allocated for transit or highway. It also includes forecasted revenues expected to be allocated for other modes like bike, pedestrian and trails.*

Total Forecasted Revenues per Capita

Total Forecasted Revenues	Miami-Dade		Broward		Palm Beach		South Florida	
2035 Population Estimate1	3,278,155	45%	2,250,830	31%	1,682,599	23%	7,211,584	100%
Total Projected Revenues (millions)	$35,358	61%	$14,148	24%	$8,334	14%	$57,840	100%
Total Projected Revenues per Capita	$10,786	-	$6,284	-	$4,953	-	$8,020	-

[1] *Population estimates from South East Regional Planning Model (SERPM) 2035 Cost Feasible Regional Model.*

Below are a number of key observations illustrating the financial picture at the regional level and indicating where different approaches may have been taken by the counties.

FDOT Revenues

FDOT's Transportation Regional Incentive Program (TRIP) district-wide revenue estimates are included in Miami-Dade's final revenue estimates but shown as illustrative only in Broward and not included in Palm Beach's final revenue estimates.

Broward County assumes in its final revenue estimates that it will receive a ten percent share of the statewide estimates for the FDOT's New Starts Transit Program and it will be successful in securing federal New Starts funding. Therefore it includes the expected federal match (50%) and state match (10%) for New Starts program. Miami-Dade does not include New Starts funding in its final revenue projections. Palm Beach County assumes that New Starts funding (FTA Section 5309 competitive funds) are included in their "other" transit capital funding, but does not indicate the required Federal, state, and local match percentage that is expected.

FDOT revenue estimates also include the 21-year sum of estimated annual payments for FDOT "Mega Projects". The Port of Miami Tunnel and the improvements on SR-836 and I-95 in Miami-Dade County ($2,720 million total for 21-years), the improvements on I 595 from I-75 to SR-7, and the managed lanes construction on I-95 from I-595 to south of Glades Road ($3,304 million total for 21-years) in Broward County are considered FDOT "Mega Projects". Given that the construction schedule of these "Mega Projects" is uncertain, Miami-Dade and Broward Counties show 21-year total revenues for these projects in their LRTP revenue estimates tables.

Fuel Tax Revenues

Miami-Dade County assumes that it will levy the remaining two cents of the 1-5 Cents Local Option Gas Tax (i.e. currently not imposed) to support the Department of Public Works (DPW) and Miami-Dade Transit (MDT) projects. Broward and Palm Beach counties already levy the maximum five cents per gallon of the 1-5 Cents Local Option Gas Tax allowed. All three counties levy the full amount of the 1-6 Cents Local Option Gas Tax (6 cents per gallon) and the Ninth-Cent Fuel Tax (1 cent per gallon).

Impact Fees

Miami-Dade and Palm Beach counties impose transportation impact fees. All funds are used for road improvement projects. Broward County collects transportation concurrency assessments in ten Concurrency Districts. Roadway improvements are the dominant form of transportation enhancement in two of these districts. In the remaining eight districts, maintaining the level of service standards is oriented towards transit improvements and Transportation System Management (TSM) strategies. The amount of revenue projected by the road impact fees in Miami-Dade and Palm Beach counties is considerably higher than the amount projected in Broward County.

Local Option Sales Tax Revenues

Miami-Dade currently levies a half percent of the Charter County Transportation System Surtax. This dedicated sales tax represents 21 percent of the 21-year total revenues estimated. It still has capacity to levy the other half percent of this tax, while Broward and Palm Beach still have the capacity to levy the full one percent allowed for this local option sales tax.

All three counties have the capacity to levy at least a half-percent of the Local Government Infrastructure Surtax authorized for local governments. This surtax is for infrastructure investments only including transportation. Miami-Dade has the capacity to levy one-half percent while Broward and Palm Beach Counties could levy the full one percent.

Florida's Turnpike Revenues

Net available revenues for the Turnpike facilities in Miami-Dade and Broward Counties are included in their final revenue estimates. These net revenues are for Turnpike capital expenses only. Palm Beach County does not include Turnpike revenues in its final estimates.

South Florida Regional Transportation Authority Revenues

Each local LRTP estimated SFRTA contributions differently. Miami-Dade assumed that for the plan horizon, the minimum required by statute will be allocated (21-year total of $89 million). Broward assumed the minimum statutorily required but assumed the contribution will increase with inflation (21-year total of $154 million). Palm Beach assumed they will contribute each year $4.135 million for SFRTA operations and $2.67 million for SFRTA capital expenses for a 21-year total of $143 million.

The two tables on the following pages provide a detailed summary of the revenue projections by funding source and allocations by mode.

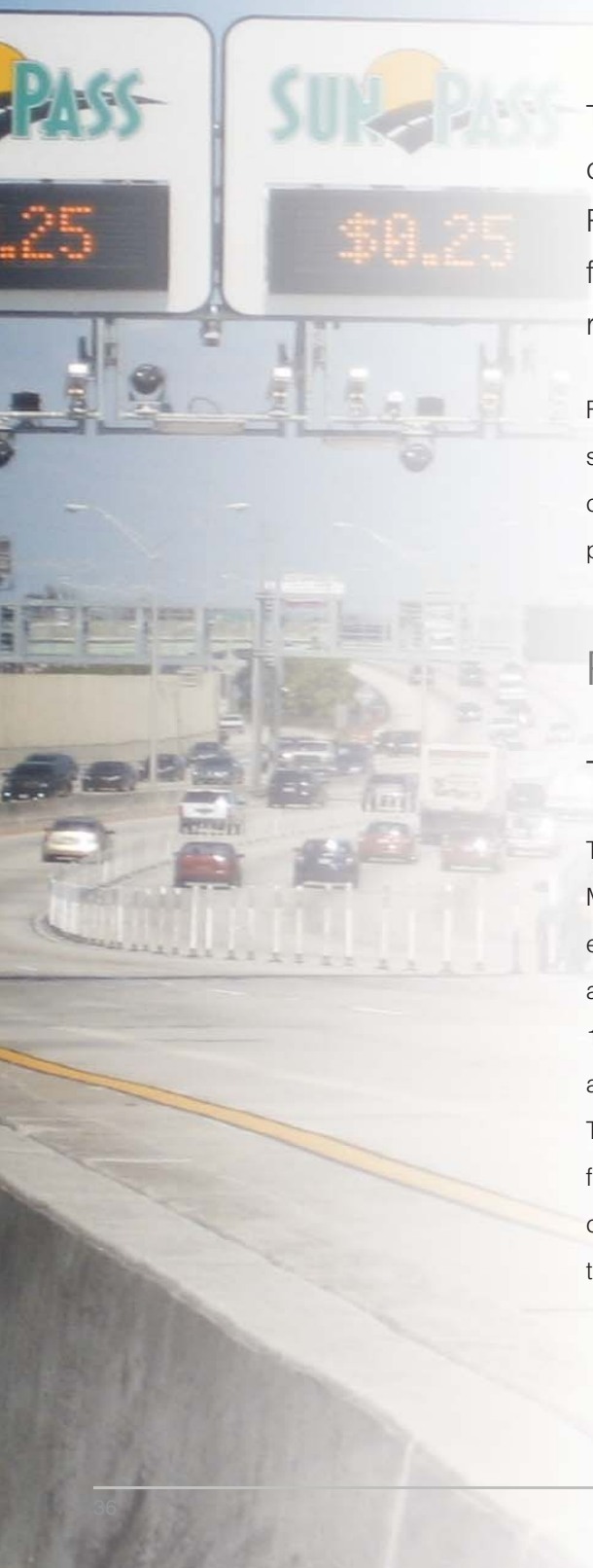
Detailed Summary of Total Projected Revenues Allocated by Mode (millions)

Forecasted Revenues by Transportation Mode (Year of Expenditure $)	21-year Total (FY 2015-2035)			
	Miami	Broward	Palm Beach	South Florida
HIGHWAY REVENUES – CAPITAL	**$9,240**	**$6,131**	**$1,884**	**$17,255**
FDOT	**$5,679**	**$5,386**	**$1,379**	**$12,444**
SIS	$1,257	$799	$471	$2,527
Arterials/ROW	$1,702	$1,284	$908	$3,893
FDOT "Mega Projects"	$2,720	$3,304		$6,024
Toll Revenue	**$2,873**	**$484**	**$0**	**$3,357**
MDX Net Revenues Available for Capital	$2,553			$2,553
FL Turnpike Net Revenues for Capital	$320	$484		$804
Fuel Taxes	**$419**	**$261**	**$301**	**$981**
Constitutional Fuel Tax (2 cents/gal)	$384			$384
1 to 5 Cents LOGT (up to 5 cents/gal)	$35	$261		$296
Gasoline Tax Interest Earnings			$88	$88
Road Impact Fees	$269		$204	$473
HIGHWAY REVENUES – OPERATIONAL	**$1,028**	**$211**	**$166**	**$1,405**
Fuel Taxes	**$1,028**	**$211**	**$0**	**$1,239**
Constitutional Fuel Tax (2 cents/gal)		$68		$68
County Fuel Tax (1 cent/gal)	$219	-		$219
Ninth-Cent LOGT (1 cent/gal)	$270	-		$270
1 to 6 Cents LOGT (up to 6 cents/gal)	$539	$101		$640
1 to 5 Cents LOGT (up to 5 cents/gal)		$42		$42
Road Impact Fees	**$0**	**$0**	**$166**	**$166**
TRANSIT REVENUES	**$89**	**$515**	**$808**	**$1,411**
FDOT Transit		$361	$360	$721
Fuel Taxes			$305	$305
SFRTA Operating and Capital Expenses	$89	$154	$143	$386
TRANSIT REVENUES – CAPITAL	**$5,195**	**$2,450**	**$775**	**$8,420**
Federal Funds	**$3**	**$1,256**	**$402**	**$1,661**
Federal Funds	$3	$666	$402	$1,071
Federal Match (New Starts)		$590		$590
State Funds (not included elsewhere)	**$0**	**$118**	**$0**	**$118**
State Match (New Starts)		$118		$118
Local or Other Funds	**$5,192**	**$1,076**	**$373**	**$6,641**
Charter County Transportation System Surtax	$5,192			$5,192
Constitutional Fuel Tax (2 cents/gal)		$270		$270
County Fuel Tax (1 cent/gal)		$154		$154
Ninth-Cent LOGT (1 cent/gal)		$199		$199
1 to 6 Cents LOGT (up to 6 cents/gal)		$453		$453
Other Funds (including local)		-	$373	$373
TRANSIT REVENUES – OPERATIONAL	**$18,412**	**$3,282**	**$3,966**	**$25,660**
Federal Funds	**$2,180**	**$0**	**$5**	**$2,185**
Federal Funds	$2,180	-	$5	$2,185
State Funds (not included elsewhere)	**$782**	**$322**	**$122**	**$1,226**
State Funds	$782	$322	$122	$1,226
Local or Other Funds	**$15,450**	**$2,960**	**$3,838**	**$22,249**
Passenger Fares (including from Premium Transit)	$4,199	$911	$3,327	$8,437
Other Directly Generated Funds or Other	$699	$46		$745
Local General Funds/Subsidy	$7,345	$1,059		$8,404
Charter County Transportation System Surtax	$2,325			$2,325
Municipal Fuel Tax (1 cent/gal)		$269		$269
1 to 6 Cents LOGT (up to 6 cents/gal)		$568		$568
1 to 5 Cents LOGT (up to 5 cents/gal)	$882	$107		$989
Sponsors/Agencies (Paratransit)	-	-	$512	$512
GENERAL TRANSPORTATION	**$1,394**	**$1,557**	**$736**	**$3,686**
FDOT	**$1,394**	**$1,042**	**$521**	**$2,957**
Transportation Management Area (TMA)	$1,077	$786	$521	$2,384
TRIP (District-wide)	$317	-	-	$317
Product Support		$257	-	$257
Fuel Taxes		**$431**	**$215**	**$645**
1 to 5 Cents LOGT (up to 5 cents/gal)		$431		$431
Other		**$84**	**$0**	**$84**
Transportation Concurrency Fees		$84		$84
GRAND TOTAL	**$35,358**	**$14,145**	**$8,334**	**$57,838**

Detailed Summary of Total Projected Revenues by Funding Source (millions)

Total Forecasted Revenues by Funding Source (Year of Expenditure $)	21-year Total (FY 2015-2035)			
	Miami-Dade	Broward	Palm Beach	South Florida Region
FDOT	**$7,073**	**$6,789**	**$2,383**	**$16,122**
SIS	$1,257	$799	$471	$2,527
Arterials/ROW	$1,702	$1,284	$908	$3,893
Product Support	-	$257	-	$257
Transit	-	$361	$360	$721
Transportation Management Area (TMA)	$1,077	$786	$521	$2,384
TRIP (District-wide)	$317	-	-	$317
FDOT "Mega Projects" (timing uncertain)	$2,720	$3,304	-	$6,024
Fuel Taxes	**$2,329**	**$2,925**	**$820**	**$6,074**
Constitutional Fuel Tax (2 cents/gal)	$384	$338	$732	$722
County Fuel Tax (1 cent/gal)	$219	$154		$373
Municipal Fuel Tax (1 cent/gal)	-	$269		$269
Ninth-Cent LOGT (1 cent/gal)	$270	$199		$469
1 to 6 Cents LOGT (up to 6 cents/gal)	$539	$1,124		$1,663
1 to 5 Cents LOGT (up to 5 cents/gal)	$917	$841		$1,758
Gasoline Tax Interest Earnings	-	-	$88	$88
Impact Fees	**$269**	**$84**	**$370**	**$723**
Transportation Concurrency Fees	-	$84	-	$84
Road Impact Fees	$269	-	$370	$639
Toll Revenues	**$2,873**	**$484**	**$0**	**$3,357**
MDX Net Revenues Available for Capital	$2,553	-	-	$2,553
FL Turnpike Net Revenues for Capital	$320	$484	-	$804
Transit Operating (not included elsewhere)	**$20,398**	**$2,338**	**$3,966**	**$26,702**
Federal Funds	$2,180	-	$5	$2,185
State Funds (not included in FDOT Transit)	$782	$322	$122	$1,226
Passenger Fares (including Premium Transit)	$4,199	$911	$3,327	$8,437
Other Directly Generated Funds or Other	$699	$46		$745
Local General Funds/Subsidy	$7,345	$1,059		$8,404
Charter County Transportation System Surtax (PPT)	$5,192	-	-	$5,192
Sponsors/Agencies (Paratransit)	-	-	$512	$512
Transit Capital (not included elsewhere)	**$2,328**	**$666**	**$775**	**$3,769**
Federal Funds	$3	$666	$402	$1,071
Charter County Transportation System Surtax (PPT)	$2,325	-	-	$2,325
Other Funds (including local)	-	-	$373	$373
New Starts Transit Program	**$0**	**$708**	**$0**	**$708**
Federal Funds / Match	-	$590	-	$590
State Funds / Match	-	$118	-	$118
SFRTA Contribution	**$89**	**$154**	**$143**	**$386**
Operating and Capital Expenses	$89	$154	$143	$386
Total Projected Revenues	**$35,358**	**$14,148**	**$8,334**	**$57,840**

Funded Projects



THE REGIONAL FUNDED PROJECTS LIST IS A compilation of the local MPO funded projects located on the Regional Transportation Network. In order to achieve this list of funded projects, the region reviewed and assessed projected revenue estimates, and project benefits versus project costs.

From a programming standpoint, the five-year time periods that the local MPO's selected for projects are the same in the regional plan. For projects that cross county lines, programming time periods were reviewed for compatibility purposes. Of the 295+ funded projects, 8 are highlighted herein.

Project Highlights

The Port of Miami Tunnel (Miami-Dade County)

The Port of Miami Tunnel, which will link the port directly to I-395/SR 836 via MacArthur Causeway, has been procured as a Public Private Partnership. The environmental process has been completed and the general project location and alignment have been identified. Notice to Proceed was issued on October 15, 2009. It is anticipated that this project will have a 55-month schedule to accomplish design and construction. The selected team MAT (Miami Access Tunnel) is required to perform all aspects of the project including design, build, finance, operate, and maintain the tunnel facility for a period of 35 years. The concessionaire began and continues with the preliminary design, site investigation, permit coordination and other related design and contractual activities.

I-95 Express Lanes (Miami-Dade and Broward Counties)

95 Express is the Florida Department of Transportation's (FDOT) congestion management program for Interstate 95 (I-95) in Southeast Florida. This project combines express or High Occupancy Toll (HOT) lanes with carpool and transit incentives, ramp signaling, and rapid incident detection and management strategies. Of 95 Express' three phases, Phase 1A and 1B are open along northbound and southbound I-95 between State Road (SR) 112 / I-195 and the Golden Glades Interchange (GGI) in Miami-Dade County. Since opening the northbound toll lanes in December 2008, the program has improved the overall operational performance of I-95. Customers choosing to use the express lanes (EL) have significantly increased their travel speed during PM peak periods (4pm-7pm) – from an average speed in the HOV lane of approximately 20 MPH to a monthly average of 57 MPH (as of October 2009). Drivers travelling via the non-tolled lanes (the general purpose lanes) have also experienced a significant PM peak period increase in average travel speed since implementation of 95 Express – from an average of approximately 20 MPH to a monthly average of 41 MPH (as of October 2009). Average volume along the express lanes in the PM peak period (4pm to 7pm) was nearly 7,000 vehicles (approximately 28% of the total I-95 northbound traffic). These vehicles traveled at speeds greater than 45 MPH over 95% of the time. Although not yet constructed, 95 Express is funded for construction from the Golden Glades Interchange in Miami-Dade County to Broward Boulevard in Broward County.

I-595 Expansion (Broward County)

The I-595 Corridor Roadway Improvement project consists of the reconstruction of the I-595 mainline and all associated improvements to frontage roads and ramps from the I-75/Sawgrass Expressway interchange to the I-595/I-95 interchange, for a total project length along I-595 of approximately 10.5 miles and a design and construction cost of approximately $1.2 billion. The major project components include: (1) Three at-grade reversible express toll lanes, serving express traffic to/from the I-75/Sawgrass Expressway from/to east of SR 7, with a direct connection to the median of Florida's Turnpike. These lanes will be operated as managed lanes with variable tolls to optimize traffic flow, and will reverse directions in peak travel times (eastbound in the a.m. /westbound in the p.m.). (2) Continuous connection of the SR 84 frontage road between Davie Road and SR 7. (3) The addition of auxiliary lanes on I-595 along with combined ramps, cross-road bypasses, and grade-separated entrance and exit ramps to minimize merge, diverge and weaving movements. (4) Widening / reconstruction of 2.5 miles of the Florida's Turnpike mainline and improvements to the I-595/ Florida's Turnpike interchange. (5) Construction of the New River Greenway, a component of the Broward County Greenway System. (6) 13 sound barriers providing noise abatement for 20 communities. (7) Implementation of Bus Rapid Transit (BRT) / Express Bus service within the corridor. (8) Provision of a transit envelope within the corridor to accommodate potential future transit options currently under evaluation.

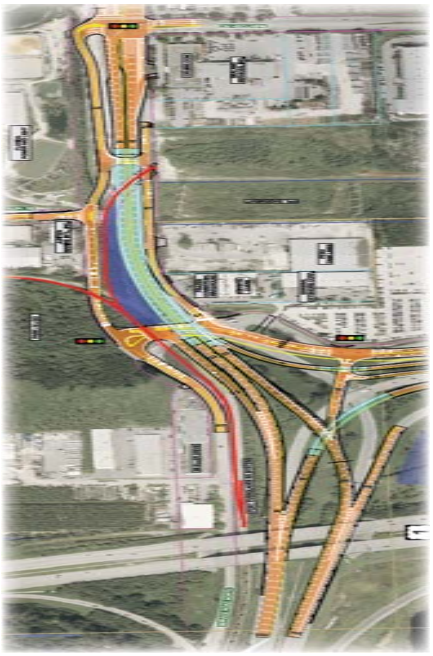
The project improvements are being implemented as part of a public private partnership (P3) with I-595 Express, LLC, a subsidiary created by ACS Infrastructure Development, who was awarded the contract to serve as the Concessionaire to design, build, finance, operate and maintain (DBFOM) the project for a 35 year term. The Florida Department of Transportation is providing management oversight of the contract; will install, test, operate and maintain all SunPass tolling equipment for the reversible express lanes; and will set the toll rates and retain the toll revenue.

SR 7 (Broward and Palm Beach Counties)

A series of efforts coordinated by FDOT to address mobility in northern Broward and southern Palm Beach Counties have been on-going for the SR 7 regional corridor. Development of a common vision is underway and funding has been allocated for corridor widening as well as implementation of multimodal components that will enhance the corridors mobility, connectivity, and accessibility to surrounding land uses.

Port Everglades (Broward County)

Over the next 20 years, Port Everglades - one of the largest economic engines in the South Florida region – is undertaking a $2 billion expansion to prepare for an expected increase in cargo, fuel and cruise passenger traffic. Major projects include adding and replacing bulkheads for expanded docks, and deepening the harbor to handle larger cargo ships. The Port, being a regional transportation hub, has several funded projects, including a bypass road to improve security within the port, expansion of cruise terminals, elevation of Eller Drive to allow for development of an of an Intermodal Container Transfer Facility (ICTF) and aggregate storage facility. The expansion comes as ports nationwide are becoming more and more competitive for future growth in international trade. Some of the port project highlights are:



Eller Drive Overpass Project

This project is being developed and funded by the Florida Department of Transportation (FDOT) in coordination with Broward County Port Everglades Department. Eller Drive is the main seaport connection roadway between the Interstate 595 terminus east of US 1 and Port Everglades, which places it on Florida's Strategic Intermodal System (SIS). One goal of the SIS is to provide direct connections of interstate highways to the state's major deepwater seaports and its airports. The Eller Drive Overpass project accomplishes this goal by maintaining the direct connection from the interstate system and the airport

into Port Everglades, while allowing for the addition of at-grade rail access to the Southport Container Yards. The project will therefore, greatly enhance intermodal mobility/connectivity between the Port and the regional and national roadway and rail network.

The project involves construction of an overpass on Eller Drive at 1-595, and realignment of frontage roads to improve local circulation of traffic between 1-595 and Eller Drive, and an at-grade rail crossing to access the planned Intermodal container Transfer Facility (ICTF) for Southport. To serve the ICTF, an existing rail line must be extended to the south, crossing Eller Drive at grade. To avoid creating an at-grade crossing at Eller Drive, the overpass will carry Eller Drive traffic over the rail tracks, allowing for efficient movement to and from the Port facility and the Highway Network, while retaining and integrating local access and traffic movement.

Spangler Blvd. - US-1 Bypass Road

The project is being funded through the Transportation Regional Incentive Program (TRIP). The proposed project is a roadway capacity improvement project that is expected to alleviate congestion off the adjacent roadways, from US 1 at Spangler Boulevard to the intersection at US 1 and 17th Street Causeway, as well as on the stretch of roadway on 17” Street, from US 1 to the project limit at the Broward County Convention Center. The completion of this by-pass road is expected to help improve and alleviate associated congestion at this intersection resulting from vehicular traffic queuing for eastbound travel on to 17th Street Causeway. The planned By-pass road is one of the highest priority projects for Port Everglades. It will enable the Port to improve security by diverting non-Port Convention Center traffic currently using Port roads within a designated restricted public access area. In addition, the project will help to alleviate adjacent roadway congestion and provide additional connectivity options for local, regional and interstate travel. Furthermore, by facilitating more efficient and effective movements of Port business-related users, the project will enable the

Port to remain competitive, thereby, continuing to boost our local and regional economy.

Miami Intermodal Center (MIC) and the Earlington Heights Connector (Miami-Dade County)

On May 1, 2009, Miami-Dade County leaders broke ground on a 2.4-mile extension of Metrorail from the existing Earlington Heights Station to the Miami Intermodal Center (MIC) under construction next to Miami International Airport. Scheduled to open in April 2012, the Miami Intermodal Center (MIC) - Earlington Heights Connector will run from the Earlington Heights Station at 2100 NW 41st Street along State Road 112 to the MIC, which is being developed by the Florida Department of Transportation (FDOT). The MIC is a giant centralized transportation hub that will provide seamless access to all modes of transportation, including Metrobus, Metrorail, Tri-Rail, Amtrak, Greyhound, tour buses, taxicabs and rental cars. Additionally, an automated people mover will connect the MIC to the airport.

Tri-Rail (Region-wide)

On July 1, 2003, legislation passed by the Florida Senate and House of Representatives and signed by Governor Jeb Bush, transformed the Tri-County Commuter Rail Authority (Tri-Rail) into the South Florida Regional Transportation Authority (SFRTA.) The new Authority was created with a vision to provide greater mobility in South Florida, thereby improving the economic viability and quality of life of the community, region and state. The Authority's mission is to coordinate, develop and implement a viable regional transportation system in South Florida that endeavors to meet the desires and needs for the movement of people, goods and services. Over the next 25-years, the three MPO's provide general funding support for SFRTA's Tri-Rail. In addition, shuttle service, and park-and-ride lot improvements have been funded.

Statistics

The following pages summarize the funded projects per County and per interim year of the plan. In total, the Southeast Florida region has 297 projects funded over the next 25 years. This number equates to approximately 66% of all project needs being funded/met.

Interim Year Period	Palm Beach	Broward	Miami-Dade	Total
2009-2014	2	23	38	63 (21%)
2015-2020	4	130	15	149 (50%)
2021-2025	10	16	9	35 (12%)
2026-2035	7	18	25	50 (17%)
25-Year Total Per County	23 (8%)	187 (63%)	87 (29%)	297 (100%)

Facility	From	To	Description
2009 - 2014			
Palm Beach County			
Atlantic Ave	Hagen Ranch Rd	Jog Rd	Widen 2 to 4 lanes
Congress Ave S	Hypoluxo Rd	Lantana Rd	Widen 2 to 4 lanes
Broward County			
Eller Dr	FEC RR Extension		Grade separation within Port Everglades
Florida's Turnpike	Griffin Rd	Sunrise Blvd	Widen 6 to 8 lanes
Florida's Turnpike	Peters Rd	Sunrise Blvd	Widen 6 to 8 lanes
Florida's Turnpike	Sunrise Blvd	Atlantic Blvd	Widen 6 to 8 lanes
Florida's Turnpike	Miramar Plaza		Dedicated lanes
Florida's Turnpike	I-595		2 lane fly-over
Florida's Turnpike	Miami-Dade County	Griffin Rd	Open road tolling
Griffin Rd	Flamingo Rd	I-75	Widen 2 to 4 lanes
Griffin Rd	SW 172nd Ave	SW 188 Ave	Widen 2 to 4 lanes
HEFT	Miami-Dade County	Florida's Turnpike	Open road tolling
I-595	I-75	I-95	Added Capacity Corridor improvements
I-595			Express bus
I-75	Miramar Pkwy		Interchange improvements
I-75	Pines Blvd		Interchange improvements
I-75	Griffin Rd		Interchange modification
I-95	Miami-Dade County	Broward Blvd	Managed lanes
I-95	Pines Blvd	Miami-Dade County	Express bus
I-95	Miami-Dade County	Downtown Fort Lauderdale	Express bus
I-95	University Dr and SR-7 Breezes	Miami-Dade County	Express bus
SR 7	Miami-Dade County	Hallandale Beach Blvd	Widen 4 to 6 lanes
SR 7	Hallandale Beach Blvd	Fillmore St	Widen 4 to 6 lanes
SR 7	South of Griffin Rd		Widen 4 to 6 lanes
US-1 Bypass	SE 17th St	US-1	New 2L (within Port Everglades)
Miami-Dade County			
SR 112/Airport Expressway	NW 17th Ave	NW 12th Ave	Open road tolling
SR 112/Airport Expressway	Lejeune Rd	I-95	Open road tolling
SR 836/Dolphin Expressway	NW 107th Ave		Emergency access ramp
SR 836/Dolphin Expressway	Palmetto Exwy	NW 42nd Ave	Auxiliary lane
SR 836/Dolphin Expressway	NW 22nd Ave	NW 17th Ave	Open road tolling
SR 836/Dolphin Expressway	NW 137th Ave	I-95	Open road tolling
SR 874/Don Shula Expressway	Palmetto Exwy	HEFT	Open road tolling
SR 874/Don Shula Expressway	Kendall Dr	Palmetto Exwy	Mainline roadway modification
Gratigny Pkwy	Palmetto Exwy	NW 27th Ave	Open road tolling
Gratigny Pkwy	East of 57th Ave	LeJeune Road	Open road tolling
HEFT	US-1	I-595	Toll plaza conversion to all electronic tolling
I-95	Ives Dairy Road		Interchange modification
I-95	Broward Blvd	Downtown Miami	Regional express bus

Facility	From	To	Description
I-95 Express	North of SR 836	Golden Glades Interchange	Add special use lanes
Kendall Dr	Dadeland North Metrorail Station	SW 167th Ave	Premium transit improvement
SR 874/Killian Pkwy	HEFT	Kendall Drive	Modifications: interchange/new construction: toll plaza, ramp plaza
Metrorail	Earlington Heights	Miami Intermodal Center	Metrorail extension
MIA Central Blvd	Miami International Airport		Ground transportation; Construct Access Rd
Miami Intermodal Center	MIC Central Station		Ground transportation hub improvements
Miami Intermodal Center	MIC/MIA Station		MIC-MIA mover station improvement
NW 25th St	Palmetto Exwy	NW 67th Ave	Widen 5 to 6 lanes
NW 25th St Viaduct	Palmetto Exwy	NW 68th Ave	New road construction
NW 74th St	HEFT	Palmetto Exwy	New 6 lanes
NW 74th St	NW 87th Ave	NW 84th Ave	New 4 lanes
Palmetto Exwy	North of Sunset Dr	SW 32nd Street	Interchange modification
Palmetto Exwy	West 21st Ct	East of W 20th Ave	Interchange ramp modification
Palmetto Exwy	NW 67th Ave	NW 47th Ave	Add auxiliary lane
Palmetto Exwy	Don Shula Exwy		Interchange improvements
Palmetto Exwy & Dolphin Exwy	NW 87th Ave	NW 57th Ave	Interchange modification
Perimeter Rd	NW 72nd Ave	NW 57th Ave	Intermodal hub capacity
Port of Miami Tunnel	Port of Miami	I-395	Port access road
Red Road/NW 57th Ave	W 46th Street	W 53rd Street	Widen 4 to 6 Lanes
Snapper Creek Exwy/SR 878	US 1	SR 874	Open road tolling
SW 137th Ave	US 1	SW 200th St	2 continuous lanes
SW 137th Ave	HEFT	US 1	Widen 2 to 4 lanes
SW 27th Ave	US 1	Bayshore Dr	Widen 2 to 3 lanes
US 1	Mm 121.32	Mm 124.18	Capacity Improvement
US 1/Biscayne BRT	Omni Terminal	Aventura Mall	Premium transit improvement
2015 - 2020			
Palm Beach County			
N Federal Hwy	Glades Rd	Hidden Valle Blvd	Widen 4 to 6 lanes
SR 7	Glades Rd	Broward County Line	Widen 6 to 8 lanes (2 Special Use Lanes)
SR 80	Lion Country Safari Rd	Seminole Pratt-Whitney Rd	Widen 4 to 6 lanes
SR 80	Seminole Pratt-Whitney Rd	Crestwood Blvd	Widen 4 to 6 lanes
Broward County			
Andrews Ave	SE 17th St		Anchor Hub
Andrews Ave	S of SW 33 St	SE 28 St	Roadway Improvements
Atlantic Blvd	Powerline Rd		Community Hub
Atlantic Blvd	SR 7		Community Hub
Atlantic Blvd	University Dr		Community Hub
Atlantic Blvd	SR 7		Intersection Improvements
Atlantic Blvd	Cypress Rd	US 1	Restripe for 6 lanes
Atlantic Blvd	Dixie Hwy		Community Hub
Broward Blvd	SR 7		Community Hub

Facility	From	To	Description
Broward Blvd	University Dr		Gateway Hub
Broward Blvd	Pine Island Rd		Anchor Hub
Broward Blvd	NW/SW 1st Ave		Gateway Hub
Broward Blvd	I-95		Gateway Hub
Commercial Blvd	SR 7		Anchor Hub
Commercial Blvd	Sawgrass Exwy		Install new traffic signal
Commercial Blvd	University Dr		Community Hub
Commercial Blvd	SR A1A		Community Hub
Commercial Blvd	Andrews Ave		Community Hub
Commercial Blvd	Dixie Hwy		Community Hub
Copans Rd	US 1		Community Hub
Copans Rd	Dixie Hwy		Community Hub
Cypress Creek Rd	Dixie Hwy		Community Hub
Cypress Creek Tri-Rail Station			Gateway Hub
Deerfield Beach Tri-Rail Station			Gateway Hub
Eisenhower Blvd	Port Entrance		Access improvements
Eller Drive	SR 84		Intersection improvements
Eller Drive	I-595		Intersection improvements
Eller Drive	McIntosh Rd		Intersection Improvements
Eller Drive	SE 7th Ave		Overpass
Eller Drive	At Port Entrance		Roadway Capacity Improvement
Flamingo Rd/Red Rd	Miramar Blvd		Gateway Hub
Florida's Turnpike	Griffin Rd	Palm Beach County	Open Road Tolling
Griffin Rd	SR 7		Community Hub
Griffin Rd	University Dr		Community Hub
Griffin Rd	SW 160th Ave		Community Hub
Griffin Rd	CSX/Tri-Rail		Gateway Hub
Griffin Rd	I-75		Community Hub
Griffin Rd	Flamingo Rd		Community Hub
Hallandale Beach Blvd	US 1		Gateway Hub
Hallandale Beach Blvd	SR A1A		Community Hub
Hallandale Beach Blvd	NE 14th Ave		Community Hub
Hillsboro Blvd	Powerline Rd		Community Hub
Hillsboro Blvd	SR 7		Community Hub
Hillsboro Blvd	SR A1A		Community Hub
Hollywood Blvd	SR 7		Intersection Improvements
Hollywood Blvd	Dixie Hwy		Gateway Hub
Hollywood Blvd	CSX/Tri-Rail		Gateway Hub
Hollywood Blvd	SR 7		Gateway Hub
Hollywood Blvd	SR A1A		Anchor Hub
I-595	I-75		Community Hub
I-595	College Ave		Community Hub
I-595	136th Ave		Community Hub
I-595	I-75	West of I-95	P3/CEI
I-595	East of I-75	West of I-95	P3/GEO TECH
I-595	Pine Island Rd		Anchor Hub

Facility	From	To	Description
I-595			Ultimate Plan / Reimbursement
I-595	I-75	US 1	P3
I-595	East of I-75	East of I-95	Ultimate Plan
I-595	SR 7		Gateway Hub
I-595	University Dr		Community Hub
I-595	Hiatus Rd		Community Hub
Miramar Pkwy	University Dr		Gateway Hub
Miramar Pkwy	Palm Ave		Community Hub
Miramar Pkwy	Douglas Rd		Community Hub
Miramar Pkwy	I-75		Anchor Hub
Miramar Pkwy	SR 7		Community Hub
Miramar Pkwy	Flamingo Rd		Community Hub
Oakland Park Blvd	SR 7		Intersection Improvements
Oakland Park Blvd	NW 31st Ave		Community Hub
Oakland Park Blvd	I-95	Powerline Rd	Intersection Improvements
Oakland Park Blvd	University Dr		Anchor Hub
Oakland Park Blvd	US 1		Anchor Hub
Oakland Park Blvd	SR A1A		Community Hub
Oakland Park Blvd	Dixie Hwy		Anchor Hub
Oakland Park Blvd	Hiatus Rd		Community Hub
Oakland Park Blvd	SR 7		Gateway Hub
Oakland Park Blvd	Andrews Ave		Anchor Hub
Pembroke Rd	US 1		Community Hub
Pines Blvd	University Dr		Community Hub
Pines Blvd	Palm Ave		Community Hub
Pines Blvd	Douglas Rd		Community Hub
Pines Blvd	Dykes Rd		Community Hub
Pines Blvd	Flamingo Rd		Intersection Improvements
Pines Blvd	I-75		Anchor Hub
Pines Blvd	Flamingo Rd		Community Hub
Pines Blvd	University Dr		Intersection Improvements
Powerline Rd	SW 10 St	Palm Beach County	Widen 4 to 6 lanes
Powerline Rd	NW 15th Street		Install new traffic signal
Sample Rd	US 1		Community Hub
Sample Rd	CSX/Tri-Rail		Anchor Hub
Sample Rd	SR 7		Gateway Hub
Sample Rd	University Dr		Gateway Hub
Sample Rd	Lyons Rd		Community Hub
Sample Rd	Coral Ridge Dr		Community Hub
Sample Rd	Sportsplex Dr		Community Hub
Sample Rd	Military Trail		Intersection Improvements
Sawgrass Exwy	Sunrise Blvd	Florida's Turnpike	Open Road Tolling
Sheridan St	Dixie Hwy	US 1	Widen 4 to 6 lanes
Sheridan St	SR 7		Community Hub
Sheridan St	University Dr		Community Hub

Facility	From	To	Description
Sheridan St	CSX/Tri-Rail		Anchor Hub
Sheridan St	US 1		Anchor Hub
Sheridan St	I-75		Anchor Hub
SR 7	Wiles Rd		Community Hub
SR 7	Peters Rd		Community Hub
SR 7	Pembroke Rd		Community Hub
SR 84	FEC rail crossing		Roadway tunnel study
SR 84	Andrews Ave		Intersection Improvements
SR 84	I-95		Interchange modification
SR 84	US 1		Intersection Improvement Study
SR 84	SW 15th Ave		Intersection Improvements
SR 84	Andrews Ave		Anchor Hub
Sunrise Blvd	Florida's Turnpike		Interchange Modification
Sunrise Blvd	University Dr		Anchor Hub
Sunrise Blvd	Andrews Ave		Anchor Hub
Sunrise Blvd	NW 31st Ave		Community Hub
Sunrise Blvd	Nob Hill Rd		Community Hub
Sunrise Blvd	NW 136th Ave		Gateway Hub
Sunrise Blvd	SR 7		Gateway Hub
Sunrise Blvd	SR A1A		Community Hub
SW 4th Avenue	28th Street		New traffic signal
Tri-Rail Deerfield Beach Station			New Parking Deck
University Dr	Royal Palm Blvd		Community Hub
University Dr	Wiles Rd		Community Hub
University Dr	Stirling Rd		Community Hub
University Dr	SW 30th St		Gateway Hub
University Dr	Pembroke Rd		Community Hub
US 1	Wiles Rd		Community Hub
US 1	FLL		Gateway Hub
US 27 Rail Corridor	Miami-Dade County	Palm Beach County	Freight Corridor Feasibility Study
Miami-Dade County			
Golden Glades Interchange	I-95 NB Ramp	Florida's Turnpike/ SR 826	Add 1 auxiliary/acceleration lane
Golden Glades Interchange	I-95 NB	SR 826 EB	Direct system-to-system connection
Golden Glades Terminal			Facility upgrade; Capacity improvement
Golden Glades Terminal		Tri-Rail/MDT Terminal	1,000 space deck, intermodal center
Krome Ave	Kendall Dr	SW 8th St	Widen 2 to 4 lanes
Okeechobee Rd	NW 154th St		Traffic signals
Opa-Locka Tri-Rail station			Parking expansion/Parking improvements
Port of Miami			Construct parking garage
Port of Miami			Develop truck staging area
Red Road/NW 57th Ave	W 19th St	W 23rd St	Widen 4 to 6 lanes
Red Road/NW 57th Ave	W 53rd St	W 65th St	Widen 4 to 6 lanes
Red Road/NW 57th Ave	W 23rd St	W 46th St	Widen 4 to 6 lanes
Red Road/NW 57th Ave	Okeechobee Rd	W 19th St	Widen 4 to 5 lanes

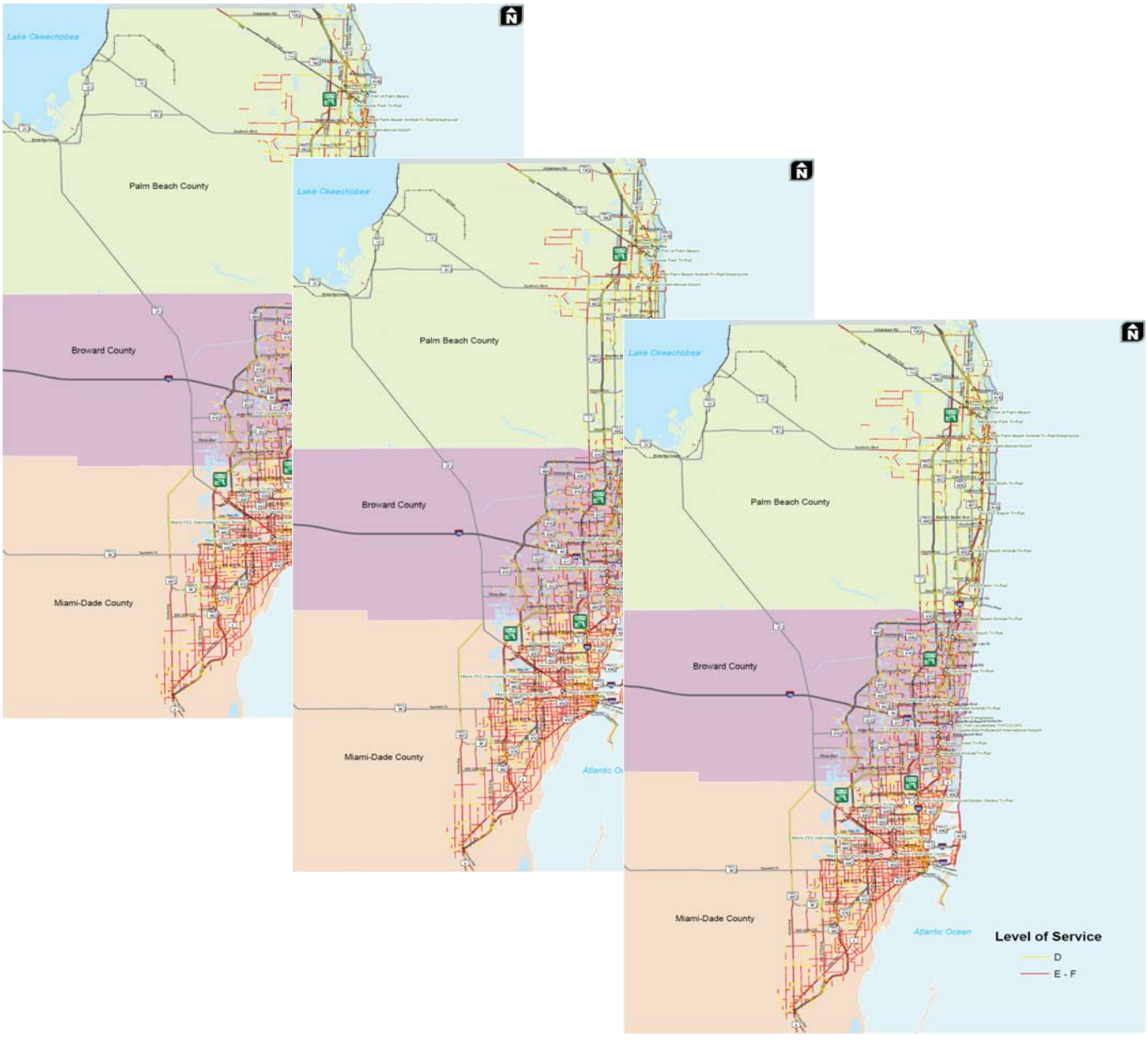
Facility	From	To	Description
SW 137th Ave	US 1	SW 184th St	Widen 2 to 4 lanes
SW 137th Ave	SW 24th St	SW 8th St	Widen 4 to 6 lanes
2021 - 2025			
Palm Beach County			
Atlantic Ave	SR 7	Lyons Rd	Widen 2 to 4 lanes
Atlantic Ave	Lyons Rd	East ramp of Florida's Turnpike	Widen 4 to 6 lanes
I-95 w/Spanish River/FAU	Glades Rd	Yamato Rd	Add 2 General Use Lanes
I-95	Yamato Rd	Linton Blvd	Add 2 General Use Lanes
Indiantown Rd	West of Florida's Turnpike	Jupiter Farms Rd	Widen 4 to 6 lanes
Okeechobee Blvd	Palm Beach Lakes Blvd		Interchange
Powerline Rd	County Line	Palmetto Park Rd	Widen 4 to 6 lanes
SR 7	Forest Hill Blvd		Interchange
SR 7	Belvedere Rd	Okeechobee Blvd	Widen 6 to 8 lanes
SR 710	Northlake Blvd	Military Trail	Widen 4 to 6 lanes
Broward County			
Broward Blvd	SR 7	Downtown Ft. Lauderdale	Premium High Capacity Transit
Florida's Turnpike	HEFT	N of Johnson St	Widen 6 to 8 lanes
Florida's Turnpike	Commercial Blvd		Interchange Modification
I-595	I-75	SR 7	Ultimate Plan
I-595	SR 7	I-95	Ultimate Plan (PE funds only)
I-75 Express Lanes	HEFT	I-595	Ultimate Plan; 2 managed lanes funded for PE
I-95	I-595	Palm Beach County	4 Managed Lanes
McIntosh Road	N of 46th St	N of SE 36th St	Roadway Improvements
Miramar Pkwy			Premium Rapid Bus
Oakland Park Blvd	University Drive	Sawgrass Mills	Premium Rapid Bus
Port Everglades			Traveler information on major incidents; security
SR 7	N. Fillmore St	Stirling Rd	Widen 4 to 6 lanes
SW 10th Street	Powerline Rd	Military Trail	Widen 4 to 6 lanes (6LD)
Tri-Rail Hollywood Station			New Parking Deck
University Dr			Premium Rapid Bus
US 1			Premium Rapid Bus
Miami-Dade County			
Dolphin Exwy	I-95		Ramp to I-95
Downtown/Port Access			Construct I-95 NB Slip Ramp on NW 6th St; Implement NE/NW 5th/6th St/Port Blvd. improvements for access between POM and I-95 slip ramp
Gratigny Pkwy Extension (west)	I-75	HEFT	Limited access facility providing a connection between HEFT, I-75, SR 924, SR 826

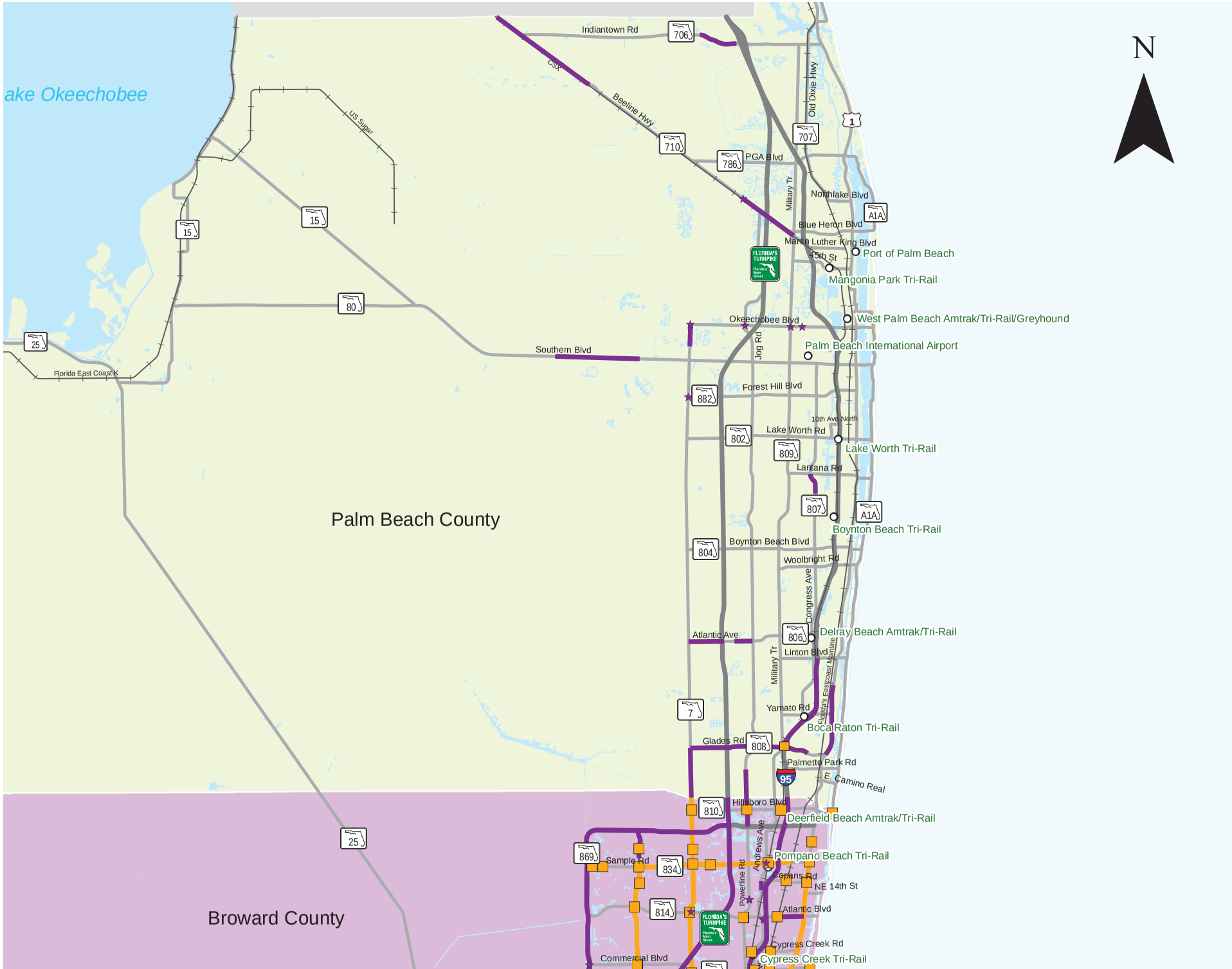
Facility	From	To	Description
HEFT	Eureka Dr	Kendall Dr	Widen to 8-, 10-, 12-lanes plus auxiliary lanes
I-95	Golden Glades Interchange	Broward County	Managed lanes
Palmetto Exwy	Dolphin Exwy	NW 87th Ave on I-75	Special use lanes
Palmetto Exwy	67th Ave		Interchange improvements
Port Bridge			Repairs to bascule rail and vehicle bridge
SW 152nd St	SW 147th Ave	SW 157th Ave	Widen 2 to 4 lanes
2026 - 2035			
Palm Beach County			
Glades Rd	SR 7	FAU Blvd	Widen 6 to 8 lanes (2 Special Use Lanes)
SR 809	Okeechobee Blvd		Interchange
Okeechobee Blvd	Jog Rd		Interchange
Okeechobee Blvd	SR 7		Interchange
SR 710	Martin County	Pratt Whitney Rd	Widen 2 to 4 lanes
SR 710	Northlake Blvd		Interchange
Tri-Rail Glades Station			New Tri-Rail station at Glades Road
Broward County			
Andrews Ave	SW 3 St	Atlantic Blvd	4 new lanes
Andrews Ave	NW 18 St	Copans Rd	Widen 2 to 4 lanes
County Line Rd/HEFT Ext	Florida's Turnpike	I-95	Feasibility Study
FLL Airport			New parking structure
FLL Airport			New passenger loading bridge
Florida's Turnpike	N of Johnson St	Griffin Rd	Widen 6 to 8 lanes
Griffin Rd	I-75	Flamingo Rd	Widen 4 to 6 lanes
Hollywood Blvd	Florida's Turnpike		Interchange Modification
Oakland Park Blvd			Premium High Capacity Transit
Pines/Hollywood Blvd			Premium High Capacity Transit
Sample Rd			Premium High Capacity Transit
Sheridan St	SW 148th Ave	Douglas Rd	Widen 4 to 6 lanes
SR 7			Premium High Capacity Transit
Sunrise Blvd			Premium High Capacity Transit
Tri-Rail			Commuter Rail support
Tri-Rail/I-95 Corridor			All Tri-Rail Shuttles support
University Dr	NW 40 St	Sawgrass Exwy	Widen 4 to 6 lanes
University Dr	Holmberg Rd	County Line Rd	Widen 2 to 4 lanes
Miami-Dade County			
Dolphin Exwy	NW 87th Ave		Interchange improvement
Don Shula Exwy Ramp Connector	SW 136th St	SR 874	Ramp connection to SW 136th St
Gratigny Pkwy Extension (east)	NW 32nd Ave	I-95	Limited access facility providing E/W mobility to I-95
I-395	East of I-95	MacArthur Causeway Bridge	Major capital improvement
Krome Ave	SW 296th St	SW 136th St	Widen 2 to 4 lanes
Krome Ave	North of SW 8th St	Mile post 2.754	Widen 2 to 4 lanes

Facility	From	To	Description
Krome Ave	US 1	SW 328th St	Widen 2 to 4 lanes
Krome Ave	SW 328th St	SW 296th St	Widen 2 to 4 lanes (Companion project with Krome truck by-pass)
Krome Ave	Kendall Dr	SW 136th St	Widen 2 to 4 lanes
Krome Ave	MP 2.754	MP 5.122	Widen 2 to 4 lanes
Krome Ave	MM 5.122	MM 8.151	Widen 2 to 4 lanes
Krome Ave	MM 8.151	MM 10.626	Widen 2 to 4 lanes
Krome Ave	MM 10.626	MM 14.184	Widen 2 to 4 lanes
Krome Truck By-Pass	Along Flagler Ave/ Civic Ct	NW 6th St	New 2 lanes (Companion project with Krome widening SW 328th St to SW 296th St)
Palmetto Exwy	57th Ave		Interchange Improvements
Palmetto Exwy	I-95		Operational improvement within the Golden Glades Interchange
Palmetto Exwy	Okeechobee Rd	NW 103rd St	1 auxiliary lane
Palmetto Exwy	NW 167th St		Operational improvement within the Golden Glades Interchange
Perimeter Rd	NW 20th St	NW 57th Ave	Widen 2 to 4 lanes
Port of Miami	Watson Island	MacArthur Causeway Bridge	Tunnel (port alternative access)
Red Road	W 65th St	W 84th St	Widen 4 to 6 lanes
South Florida Rail Corridor	North of Hialeah Market	North of MIC	Double tracking
SR 5/US-1/Biscayne Blvd			Expand SB left-turn lane for trucks entering Port
US-1 (Busway)	SW 88th St	Florida City	Additional park-and-ride lots
US-1 (Busway)	SW 88th St	Florida City	Bus signal priority

*For Port Everglades related projects: Since the incorporation of some of these projects into the 2008 Broward County Urban Freight/Intermodal Mobility Study, some of the titles and/or descriptions may have been modified based on the completion of the Port Everglades Master Plan, or other studies. Updated title and/or description may be obtained from the Port Everglades Master Plan at http://www.broward.org/port/masterplan/Pages/Default.aspx.

THE FOLLOWING PAGES DISPLAY 3 MAPS. ONE MAP IS OF THE FUNDED projects. The other two maps display a comparison between the year 2035 levels of service for our region's roadways with funded projects through 2014 versus the levels of service with funded projected through 2035 in place. Only facilities operating at level of service D, E, or F are highlighted. As shown in the maps, congestion is expected to grow at a rate faster than the region can fund and implement projects.

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Mangonia Park Tri-Rail
FLORIDA'S TURNPIKE
Okeechobee Blvd
West Palm Beach Amtrak/Tri-Rail/Greyhound
Jog Rd
Palm Beach International Airport
Forest Hill Blvd
882
10th Ave North
802
Lake Worth Rd
Lake Worth Tri-Rail
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Lantana Rd
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Boynton Beach Tri-Rail
Palm Beach County
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Woolbright Rd
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Hillsboro Blvd
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Pompano Beach Tri-Rail
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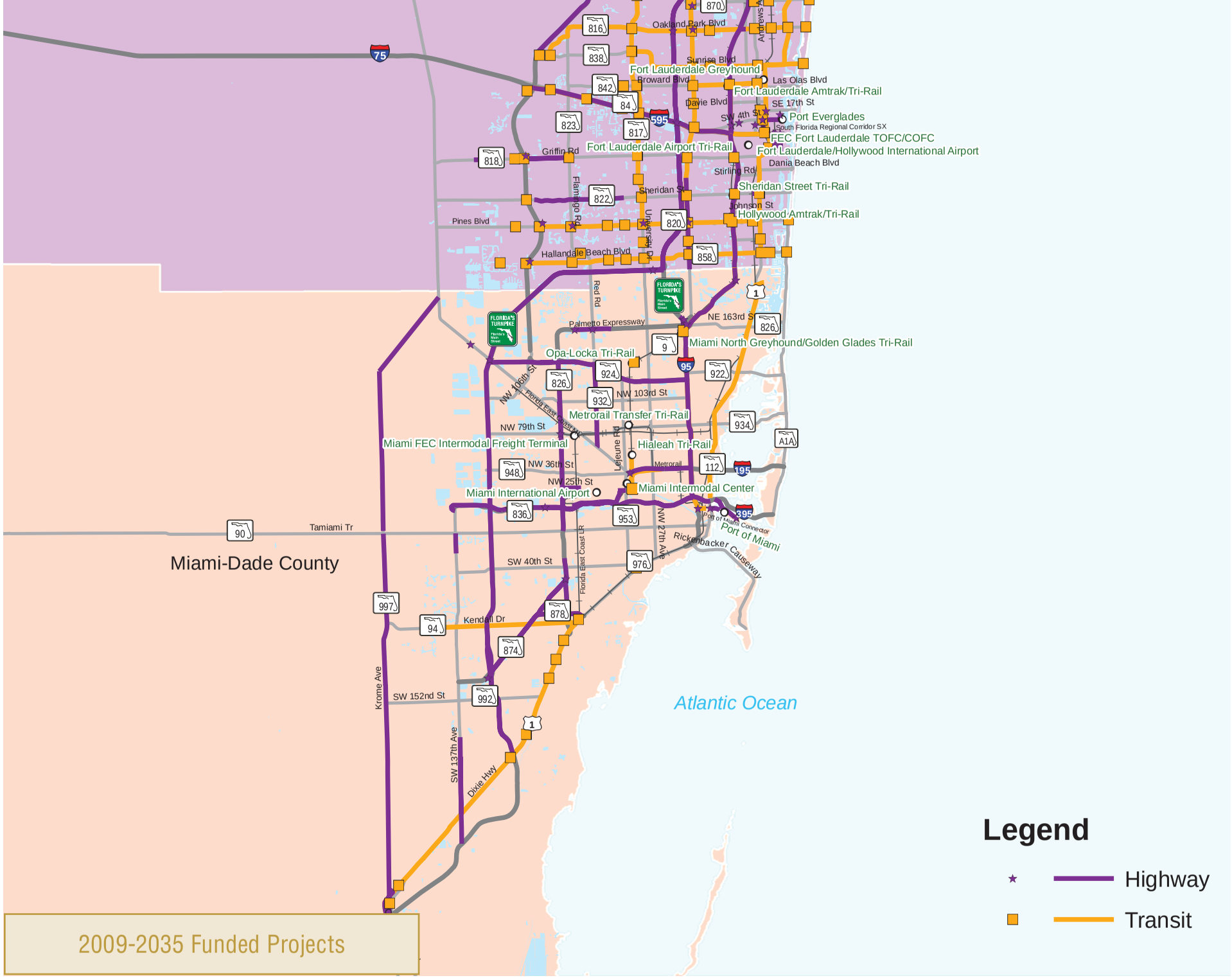
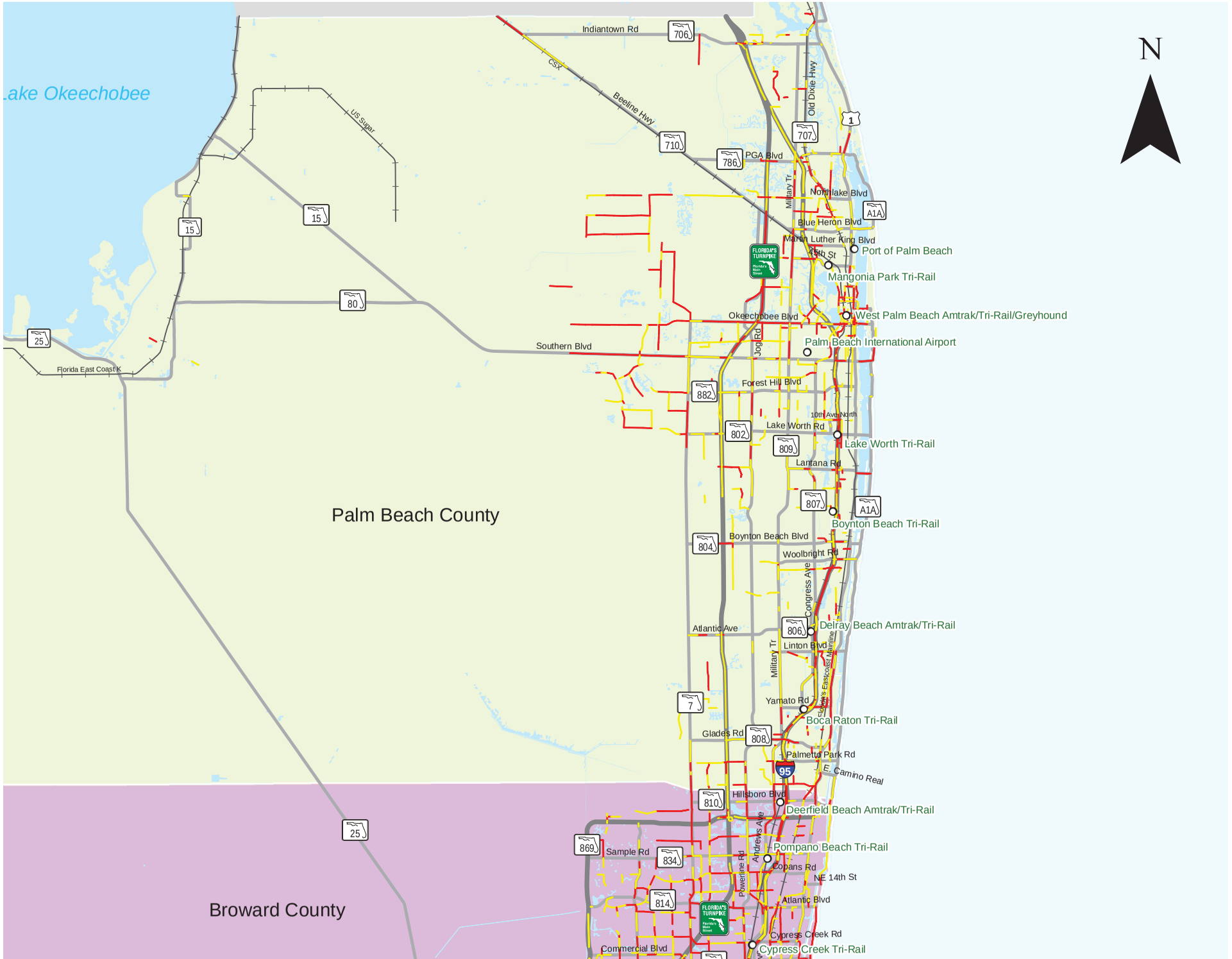
Broward County
Cypress Creek Rd
Commercial Blvd
Cypress Creek Tri-Rail



2009-2035 Funded Projects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Mangonia Park Tri-Rail
Okeechobee Blvd
West Palm Beach Amtrak/Tri-Rail/Greyhound
Jog Rd
Palm Beach International Airport
Forest Hill Blvd
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10th Ave North
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Boca Raton Tri-Rail
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Palmetto Park Rd
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E. Camino Real
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Deerfield Beach Amtrak/Tri-Rail
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Powerline Rd
Copans Rd
NE 14th St
Atlantic Blvd
Cypress Creek Rd
Cypress Creek Tri-Rail
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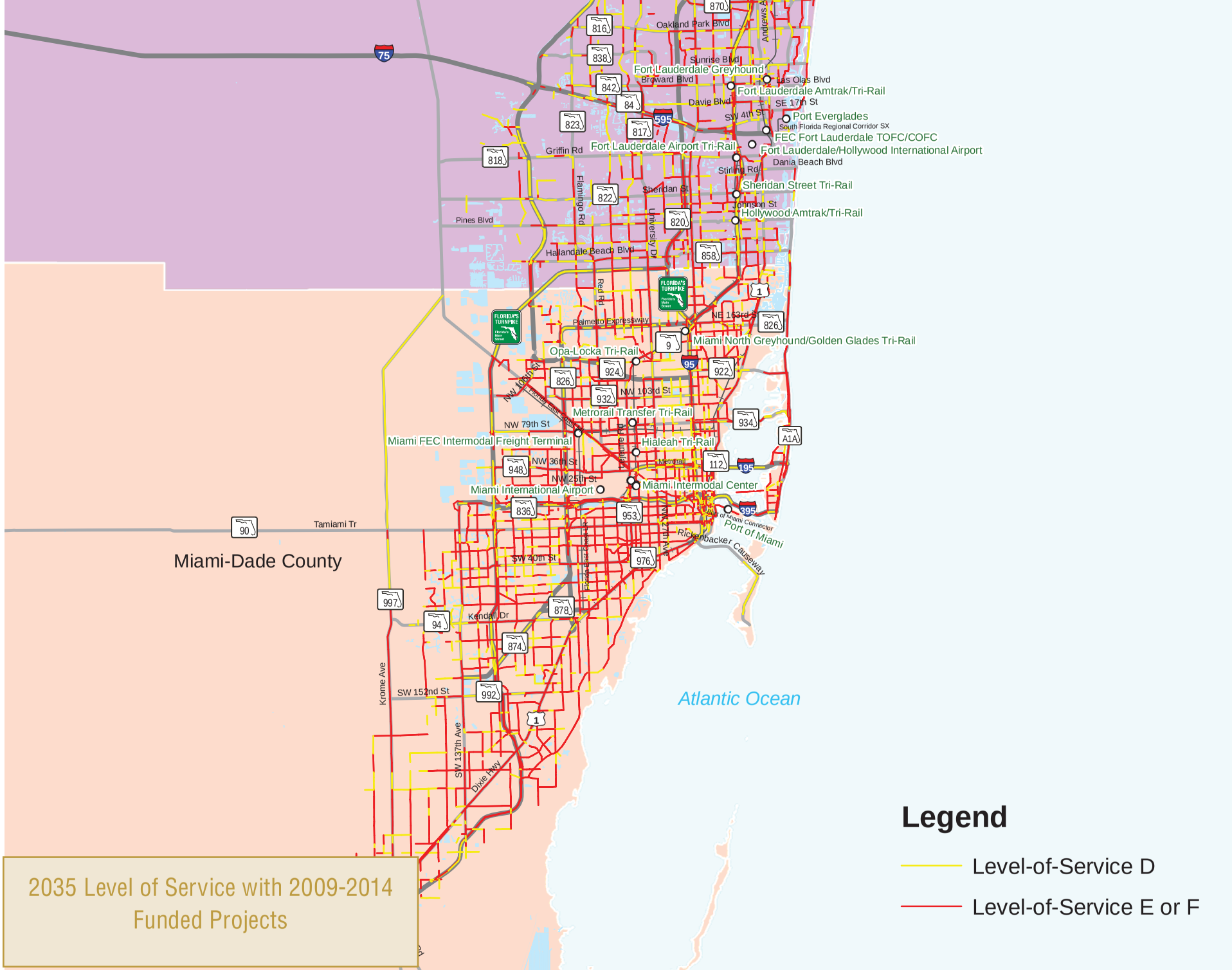
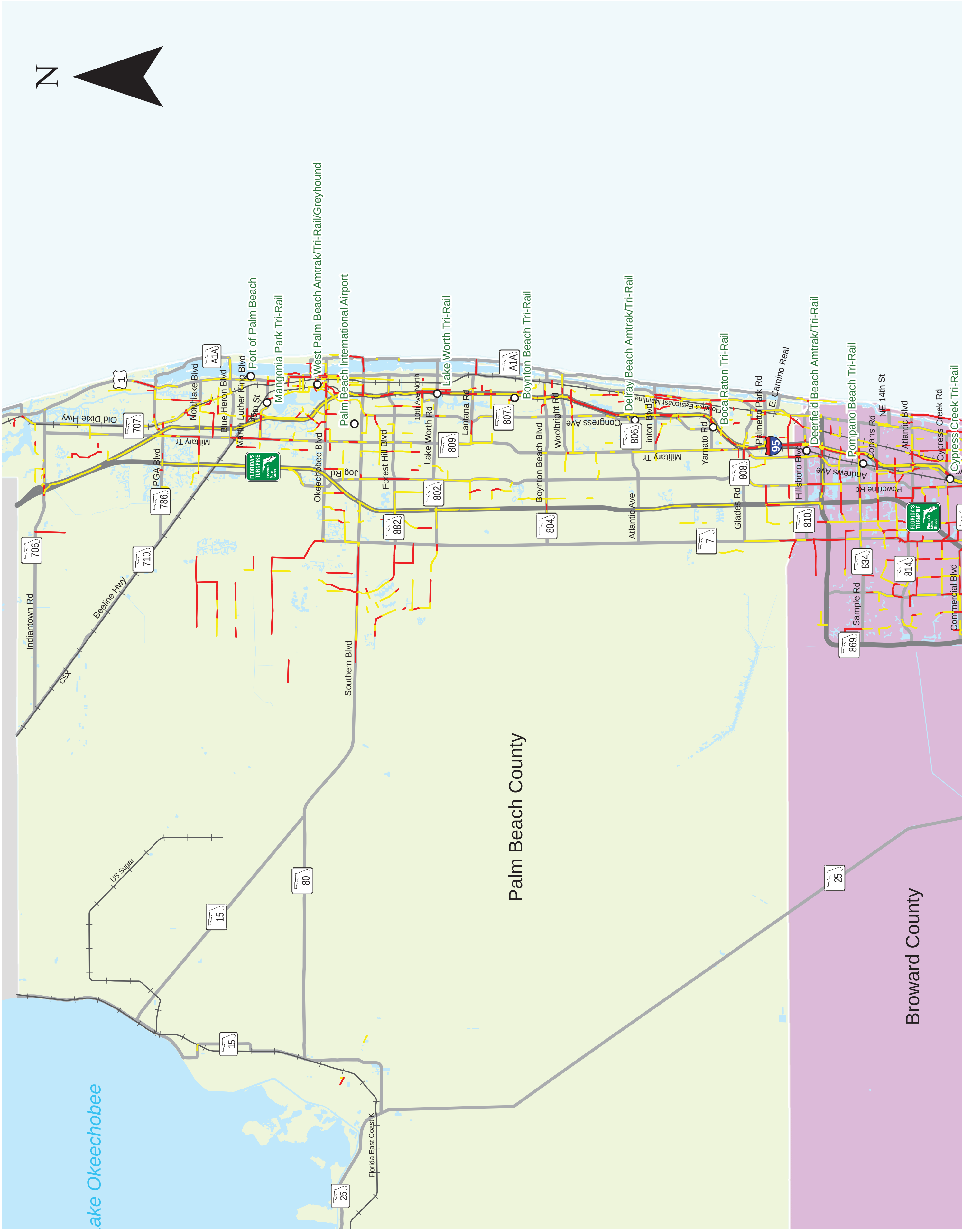


2035 Level of Service with 2009-2014 Funded Projects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Palm Beach County
Broward County
Lake Okeechobee
Port of Palm Beach
Mangonia Park Tri-Rail
West Palm Beach Amtrak/Tri-Rail/Greyhound
Palm Beach International Airport
Lake Worth Tri-Rail
Boynton Beach Tri-Rail
Delray Beach Amtrak/Tri-Rail
Boca Raton Tri-Rail
Deerfield Beach Amtrak/Tri-Rail
Pompano Beach Tri-Rail
Cypress Creek Tri-Rail
Old Dixie Hwy
Northlake Blvd
Blue Heron Blvd
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Woolbright Rd
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Powerline Rd
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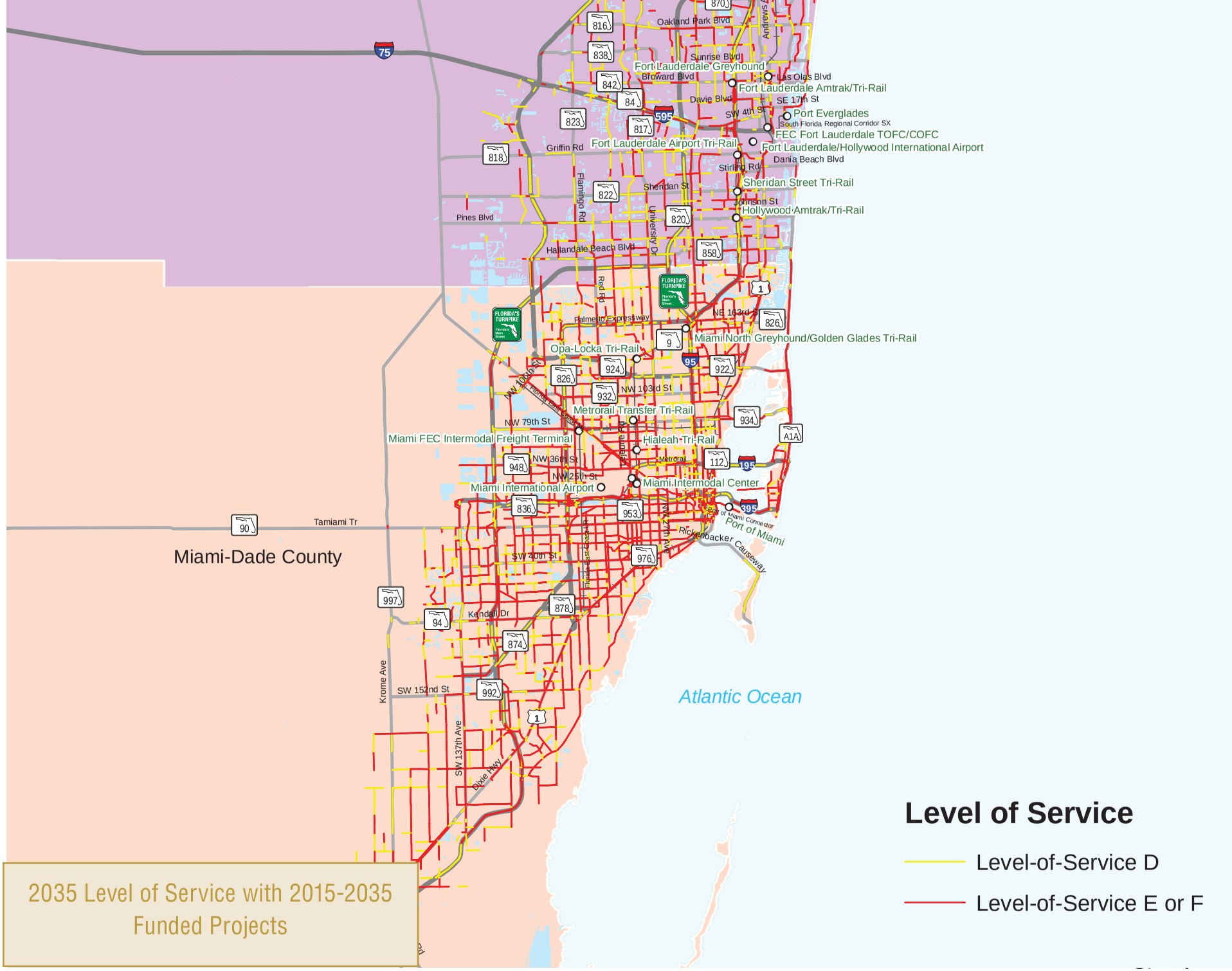
FLORIDA'S TURNPIKE



2035 Level of Service with 2015-2035 Funded Projects

Unfunded Projects

THE REGIONAL UNFUNDED PROJECT LIST IS A compilation of the local MPO unfunded projects located on regional facilities. The region has determined through analysis and testing that these projects are needed to meet our goals; however, the funding is not available for the foreseeable future. Two regionally significant unfunded projects are highlighted herein. However, more than 150 unfunded projects were identified in the plan.

Project Highlights

Tri-Rail Extension/FEC Corridor (Region-wide)

The Florida Department of Transportation (FDOT) initiated the South Florida East Coast Corridor Transit Analysis (SFECCTA) study in December 2005 recognizing that the Florida East Coast (FEC) Railway was and is a unique transportation asset that should be evaluated and developed in the context of regional transportation issues, priorities and needs.

The purpose of this project is to improve north-south mobility for the citizens of southeastern Florida along the US 1/FEC Railway corridor through the redeveloping coastal cities of Palm Beach, Broward and Miami-Dade Counties. The project would consist of a high capacity, high-quality premium transit service designed to provide an alternative to driving congested roadways. The project would supplement highway capacity, improve north/south connectivity and improve the quality of transit services especially for those who are dependent on transit. This project would also accommodate robust future growth in population and employment consistent with regional land use objectives. The project would improve mobility for shorter trips and provide direct access to existing and planned development along the economic spine of South Florida.

Proposals to use existing and new track connections between SFECCTA and Tri-Rail would permit Tri-Rail trains to operate over portions of the SFECCTA corridor and vice versa. An integrated system, offering "one–seat, no transfer rides", could attract more riders than two parallel rail services with connecting buses. More origins and destinations would be served by such an integrated system. Regional environmental goals are being achieved by concentrating development to the east, rather than between I-95 and the Everglades. A new premium transit service along the FEC Railway corridor would support such development activities in Community Redevelopment Areas (CRA).

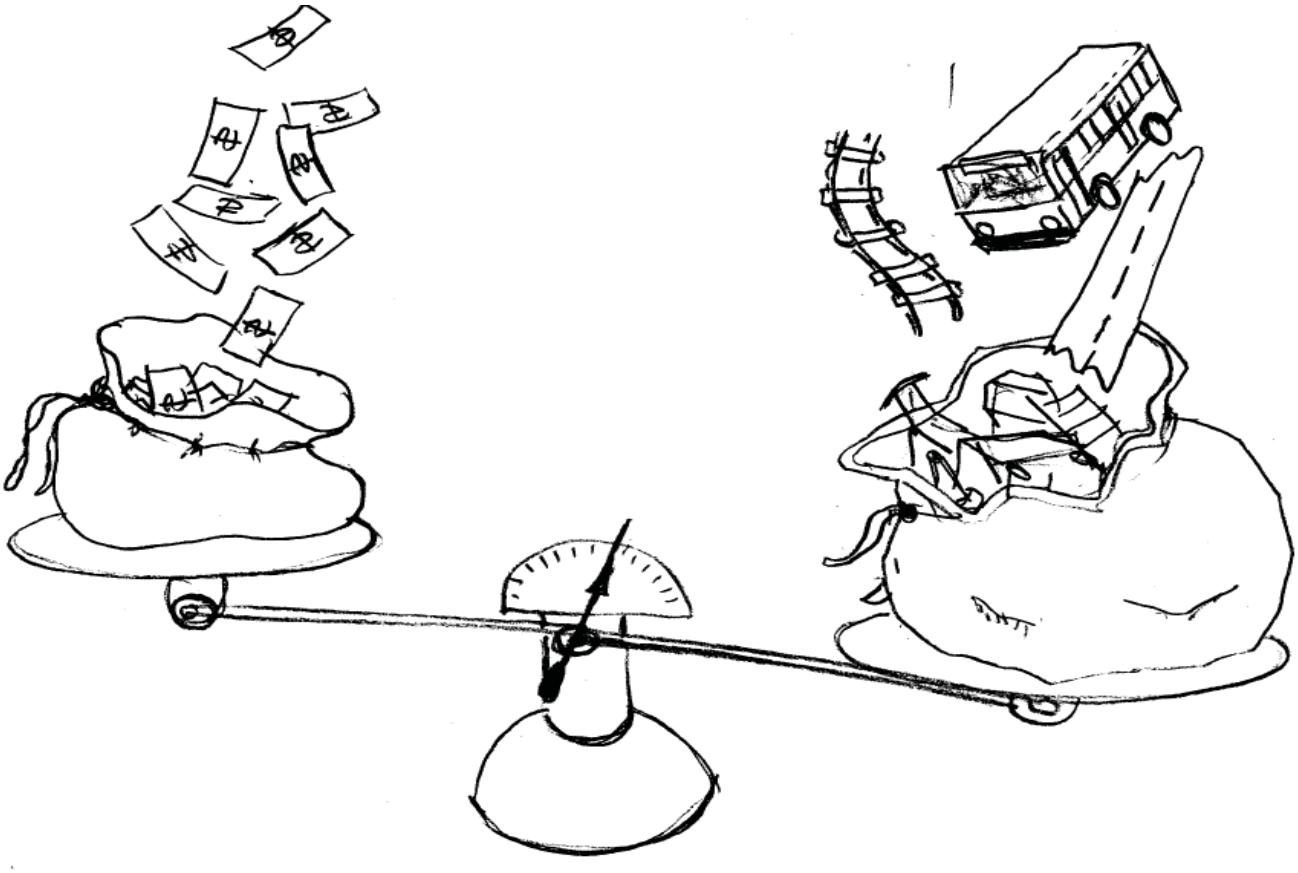
US 27 Rail Corridor and the Inland Port (Palm Beach County)

The objective of the Inland Port and US 27 Rail Corridor is to facilitate and increase international trade in Florida by developing, operating and marketing a regional international trade processing center and to provide for economic development regionally. An inland port is a distribution site to provide opportunities to support intermodal transfers between ship, rail and truck operations, typically located in a rural setting where land costs and land uses are less restrictive. Ultimately, the mission is to expand the South Florida area's transportation and logistics industry and to make it cheaper, faster, and more efficient and secure for companies to move goods into, out of and through various Florida markets.

Statistics

The following table summarizes the unfunded project per County. In total, the Southeast Florida region has 152 projects unfunded over the next 25 years. This equates to a project needs shortfall of approximately 51%.

	Palm Beach	Broward	Miami-Dade	Total
Number of Unfunded Projects	49	34	69	152



Facility	From	To	Description
Palm Beach County			
45th St	Jog Rd	Tri-Rail	E-W Palm Tran Bus Service
Atlantic Ave	SR 7	SR A1A	E-W Palm Tran Bus Service
Beeline Hwy	45th St	County Line	Regional Rail
Blue Heron Blvd	Beeline Hwy	SR A1A	E-W Palm Tran Bus Service
Boynton Beach Blvd	SR 7	SR A1A	E-W Palm Tran Bus Service
Congress Ave	Yamato Rd	Blue Heron Blvd	N-S Palm Tran Bus Service
Congress Ave N	Blue Heron Blvd	Silverbeach Rd	4-6
FEC	County Line	County Line	Rail Transit Service
FEC	Okeechobee Blvd	Indiantown Rd	Tri-Rail Extension
Federal Hwy	Tropic Blvd	E 5th Ave	4-6
Forest Hill Blvd	Southern Blvd	US 1	E-W Palm Tran Bus Service
Glades Rd	SR 7	US 1	E-W Palm Tran Bus Service
Glades Rd	SR 7	US 1	Bus Rapid Transit
I-95	Okeechobee Blvd	Indiantown Rd	N-S Palm Tran Bus Service
Indiantown Rd	Pratt-Whitney Rd	125th Ave N	2-4
Indiantown Rd	Seminole Rd	US 1	E-W Palm Tran Bus Service
Jog Rd	County Line	Ross Rd	N-S Palm Tran Bus Service
Lake Worth Rd	South Shore Blvd	120th Ave S	2-4
Lake Worth Rd	SR 7	SR A1A	E-W Palm Tran Bus Service
Lantana Rd	High Ridge Rd	I-95	4-6
Lantana Rd	SR 7	US 1	E-W Palm Tran Bus Service
Linton Blvd	Jog Rd	SR A1A	E-W Palm Tran Bus Service
Martin Luther King Blvd	I-95	US 1	E-W Palm Tran Bus Service
Military Trail	County Line	Indiantown Rd	N-S Palm Tran Bus Service
Military Trail	Glades Rd	Belvedere Blvd	Bus Rapid Transit
Northlake Blvd	Seminole Rd	US 1	E-W Palm Tran Bus Service
Northlake Blvd	SR 7	Tri-Rail	Bus Rapid Transit
Okeechobee Blvd	Seminole Rd	SR A1A	E-W Palm Tran Bus Service
Okeechobee Blvd	SR 7	Congress Ave	Bus Rapid Transit
Palmetto Park Rd	SR 7	SR A1A	E-W Palm Tran Bus Service
PGA Blvd	Beeline Hwy	US 1	E-W Palm Tran Bus Service
Southern Blvd	SR 15	SR A1A	E-W Palm Tran Bus Service
Southern Blvd	Crestwood Blvd	Tri-Rail	Bus Rapid Transit
SR 15	SR 25	SR 15	N-S Palm Tran Bus Service
SR 25	County Line	SR 15	E-W Palm Tran Bus Service
SR 7	Bridgebrook Dr	.7 miles N of Atlantic Ave	4-6
SR 7	County Line	Northlake Blvd	N-S Palm Tran Bus Service
SR 7	Forest Hill Blvd	Okeechobee Blvd	Bus Rapid Transit
SR 7	County Line	Glades Rd	Bus Rapid Transit
SR 710	Moroso Motorsports Park	PGA Blvd	4-6
SR 710	PGA Blvd	Northlake Blvd	4-6
SR 710	Northlake Blvd	I-95	4-8
SR 710	Old Dixie Hwy	Broadway	0-4

Facility	From	To	Description
SR A1A	Southern Blvd	Okeechobee Blvd	N-S Palm Tran Bus Service
Tri-Rail PBIA Station			New Tri-Rail Station at Palm Beach International Airport
US 1	County Line	County Line	N-S Palm Tran Bus Service
Woolbright Rd	I-95	Seacrest Blvd	4-6
Woolbright Rd	Jog Rd	US 1	E-W Palm Tran Bus Service
Yamato Rd	Lyons Rd	US 1	E-W Palm Tran Bus Service
Broward County			
Andrews Avenue (Extend service to Cypress Creek Tri-Rail Station)			Premium High Capacity
Atlantic Blvd			Premium Rapid Bus
Broward Blvd			Premium Rapid Bus
Broward County Intermodal Center			At Fort Lauderdale-Hollywood International Airport
Broward County Transit Administration Building			
Central Broward East-West Transit			Premium High Capacity
Central Broward Loop			Premium Rapid Bus
City of Fort Lauderdale Downtown Circulator - The Wave			Circulator Service (Premium High Capacity)
Commercial Blvd			Premium Rapid Bus
Cypress Creek			Premium Rapid Bus
Existing Broward County Transit (BCT) O&M Cost (Gap)			
FEC/CSX Connector Commuter Rail			
Florida's Turnpike	At Sawgrass Exwy Interchange	-	Interchange Modification
Florida's Turnpike	At Oakland Park Blvd	-	New Interchange
Florida's Turnpike	N of Atlantic Blvd	SawgrassExwy	From 6LD to 8LD
Florida's Turnpike	At Sunrise Blvd	-	Interchange Modification
Florida's Turnpike	Sawgrass Exwy	Palm Beach CountyLine	From 6LD to 8LD
FTPK Homestead Ext	NW 57th Ave/Red Road	FTPK Mainline	From 4LD to 8LD
FTPK Homestead Ext	Miami-Dade County Line	NW 57th Ave/ Red Rd	From 4LD to 8LD
Full BCT O&M Cost (per TDP) (Gap)			
Griffin Rd			Premium Rapid Bus
Hollywood Beach-FLL			Premium Rapid Bus
I-595 Causeway	SR 7 / US 441	I-95	Ultimate Plan
I-75			Premium Rapid Bus
I-75 Express Lanes	HEFT	I-595	Ultimate Plan including two managed lanes

Facility	From	To	Description
I-95	All I-95 interchanges in Broward County		Interchange Improvements
Lauderhill-Fort Lauderdale			Premium Rapid Bus
People Mover - SunPort(Airport/Seaport)			Automated PeopleMover (APM)(Premium High Capacity)
Powerline Rd			Premium Rapid Bus
South Florida East Coast Corridor (FEC)			Commuter Rail
SR 7/US 441(Extend service to Downtown Miami & FAU Boca Raton campus)			Premium High Capacity
SW 10th St	At I-95 Interchange	-	Interchange Modification
SW 10th St	Florida's Turnpike	I-95	Convert to 6 lanes divided Exwy(includes new interchanges at Powerline Rd and Military Trail)
University Drive(Upgrade Technology)			Premium High Capacity
Miami-Dade County			
I-75	SR-826	NW 138th Street	Add special use lanes
I-75	NW 138th Street	Broward County Line	Add special use lanes
Additional Tracks at Miami Intermodal Center	Miami Intermodal Center		Construct passenger rail tracks to allow Amtrak service at the MIC and/or commuter rail
Baylink	Downtown Miami	Miami Beach	Premium transit service connecting Downtown Miami and Miami Beach
East-West/Dolphin Corridor Premium Transit	MIC	Vicinity of FIU	Premium transit service
FEC Corridor	Downtown Miami	Broward County Line	Passenger rail on the FEC corridor
Connect 4Xpress	Central Miami-Dade County	North Miami-Dade County	Limited access N/S facility connecting the northern and central portion of the County. Multimodal Corridor
FEC Corridor East-West Connection	South Florida Rail Corridor	FEC Mainline	Construct new east-west rail connection in the vicinity of 71st Street
FEC South Spur/Ludlam Trail Premium Transit	Miami Intermodal Center	Dadeland North Area	Premium transit service and non-motorized facility
Freight Rail Line Upgrade and Extension			Double track improvements on FEC and other projects that increase the capacity of the freight rail network, including double track projects, line extensions and upgrades to accommodate 286k rail cars.
Golden Glades Interchange	SR 826 (EB)	I-95 (NB)	Ramp improvements to provide direct system to system connection
HEFT	SR 836	I-75	Widen to 10-lanes
HEFT	Kendall Dr (SW 88th St)	SR 836	Widen to 10-lanes
HEFT	I-75		Interchange Modification
HEFT	I-75	Turnpike Mainline	Widen to 8-lanes
HEFT	SW 216th St	Eureka Dr	Widen to 10-lanes
I-75	0	At 154th St	New Interchange
I-75/Gratigny	County Line Rd.	Miami-Dade College North Campus	Improve/implement transit service
I-95 (SB)		SW 7th & 8th St	Modify Interchange

Facility	From	To	Description
I-95/NW 20th St			New ramp construction to serve Health District
Kendall Area LRT	Metrozoo Area	Dadeland North	Implement new premium transit service
Marlins Stadium Premium Transit Connection	Metrorail/Metromover	Marlins Stadium	Premium transit connection from existing Metrorail/Metromover to the Marlins Stadium at the former Orange Bowl stadium site
Metrorail North Corridor Extension	Martin Luther King Jr. Metrorail station	NW 215th St/NW 27th Ave	Premium transit service along NW 27th Ave
New Tri-Rail Station in northern Miami-Dade	Between Golden Glades Tri-Rail Station and County Line Rd		New Tri-Rail station in the vicinity of Ives Dairy Rd
SR 25/Okeechobee Road	SR 826	Krome Ave	Conversion to limited access toll facility
SR 25/Okeechobee Road/ US 27	79th Ave	Krome Ave	Expressway Conversion - Construct Grade Separated Overpasses at Major Intersections
SR 5/US-1	Dadeland South	I-95	Corridor improvements and managed lanes
SR 821/HEFT	SR 836	I-75	Widen to 10-lanes
SR 821/HEFT	Kendall Dr (SW 88th St)	SR 836	Widen to 10-lanes
SR 821/HEFT	I-75		Interchange Modification
SR 821/HEFT	I-75	Turnpike Mainline	Widen to 8-lanes
SR 821/HEFT	Campbell Dr	Biscayne Dr (SW 288th St)	Widen to 6-lanes
SR 821/HEFT	Biscayne Dr (SW 288th St)	SW 216th St	Widen to 8-lanes
SR 821/HEFT	Lucy St		New Half-Interchange (to/from N.)
SW 200th Street SW 137th Ave	US-1 (South Dixie Hwy) SW 200th St	SW 137th Ave SR 836	Improve/implement transit service
79th St Causeway (JFK Cwy)	NE 10th Ave	Collins Ave	Improve/implement transit service
SR 821/HEFT	SW 88th St	FIU (SW 8th St)	Premium Transit Service
SR 826/Palmetto Expressway	I-75	Golden Glades Interchange	Add Special Use Lanes
SR 826/Palmetto Expressway	NW 103rd Street	I-75	Provide transit envelope for future transit service
SR-821	US-1 (South Dixie Highway)	SW 88th St	Improve/implement transit service
SR 826/Palmetto Expressway	Palmetto Station	NW 103rd St	Transit Way
SR 836	NW 42nd Ave/NW 27th Ave	NW 17th Ave/NW 57th Ave	EB Auxiliary Lane from NW 42nd Ave to NW 17th Ave; WB Auxiliary Lane from NW 27th Ave to NW 57th Ave and associated interchange improvements at NW 42nd Ave and NW 27th Ave
SR 836	HEFT	SR 826/836 Interchange	Managed Lanes
SR 836 Southwest Extension	NW 137th Ave	SW Miami-Dade	Multi-modal transportation corridor
SR 836/Dolphin Expressway	NW 42nd Ave/NW 27th Ave	NW 17th Ave/NW 57th Ave	EB Auxiliary Lane from NW 42nd Ave to NW 17th Ave; WB Auxiliary Lane from NW 27th Ave to NW 57th Ave and associated interchange improvements at NW 42nd Ave and NW 27th Ave
SR 836/Dolphin Expressway	HEFT	SR 826/836 Interchange	Managed Lanes
SR 836/I-95 Corridor	W of NW 17th Ave	I-95	Corridor Improvements (MDX project #83611)
SR 836/I-95 Corridor	W of NW 17th Ave	I-95	Corridor Improvements (MDX project #83611)
SR 836/SR 112	SR 826	I-95/I-395	Managed Lanes

Facility	From	To	Description
SR 836/SR 112 Interconnector	SR 836/Lejeune interchange	SR 112/37th Ave interchange	Express connection between SR 836 and SR 112 in the general alignment of 37th/42nd avenues
SR 836/SR 112 Interconnector	SR 836/Lejeune interchange	SR 112/37th Ave interchange	Express connection between SR 836 and SR 112 in the general alignment of 37th/42nd avenues
SR 836/SR112	SR 826	I-95/I-395	Managed Lanes
SR 934/NW 79th St/NW 81st St/NW 82nd St PD&E	NW 13th Ave	Biscayne Bay	Capacity Improvements
SR 94/SW 88th Street	SW 157th Ave	US-1 (Dadeland North)	Premium transit service
SR 9A/I-95 PD&E	South of SR 836/I-395	Broward County Line	Capacity Improvement
SW 152nd Ave	US 1	SW 312th St	2- to 4-lanes
SW 152nd St BRT	SW 137th Ave	US-1 Busway	1 Dedicated transit lane - BRT service
SW 152nd St/Coral Reef/ SR 992	HEFT	US 1	4 to 6 lanes
SW 8th St			Grade Separations at SW 8th St/SW 87th Ave, SW 8th St/SW 107th Ave
US 1	at SW 344th St		Grade Separated Overpass
US 1	Dadeland South	I-95	Corridor improvements and managed lanes
US 1 Busway	FL City	Dadeland South	Managed Lanes
US 27	SR 826	Krome Ave	Conversion to limited access toll facility
US-1	SW 104th St	Florida City	Metrorail Extension
US-1 Busway**	FL City	Dadeland South	Managed Lanes
US-1 (Busway)	SW 88th St	Florida City	Grade separations at selected intersections
US-1 (South Dixie Highway)	SW 88th St	SW 104th St	Metrorail extension to SW 104th St

Freight System

THIS SECTION PROVIDES A SUMMARY OF THE SOUTH Florida Regional Freight Plan (SFRFP), whose purpose was to develop a formalized regional freight planning and implementation strategy that is inclusive of individual planning efforts that have been conducted within the area and prioritize critical freight transportation projects for the South Florida region.

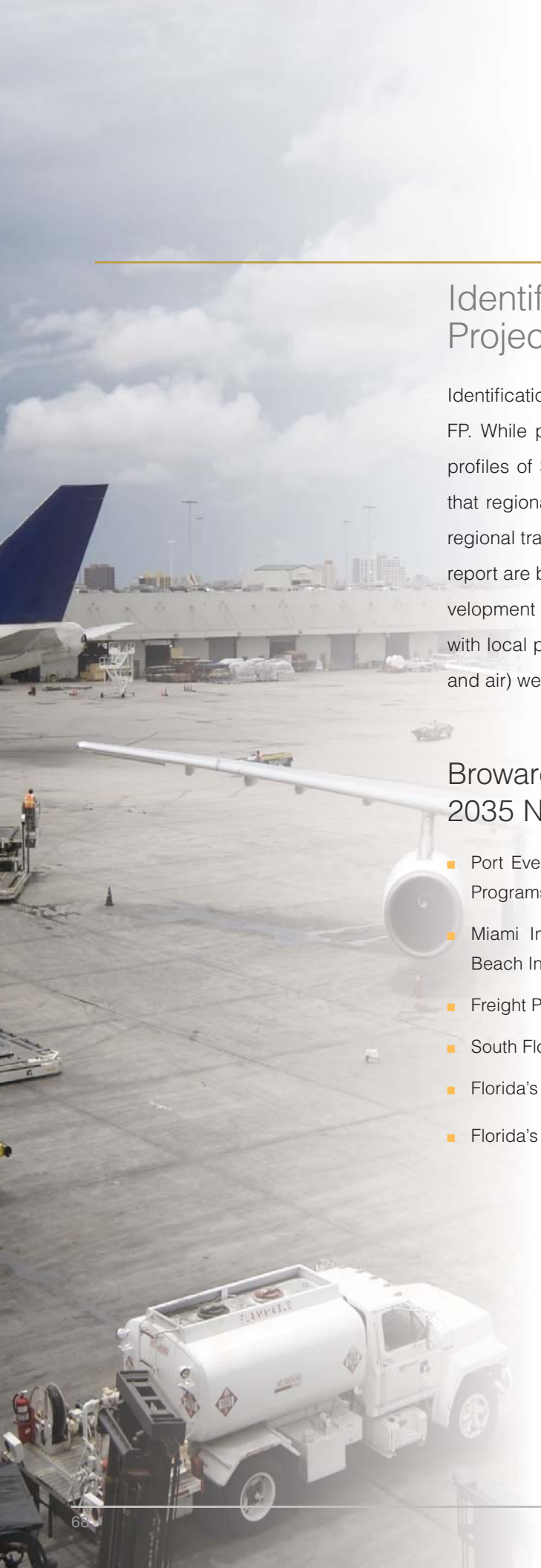
The SFRFP was developed in coordination with the Regional Long Range Transportation Plan (RLRTP), as the regional freight element of RLRTP. The successful integration of freight planning goals, objectives, and needs into the RLRTP will pave the way for consistency, consensus, and coordination within the region for freight planning efforts and will help maximize funding opportunities for planned improvements.

*All text, tables and figures within this section were directly taken from the Regional Freight Plan final documentation.

Input for the development of the SFRFP was received from several freight stakeholders, including seaports, airports, FDOT Districts 4 and 6, MPO's, and other public and private sector entities. A well-attended visioning session conducted on September 10, 2008, generated a lot of discussion on the regional freight needs, challenges, opportunities, goals, and vision. A series of meetings was conducted with MPO staff and consultants involved in the development of 2035 LRTPs and RLRTP to ensure that the SFRFP was developed in consistent with those transportation plans.

Goals, Objectives, and Policies

To facilitate integration of the SFRFP and RLRTP, freight specific goals, objectives, and measures of effectiveness were developed and incorporated into the RLRTP. Several meetings were held with the RLRTP team to refine the goals and objectives and to ensure freight specific goals are seamlessly integrated with RLRTP planning goals and objectives. In addition, the regional freight prioritization results were added to the RLRTP project evaluation process to incorporate a freight element into an updated regional project prioritization process still under developement. The successful integration of freight planning goals, objectives, needs, and prioritization into the RLRTP will pave the way for consistency, consensus, and coordination within the region for freight planning efforts and to help maximize funding opportunities for planned improvements.

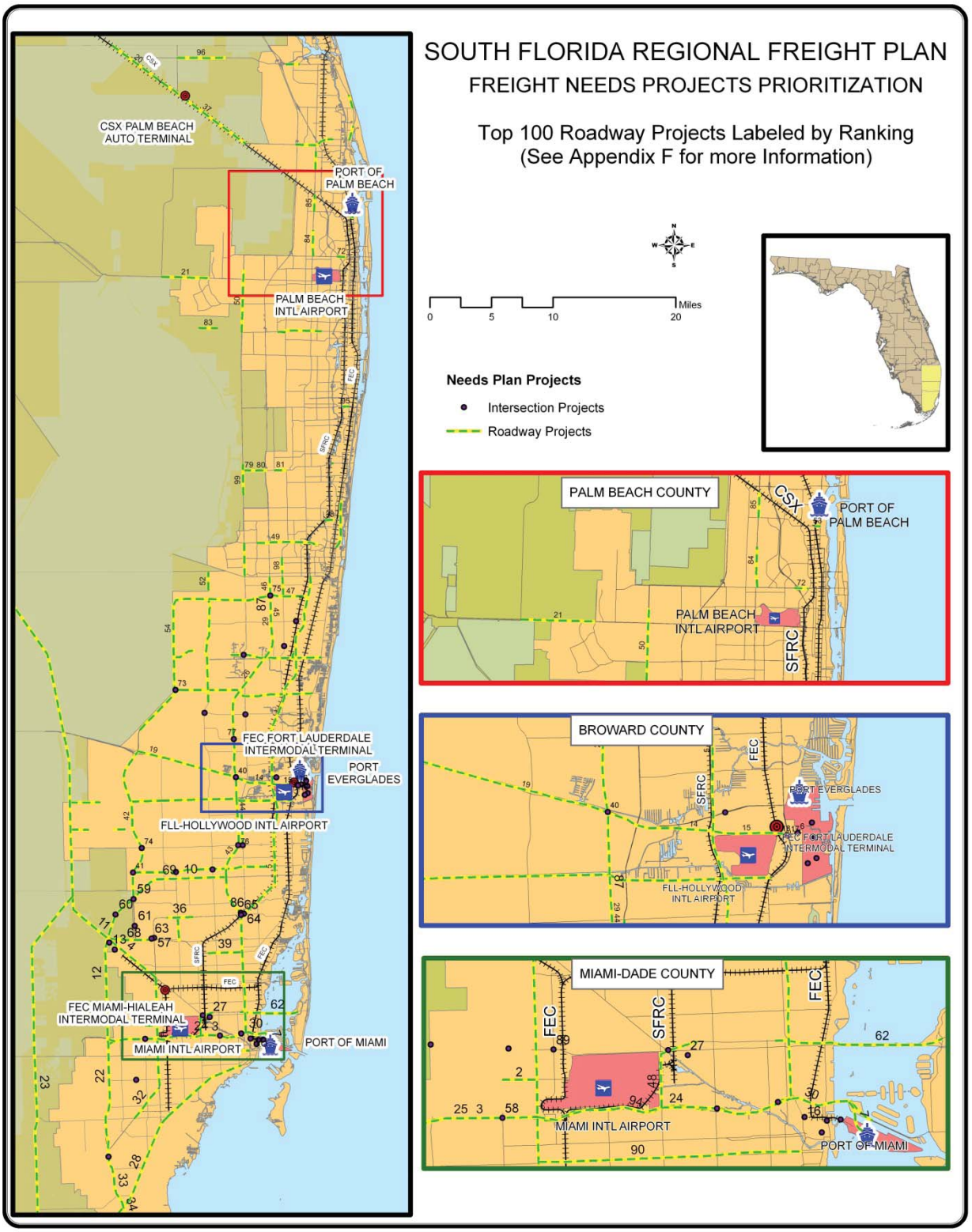


Identification and Prioritization of Freight Projects

Identification and prioritization of freight needs is a key component of the SFR-FP. While previous regional freight planning activities have provided detailed profiles of South Florida's freight transportation system, this was the first time that regional freight needs were identified and included as part of the overall regional transportation plan. The freight needs for South Florida included in this report are based on the existing mechanisms in place for identification and development of improvement programs. This ensures the projects are consistent with local plans and programs. Freight needs for each mode (truck, water, rail, and air) were identified using the following sources:

Broward, Miami-Dade, and Palm Beach MPO's 2035 Needs Plans

- Port Everglades, Port of Miami, and Port of Palm Beach Capital Improvement Programs (CIPs) and master plans (as available)
- Miami International Airport, Fort Lauderdale International Airport, and Palm Beach International Airport CIPs and master plans
- Freight Plans of Broward, Miami-Dade, and Palm Beach counties
- South Florida Regional Freight Plan Visioning Session
- Florida's Statewide Rail System Plan
- Florida's Statewide Seaport System Plan


SOUTH FLORIDA REGIONAL FREIGHT PLAN
FREIGHT NEEDS PROJECTS PRIORITIZATION
Top 100 Roadway Projects Labeled by Ranking
(See Appendix F for more Information)
CSX PALM BEACH AUTO TERMINAL
PORT OF PALM BEACH
PALM BEACH INTL AIRPORT
FEC FORT LAUDERDALE INTERMODAL TERMINAL
PORT EVERGLADES
FLL-HOLLYWOOD INTL AIRPORT
FEC MIAMI-HIALEAH INTERMODAL TERMINAL
MIAMI INTL AIRPORT
PORT OF MIAMI
0 5 10 20 Miles
Needs Plan Projects
Intersection Projects
Roadway Projects
PALM BEACH COUNTY
BROWARD COUNTY
MIAMI-DADE COUNTY
CSX
FEC
SFRC

Prioritized Roadway Projects

The roadway project prioritization was largely limited to projects falling within the Southeast Florida Transportation Council (SEFTC) designated Corridors of Regional Significance. The roadway project prioritization methodology was developed based on five elements. The five elements include truck traffic, truck activity, type of project, facility type, and intermodal connectivity. The top 25 ranked roadway projects are listed in the following table and the top 100 ranked roadway projects are mapped in Figure 1.

Top 25 Roadway Freight Needs Projects in South Florida

Rank	Name of Project	Description	Score
1	I-95 Managed Lanes	Four managed lanes between Broward Boulevard and Linton Boulevard in Palm Beach County	80
2	25th Street Viaduct – Phase 2	Widen NW 25th Street and construct elevated bridge between SR 826 and NW 87th Court	76
3	SR 836/I-195/MacArthur Causeway	Managed lanes between NW 137th Ave and Port of Miami; implement E-W Rail Line to reduce passenger traffic	75
4	US 27/Okeechobee Rd	Construct grade separated overpasses at major intersections between NW 79th Avenue and Krome Ave.	75
5	I-95 Managed Lanes	Four managed lanes between Broward Boulevard and Golden Glades	75
6	Eller Drive/ICTF Overpass	To facilitate near dock rail operation in Southport without impacting the Port's primary access route	70
7	Seaport Tunnel	Tunnel (port alternative access)	68
8	Integrate Truck Route System and Regional ITS Network	ITS improvements geared toward trucks and data collection/analysis/reporting subsystem for performance measurement	68
9	Way-Finding Sign Improvement Program	Improve countywide for movements to/from regional freight hubs	68
10	HEFT	All-electronic toll conversion from US 1 to Turnpike Mainline	68
11	Okeechobee Rd Operations/ Access Improvements	Signal timing, access, and signing improvements to provide better flow along Okeechobee Road and access from side roads and access by trucks to and from Medley	65
12	HEFT	Widen to 8 lanes from SR 836 to I-75	65
13	Truck Parking Facility	Provide a location near HEFT and Okeechobee Road for truck parking with amenities for overnight truck parking	65
14	I-595 Causeway	From US 441 to I-95 – ultimate plan	64
15	I-595 Causeway	From I-95 to US 1 – ultimate plan	64
16	Downtown/Port Access	Construct I-95 NB Slip Ramp on NW 6th St; Improve 5th/6th Sts/Port Blvd for access between POM and I-95 slip ramp	63
17	I-595 Causeway	From I-75 to US 441 – ultimate plan	60
18	SR 710	Widen from 2 to 4 lanes between Moroso Motorsports Park and County Line	60
19	SR 80	Widen from 4 to 6 lanes between Seminole Pratt-Whitney Road and Crestwood Boulevard	60
20	HEFT	Widen to 10 lanes from Kendall Drive to SR 836	60
21	Krome Ave/SR 997	Widen to 4 lanes from US 1 to Okeechobee Road	60
22	Florida's Turnpike	Widen between Griffin Road and Atlantic Blvd	60
23	SR 836/SR 112	Managed lanes from SR 826 to I-95/I-395	60
24	SR 836	Managed lanes in median of SR 836 from HEFT To SR 826/SR 836 interchange	60
25	Truck Staging Area	Develop a truck staging area near Port of Miami River	59

Prioritized Seaport Projects

The criteria used to evaluate seaport projects are type of project, type of traffic, public funding, benefit-cost analysis of seaport framework, intermodal connectivity, and implementation timeframe. The top 25 ranked seaport projects are listed below.

Top 25 Seaport Needs Projects in South Florida

Rank	Seaport	Project	Score
1	PEV	Aggregate Terminal & Rail Yard Facility	100
2	PEV	Eller Drive/ICTF Overpass	100
3	POM	Intermodal Container Transfer Facility	100
4	PEV	Intermodal Rail Spur & Storage Yard	100
5	PPB	Off Port Intermodal Rail Improvements	100
6	PPB	On Port Intermodal Rail Improvements	100
7	PPB	Port of Palm Beach Railroad Switching Project	100
8	POM	Railroad Bridge Improvement	100
9	POM	Railroad Cargo Shuttle Service	100
10	POM	Railroad Track to Serve Pomtoc and Maersk	100
11	PEV	ACOE Dredging Project 03	90
12	PEV	Construct ICTF Track and Storage Yard	90
13	POM	Dredging- Phase III	90
14	PPB	Harbor and Channel Improvements	90
15	PEV	Southport Turning Notch Expansion- Phase I	90
16	PPB	SR 27/ Intermodal Logistics Center Rail Project	90
17	PEV	McIntosh Loop Road	80
18	PEV	Phase 2 Turning Notch Expansion	80
19	PPB	South Port Complex	80
20	POM	South Wharf Access Road	80
21	PEV	DCC Ro/Ro Development	75
22	PPB	Cargo Storage of FP&L	70
23	POM	Container Yard Improvements- Seaboard	70
24	POM	Container Yard Improvements-A.P. Moeller-Maersk	70
25	POM	Customs Cargo Inspection Facility	70

Prioritized Rail Projects

The criteria used to evaluate seaport projects are type of project, type of traffic, public funding, intermodal connectivity, and implementation timeframe. The following table summarizes a regional list of prioritized rail projects.

Rail Needs Projects in South Florida

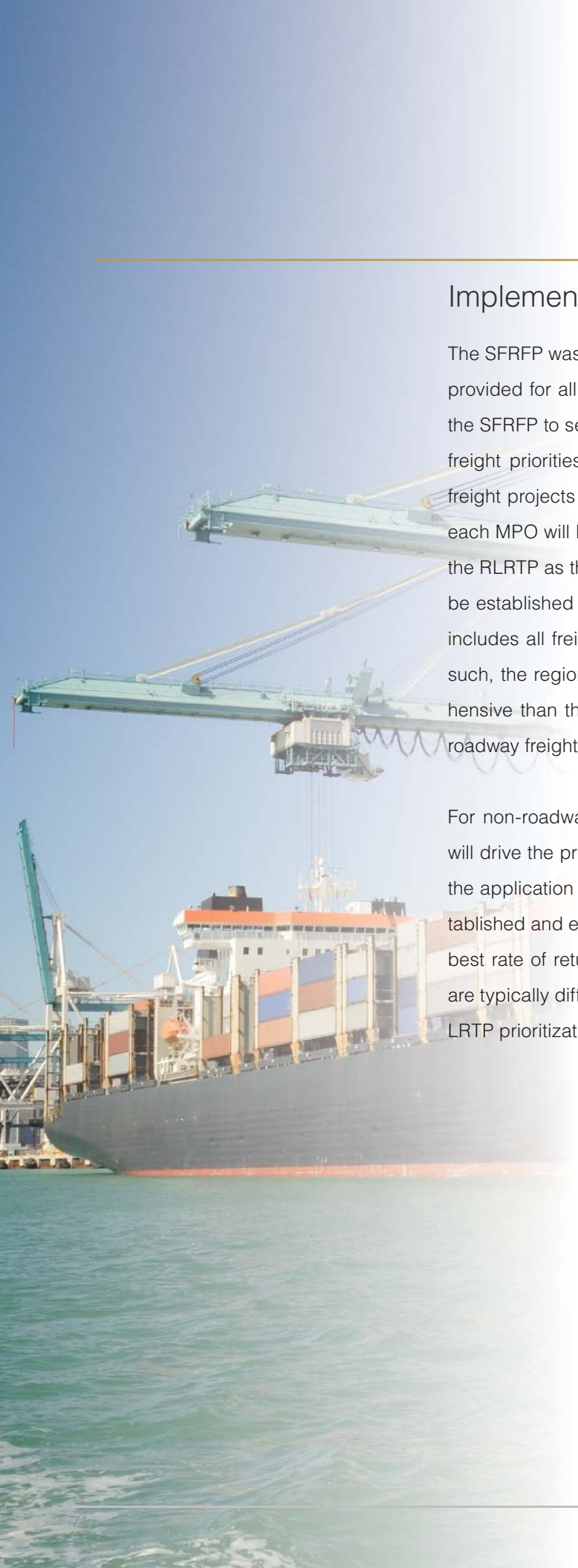
Rank	Railroad	Project	Score
1	FEC	Medley Lead Double Tracking	90
2	PEV	Intermodal Rail Spur & Storage Yard	90
3	PEV	Rail Storage Tracks for ICTF	90
4	FEC	Port Lead Rehabilitation	80
5	FEC	Upgrade Medley Lead	80
6	FEC	Port Lead	80
7	FEC	Port of Palm Beach Railroad Switching Project	75
8	FEC	Bascule Bridge / Rail Connection	65
9	New	US 27 / Intermodal Logistics Center Rail Project	65
10	SCFE	Bryant Rail Project	60
11	SCFE	Cane Block Project	60
12	CSX	Mission Spur (Dyer)	60
13	CSX	Hialeah / Iris Connection	60
14	New	South Florida US 27 Rail Link	60
15	FEC	Relocation of Hialeah Yard to Medley “area”	55
16	PEV	Eller Drive Overpass	55
17	SCFE	286 Bridge Upgrades	40
18	FEC	Repair Bolt / Fastening System	40
19	FEC	Upgrade and Replace Light Weight Rail	40
20	FEC	Install Signal Control Point Upgrades	40
21	FEC	Install Motion Detectors at Grade Crossings	40

Prioritized Airport Projects

The criteria used to evaluate airport projects are type of project, type of traffic, inclusion in State Work Program, and implementation timeframe. The top 25 ranked airport projects are listed below.

Top 25 Airport Needs Projects in South Florida

Rank	Airport	Project	Score
1	FLL	Cargo Customs Facility (Westside)	80
2	PBI	New Cargo Apron	80
3	MIA	Improvements 67th and Perimeter Road North	75
4	FLL	Runway 9R/27L Extension	75
5	PBI	Cargo Apron Expansion	70
6	PBI	New Belly Cargo / All Cargo Facility	70
7	PBI	Runway 13-31, Taxiway F, and Taxiway B Extensions	65
8	MIA	South Terminal Dual Taxiway	55
9	MIA	USDA / APHIS Facility	55
10	MIA	Airside Improvement Projects	55
11	FLL	SW 42nd Street Widening and ROW	55
12	FLL	Ravenswood Road Widening and Land Acquisition	55
13	FLL	Westside Infrastructure Improvements	55
14	FLL	Taxiway C and Infrastructure Improvements	55
15	PBI	Acquire Land Runway 9L-27R	55
16	PBI	Construct Apron Golfview 2	55
17	PBI	Extend Runway 9R-27L Environmental & Design	55
18	PBI	Extend, Relocate, and Upgrade Runway 9R-27L	55
19	PBI	Extension of Taxiway F to Runway 13	55
20	PBI	Extension of Taxiway L Lima	55
21	PBI	Golfview Apron, Taxilanes/Taxiways, & Infrastructure	55
22	PBI	Taxiway Charlie (East) Improvements	50
23	MIA	Runway 8R-26L Resurfacing	50
24	PBI	Rehabilitate Taxiway C	50
25	PBI	Runway 13-31 Maintenance and Repair/Rehabilitation	50



Implementation

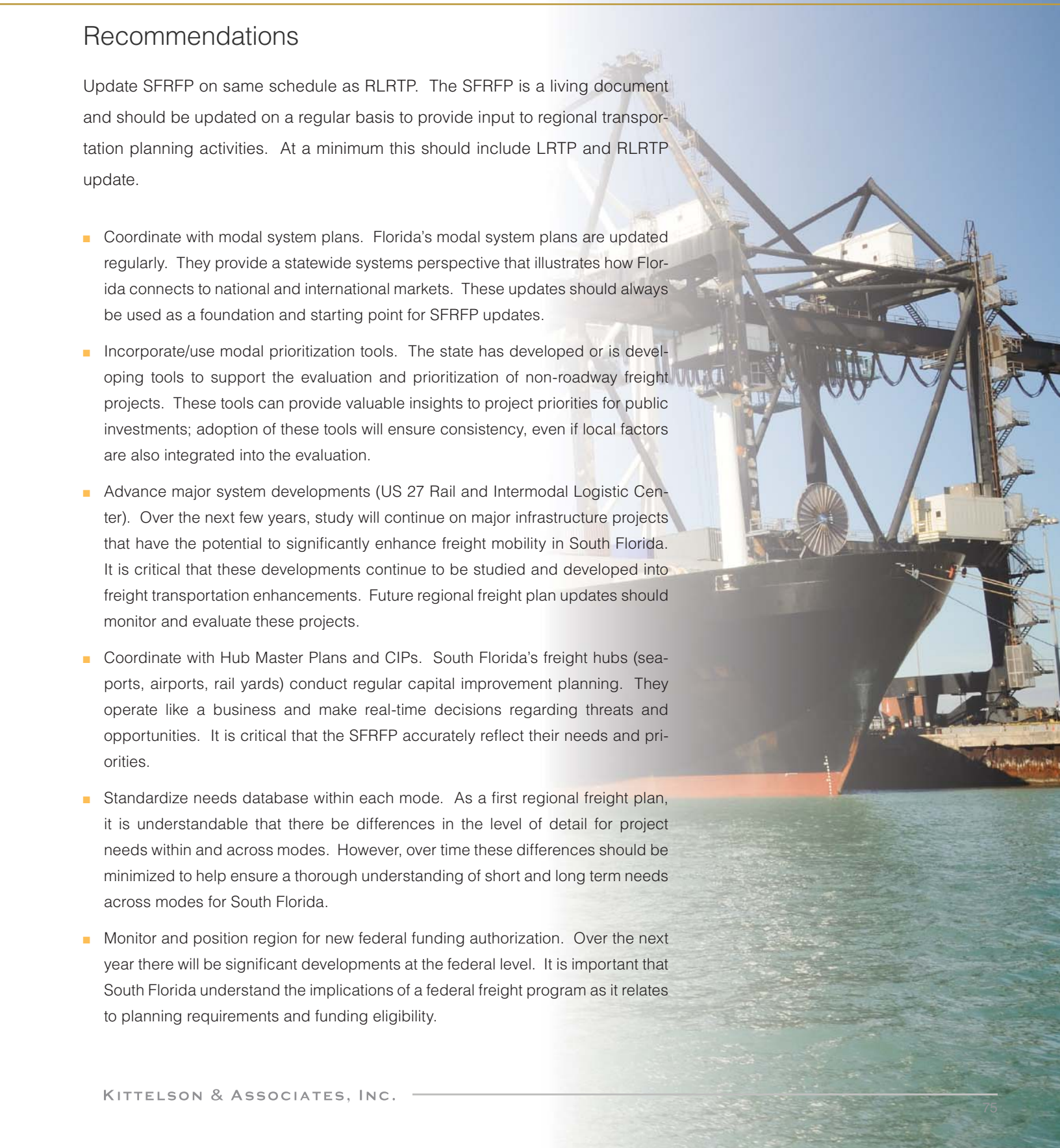
The SFRFP was designed to complement the RLRTP; while freight priorities are provided for all projects falling on the regional network, it was not the intent of the SFRFP to set or recommend county specific priorities. Within each county, freight priorities were established within the LRTP process, and in all cases freight projects were included in the cost feasible plans (CFPs). The CFPs for each MPO will be finalized in the fall of 2009. These CFPs will then be used in the RLRTP as the universe of projects. Based on regional criteria, priorities will be established for regionally significant projects. The SFRFP, as noted earlier, includes all freight needs identified – not just those included in the CFPs. As such, the regional freight needs documented in the SFRFP are more comprehensive than the RLRTP. The RLRTP will use the prioritization results for the roadway freight projects as input to the regional priorities.

For non-roadway freight needs, the system owners (ports, airports, railroads) will drive the priorities through the development of CIPs and master plans, and the application requirements to pursue public investments. FDOT, through established and evolving evaluation tools, will fund those projects that provide the best rate of return for the state. Since the funding sources for these projects are typically different from roadway projects, they are not included in the county LRTP prioritization processes.

Recommendations

Update SFRFP on same schedule as RLRTP. The SFRFP is a living document and should be updated on a regular basis to provide input to regional transportation planning activities. At a minimum this should include LRTP and RLRTP update.

- Coordinate with modal system plans. Florida's modal system plans are updated regularly. They provide a statewide systems perspective that illustrates how Florida connects to national and international markets. These updates should always be used as a foundation and starting point for SFRFP updates.
- Incorporate/use modal prioritization tools. The state has developed or is developing tools to support the evaluation and prioritization of non-roadway freight projects. These tools can provide valuable insights to project priorities for public investments; adoption of these tools will ensure consistency, even if local factors are also integrated into the evaluation.
- Advance major system developments (US 27 Rail and Intermodal Logistic Center). Over the next few years, study will continue on major infrastructure projects that have the potential to significantly enhance freight mobility in South Florida. It is critical that these developments continue to be studied and developed into freight transportation enhancements. Future regional freight plan updates should monitor and evaluate these projects.
- Coordinate with Hub Master Plans and CIPs. South Florida's freight hubs (seaports, airports, rail yards) conduct regular capital improvement planning. They operate like a business and make real-time decisions regarding threats and opportunities. It is critical that the SFRFP accurately reflect their needs and priorities.
- Standardize needs database within each mode. As a first regional freight plan, it is understandable that there be differences in the level of detail for project needs within and across modes. However, over time these differences should be minimized to help ensure a thorough understanding of short and long term needs across modes for South Florida.
- Monitor and position region for new federal funding authorization. Over the next year there will be significant developments at the federal level. It is important that South Florida understand the implications of a federal freight program as it relates to planning requirements and funding eligibility.



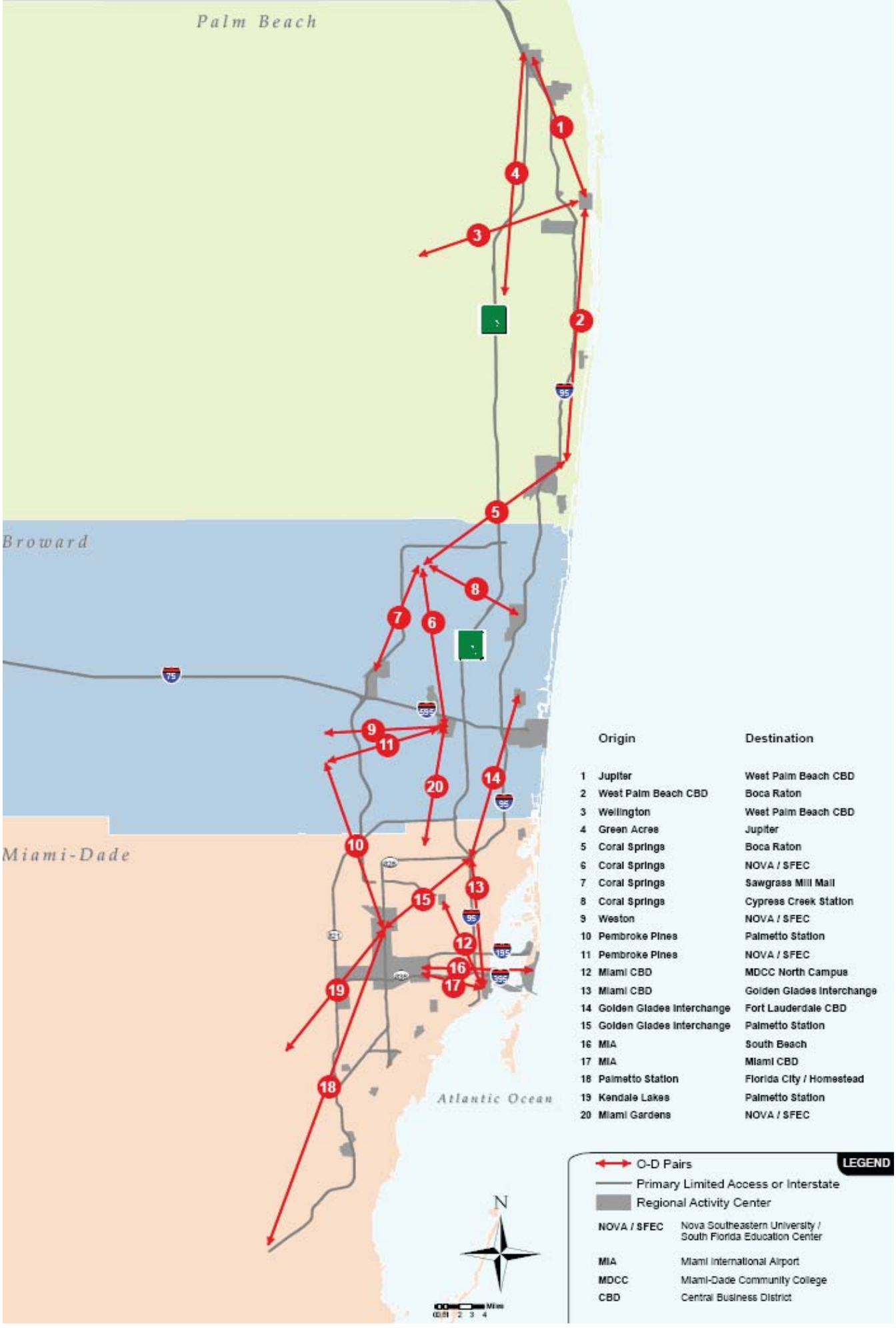
Transit

A REGIONAL TRANSIT QUALITY OF SERVICE ASSESSMENT was conducted as part of the Regional Plan. This assessment included an evaluation of three performance measures for the current evening peak period conditions. The level-of-service performance measures included: (1) service frequency, (2) hours of service (i.e. service coverage), and (3) transit-auto travel time. For this analysis, Palm Tran, Broward County Transit, Miami-Dade Transit and the South Florida Regional Transportation Authority were included as the various public transporation travel options.

For this evaluation, existing transit service was assessed between key origins and destinations (including regional activity centers) throughout the three county region. As stated in the FDOT Transit Quality of Service Applications Guide, this approach was taken for several reasons:

- It allows the quality of service framework to be applied on a large scale by focusing on corridors with the highest level of travel in the region.
- It provides results for a variety of trip purposes and geographic locations while avoiding the need to analyze all of a transit system's routes.
- It generates useful results that can help MPO's and transit agencies assess whether the quality of service for particular trips matches the demand for those trips.

Twenty regional origin-destination (O-D) pairs were selected based on previous work prepared by the SFRTA in their SFRTA Strategic Regional Transit Plan. As shown in the map on the opposite page, the pairs are based largely in part to the location of regional activity centers. Although quality-of-service measures were low throughout the assessment, it is very clear that the region wants to maintain, expand, and improve the transit system throughout the entire region in order to provide more options to our residents.


Palm Beach
Broward
Miami-Dade
Atlantic Ocean
N
Origin
Destination
1 Jupiter
West Palm Beach CBD
2 West Palm Beach CBD
Boca Raton
3 Wellington
West Palm Beach CBD
4 Green Acres
Jupiter
5 Coral Springs
Boca Raton
6 Coral Springs
NOVA / SFEC
7 Coral Springs
Sawgrass Mill Mall
8 Coral Springs
Cypress Creek Station
9 Weston
NOVA / SFEC
10 Pembroke Pines
Palmetto Station
11 Pembroke Pines
NOVA / SFEC
12 Miami CBD
MDCC North Campus
13 Miami CBD
Golden Glades Interchange
14 Golden Glades Interchange
Fort Lauderdale CBD
15 Golden Glades Interchange
Palmetto Station
16 MIA
South Beach
17 MIA
Miami CBD
18 Palmetto Station
Florida City / Homestead
19 Kendale Lakes
Palmetto Station
20 Miami Gardens
NOVA / SFEC
LEGEND
O-D Pairs
Primary Limited Access or Interstate
Regional Activity Center
NOVA / SFEC
Nova Southeastern University / South Florida Education Center
MIA
Miami International Airport
MDCC
Miami-Dade Community College
CBD
Central Business District

Public Involvement

Public Involvement

Funding decisions that are made based on transportation plans have direct impact on the lives of everyone within that region. Therefore Plan's must take into consideration the concerns and needs of the population it is to serve. The Southeast Florida Regional Transportation Plan therefore included a public outreach program that was intended to solicit feedback on planning priorities from the general public in a comfortable and open setting.

This was accomplished through a number of workshops and open houses that were conducted in various locations in all three counties at different times during the planning process. All participants were invited to submit commentary on any aspect of the plan. The bullets below summarize (1) the meetings which had Regional Long Range Plan public involvement materials and staff and (2) the information collected from the participants.

Palm Beach County

- Attended Fall 2008 Visioning Workshops
- Attended Winter 2009 Needs Plan Workshops
- 12 comment cards were submitted by the public in Palm Beach County
    - 85% of Palm Beach County respondents favored projects relating to public transit
    - 15% of Palm Beach County favored increased roadway capacity

Broward County

- Attended Summer 2008 Workshops
- Attended Fall 2009 Workshops
- 33 comment cards were submitted by the public in Broward County
  - 50% of Broward County respondents were in favor of transit solutions
  - 50% of Broward County respondents were in favor of roadway expansion

Miami-Dade County

- Attended Summer 2008 Kick-off workshops
- Attended Winter 2009 Needs Plan Workshops
- 34 comment cards were submitted by the public in Miami-Dade County
  - 80% of Miami-Dade respondents preferred transit projects
  - 20% of Miami-Dade respondents suggested roadway expansions

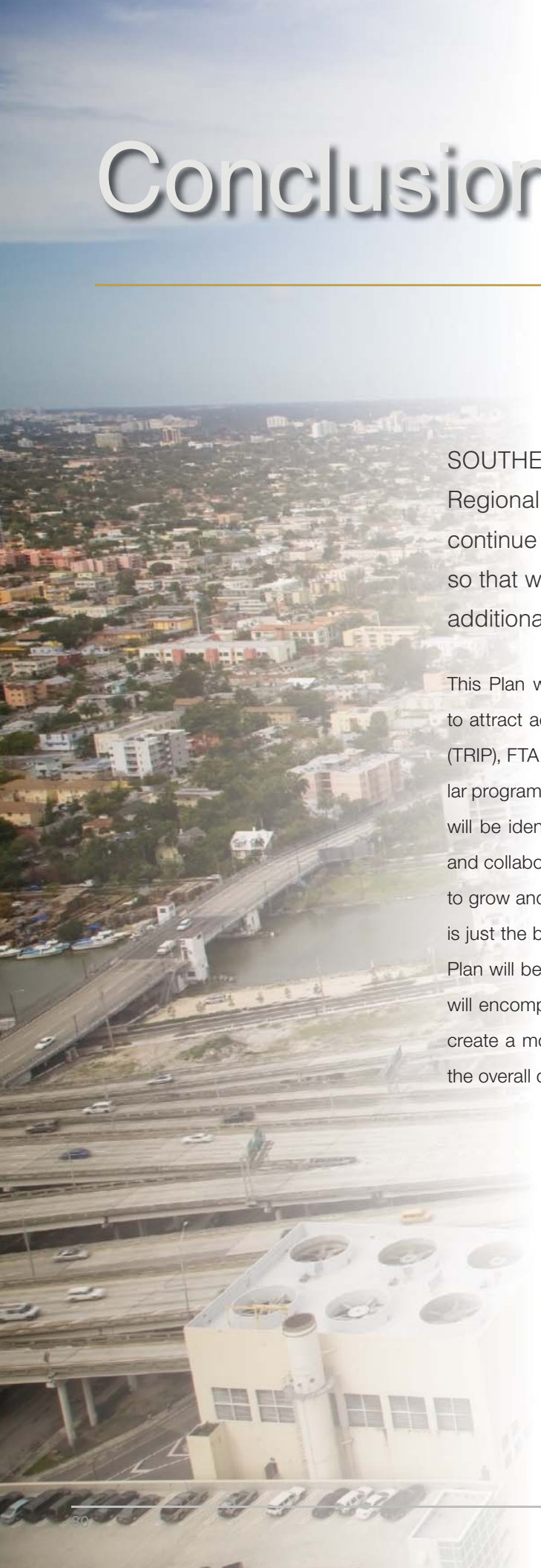
At the kick-off meetings in each County, workshop participants were asked to prioritize regional goals. The following table summarizes participants' priorities for transportation in the region. Respondents ranked the goals in order of priority to them.

Public Goal Priorities by County

	Regional Goals	Palm Beach		Broward		Miami-Dade		Regional	
		Points*	Rank	Points*	Rank	Points*	Rank	TOTAL	Rank
1	Improve Regional Transportation Systems and Travel	54	2nd	167	2nd	72	7th	293	1st
2	Support Regional Economic Vitality	55	3rd	204	3rd	78	6th	337	3rd
3	Enhance Regional Social Benefits	81	4th	271	5th	80	5th	432	4th
4	Mitigate Regional Environmental Impacts	83	6th	297	6th	88	2nd	468	6th
5	Integrate Regional Transportation with Land Use and Development Considerations	52	1st	155	1st	91	3rd	298	2nd
6	Optimize Sound Regional Investment Strategies	92	7th	254	4th	91	3rd	437	5th
7	Provide for a safer and more secure transportation system for residents, businesses and visitors	81	4th	297	6th	97	1st	475	7th

*Points were awarded by summing the rank positions of each goal on each survey. The lowest scores represent the highest ranked priorities.

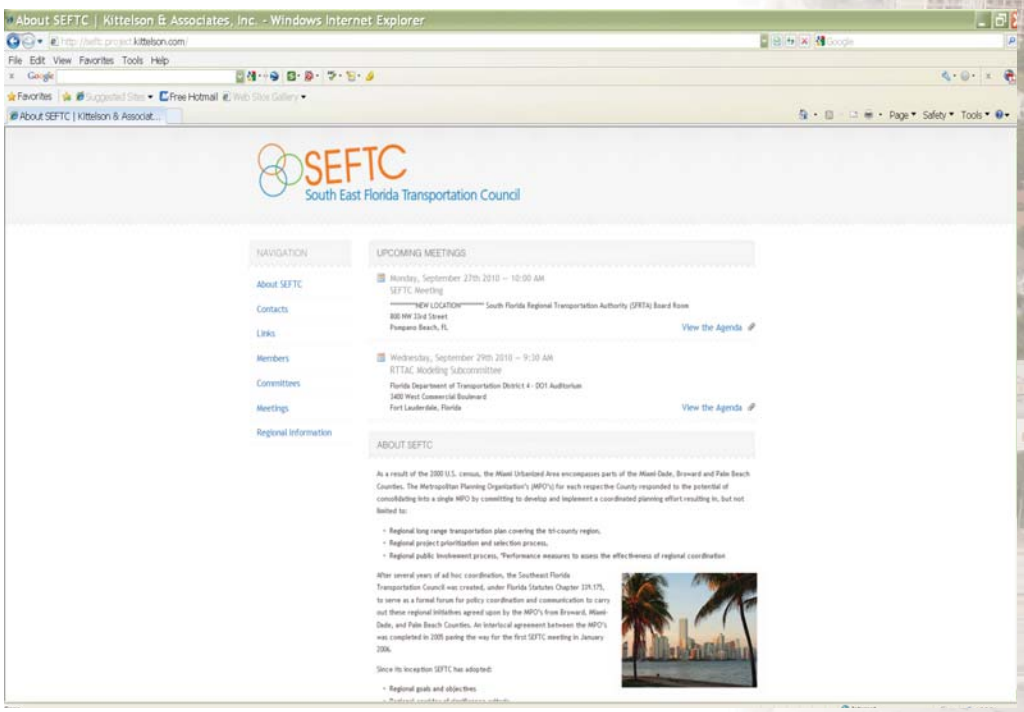
Conclusion



SOUTHEAST FLORIDA HAS NOW PREPARED THE FIRST Regional Long-Range Transportation Plan. Our goals are to continue with the regional momentum that this plan has initiated so that we can implement regional projects by securing additional funding.

This Plan will serve as the basis for additional regional transportation activities to attract additional funding from the Transportation Regional Incentive Program (TRIP), FTA New Starts, DOT-HUD-EPA Sustainable Livability programs and similar programs dedicated to regional urban growth. Regional projects from this Plan will be identified in future Transportation Improvement Programs. Coordination and collaboration among the regional transportation partners will allow the region to grow and succeed in moving our goods and people. The adoption of this plan is just the beginning for improving regionalism in our area - it is not the end. This Plan will be incorporated into the long term visioning efforts for the region which will encompass all facets of planning for the future. This will allow the region to create a mobile, safe, sustainable environment for our residents and tourists for the overall quality of life.

The Southeast Florida Transportation Plan 2035 and supporting technical memoranda are posted on the SEFTC website: www.SEFTC.org



SOUTHEAST FLORIDA REGIONAL

Transportation Plan

2035