



ADOPTED
AUG 07
2020

SOUTHEAST FLORIDA REGIONAL TRANSPORTATION PLAN

Miami-Dade



Broward



Palm Beach



2045



To ensure transportation equity and nondiscrimination, the 2045 Regional Transportation Plan (RTP) was developed consistent with Title VI of the Civil Rights Act of 1964, the Florida Civil Rights Act of 1992, Executive Order 12898, and other applicable federal and state authorities. Anyone with questions about the RTP's commitment to civil rights may contact Erica Lychak at (954) 876-0033, lychake@browardmpo.org or via 711 for those with hearing impairments.



LETTER FROM THE CHAIR

Southeast Florida is home to over 6 million residents and is a top destination for travelers from across the globe. Our region is expected to grow by 1,000 residents each week over the next 25 years. As it is today, our transportation system is imbalanced and bursting at the seams. We're losing billions of dollars annually due to traffic congestion. The lack of well-connected transportation options impacts residents' access to jobs and visitors' access to local attractions, and ultimately deters businesses from coming to South Florida.

In these unparalleled times of pandemics and climate-fueled disasters, we must have a sense of urgency to transition our future to be more economically and environmentally resilient. Other regions have responded to challenges similar to those which we face, and in return, have experienced both significant economic growth and a better quality of life simultaneously. We deserve the same.

There's a solution, but it isn't wider roads. It's a different system. Through our coordinated long-range planning efforts, we have made great strides in identifying policies and transportation facilities and services that will strengthen our region and the competitiveness of our nation as a whole at the global scale. This document builds on the Miami-Dade, Broward, and Palm Beach Metropolitan Planning Organizations' 2045 long-range planning documents to create one unified voice. Together, the three counties' projects coalesce into a regional plan that will provide resilient and equitable transport for our residents, businesses, visitors, and the national economy.

In closing, this is our call to action to diversify our current mobility approach, connect to our land use planning, and create higher returns on investments for our economy and society. I ask that you join us in the pursuit to move people, create jobs, and strengthen our communities at MoveFloridaForward.com.

Oliver G. Gilbert III

*Southeast Florida Transportation Council Chair
Miami-Dade Transportation Planning Organization, Chairman
City of Miami Gardens, Mayor*

ACKNOWLEDGEMENTS

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Digital Brew



THREE COUNTIES, ONE TRAVELING PUBLIC

SEFTC MISSION

TO COORDINATE REGIONAL TRANSPORTATION
GOALS, ACTIVITIES, AND INVESTMENT DECISIONS
THAT SUPPORT THE ECONOMIC HEALTH OF
THE REGION AND QUALITY OF LIFE

PALM BEACH

BROWARD

MIAMI-DADE

SEFTC VISION

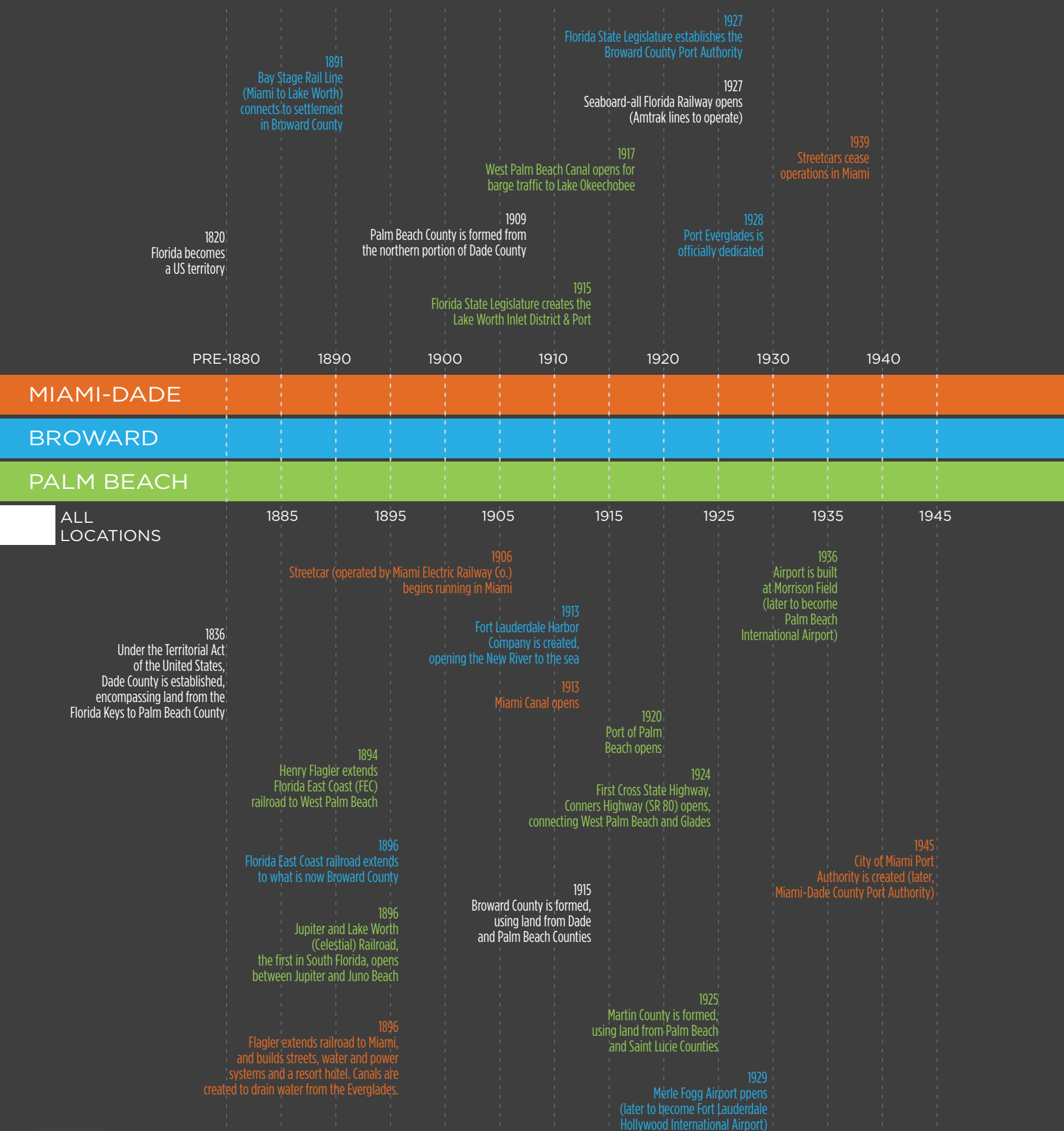
A SEAMLESS, MULTIMODAL TRANSPORTATION
SYSTEM THAT SERVES AND BENEFITS THE REGION

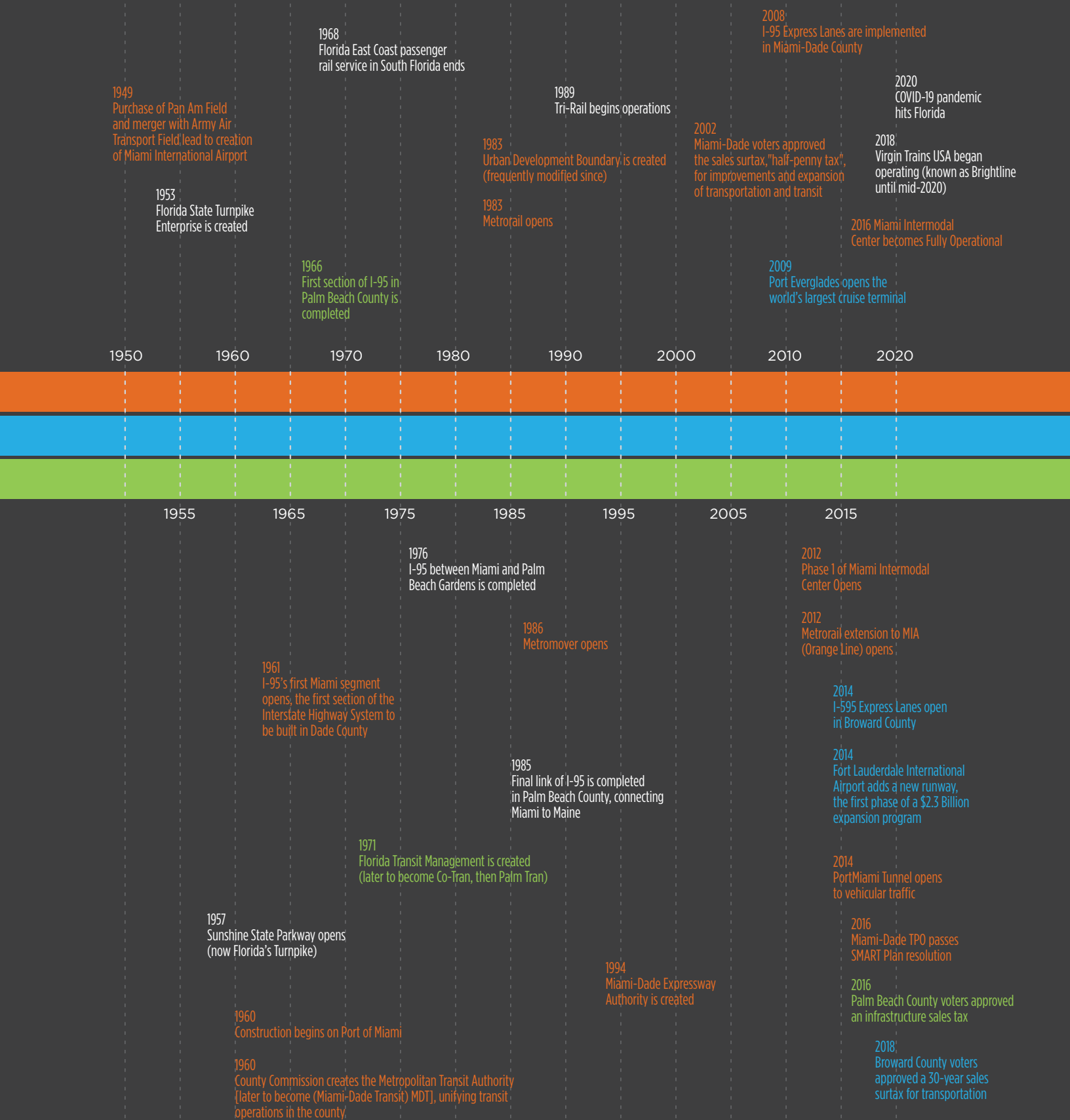
2045 RTP VISION

**CREATE A SHARED REGIONAL TRANSPORTATION
PLAN THAT IDENTIFIES REGIONAL NEEDS,
FUNDING, AND POLICIES THAT SERVE AND BENEFIT
THE ENTIRE SOUTHEAST FLORIDA REGION**

Southeast Florida is the 4th most populous urbanized area in the United States and is projected to grow at a rate of 1,000 residents per week over the next 25 years. As it is today, our transportation system is bursting at the seams. We're losing billions of dollars annually due to congestion. The lack of connected transportation options impacts residents' access to jobs, visitors' access to local attractions and ultimately deters businesses from coming here. We must think differently and transition our future to be more economically and environmentally resilient. Other regions have responded to similar calls for action, and in return, have experienced significant economic growth and a better quality of life. We deserve the same. This is our call to action to shift from the current transportation approach to create the return on investment and associated changes we need to support our growing population and advance our economy to compete at an international level.

TRANSPORTATION HISTORY OF SOUTHEAST FLORIDA

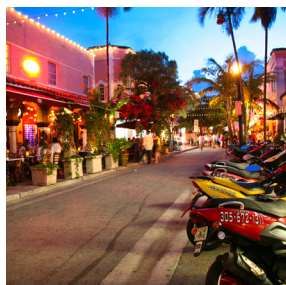






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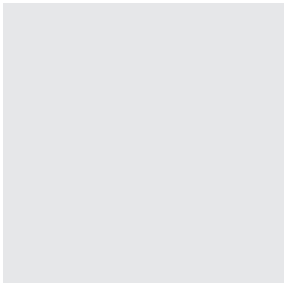
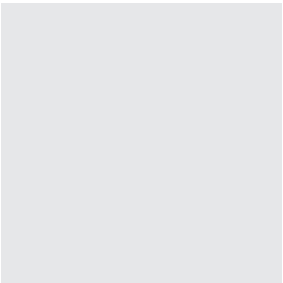
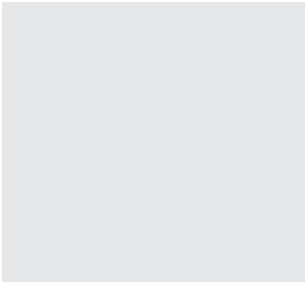
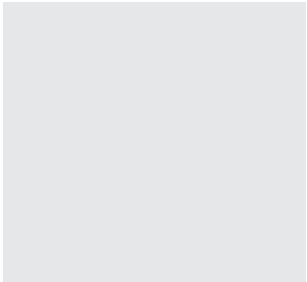
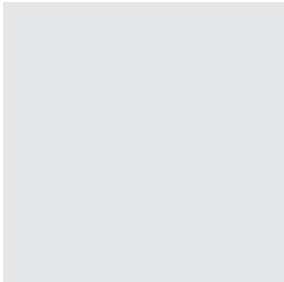
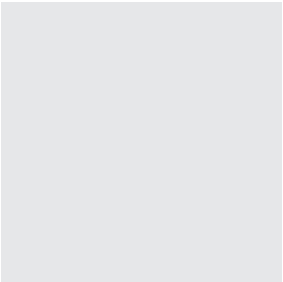
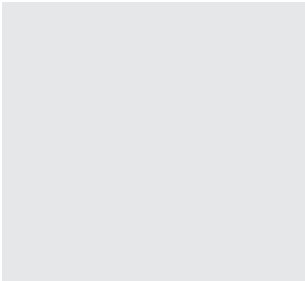
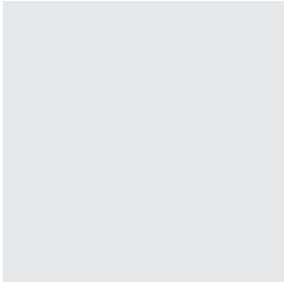
ACRONYMS

3C	Continuing, Cooperative, and Comprehensive	CRT	Commuter Rail Transit
AADT	Annual Average Daily Travel	CSLIP	Complete Streets and Other Localized Initiatives Program
AAF	All Aboard Florida	CSMP	Complete Streets Master Plan
ACES	Automated, Connected, Electric, Shared (vehicles)	CST	Construction
ACS	American Community Survey	CTC	Community Transportation Coordination
ADA	American with Disabilities Act	CV	Connected Vehicles
ADS	Automated Driving Systems	DB	Design/Build
AI	Artificial Intelligence	DDA	Downtown Development Authority
AICP	American Institute of Certified Planners	DDR	District Dedicated Revenue
AV	Automated Vehicles	DHS	U.S. Department of Homeland Security
AV/CV	Autonomous Vehicles/Connected Vehicles	DHW	Design High Water
BCT	Broward County Transit	DOT	Department of Transportation
BERT	Bus Express Rapid Transit	DTPW	Department of Transportation and Public Works
BID	Business Improvement District	E+C	Existing-Plus-Committed
BRM	Business Reply Mail	EA	Environmental Assessment
BRT	Bus Rapid Transit	EAR	Evaluation and Appraisal Report
CAS	Crash Analysis Reporting System	EBS	Enhanced Bus Service
CAV	Connected and Autonomous Vehicles	EEAP	Emergency & Evacuation Assistance Program
CBD	Central Business District	EIS	Environmental Impact Statement
CDC	Center for Disease Control and Prevention	EJ	Environmental Justice
CDMP	Comprehensive Development Master Plan	ELMS	Enhanced Local Mitigation Strategy
CE	Categorical Exclusions	EMD	Emergency Management Division
CFP	Cost Feasible Plan	EOC	Emergency Operations Center
CMAQ	Congestion Mitigation Air Quality Improvement	EPA	Environmental Protection Agency
CMP	Congestion Management Process	EST	Environmental Screening Tool
CNG	Compressed Natural Gas	ETAT	Environmental Technical Advisory Team
CO2	Carbon Dioxide	ETDM	Efficient Transportation Decision Making
COA	Class of Action	EV	Electric Vehicle
COO	Chief Operating Officer	FAST Act	Fixing America's Surface Transportation Act
		FDM	FDOT Design Manual

FDOT	Florida Department of Transportation	LI	Local Initiatives Program
FEC	Florida East Coast	LOGT	Local Option Gas Tax
FECI	Florida East Coast Industries	LOPP	List of Priority Projects
FEMA	Federal Emergency Management Agency	LOS	Level of Service
FHWA	Federal Highway Administration	LOTTR	Level of Travel Time Reliability
FIU	Florida International University	LPA	Locally Preferred Alternative
FLMA	Federal Land Management Agencies	LRE	Long Range Estimates
FPL	Florida Power and Light	LRT	Light Rail Transit
FTA	Federal Transit Administration	L RTP	Long Range Transportation Plan
FTE	Turnpike Enterprise	LTS	Level of Traffic Stress
FTP	Florida Transportation Plan	MaaS	Mobility as a Service
FY	Fiscal Year	MAGLEV	Magnetic Levitation Trains
GGMTF	Golden Glades Multimodal Transportation Facility	MAP	Mobility Advancement Program (Broward County)
GHG	Greenhouse Gas	MAP-21	Moving Ahead for Progress in the 21st Century Act
GIS	Geographic Information System	MDX	Miami-Dade Expressway Authority
GO	General Obligation	MIA	Miami International Airport
HB-385	House Bill 385	MIC	Miami Intermodal Center
HEFT	Homestead Extension of Florida's Turnpike	MOD	Mobility on Demand
HIA	Health Impact Assessment	MP	Mile Post
HMTT	Homestead Multimodal Transit Terminal	MPA	Metropolitan Planning Area
HSIP	Highway Safety Improvement Program	MPH	Miles Per Hour
HTF	Highway Trust Fund	MPO	Metropolitan Planning Organization
ICT	Information and Communications Technology	MPOAC	Metropolitan Planning Organization Advisory Council
IoT	Internet of Things	MTP	Metropolitan Transportation Plan
IRI	International Roughness Index	NAAQS	National Ambient Air Quality Standards
IST	Infrastructure Sales Tax	NHFP	National Highway Freight Program
ITS	Intelligent Transportation System	NHPP	National Highway Performance Program
LCB	Local Coordinating Board	NHS	National Highway System
LED	Light Emitting Diode	NIPP	National Infrastructure Protection Plan
LEHD	Longitudinal Employer-Household Dynamics	NPMRDS	National Performance Management Research Data Set
LEP	Limited English Proficiency	NPTSP	National Public Transportation Safety Plan

O&M	Operations and Maintenance	SIS	Strategic Intermodal System
P3	Public-Private Partnership	SMART	Strategic Miami Area Rapid Transit
PBPP	Performance-Based Planning and Programming	SOV	Single Occupancy Vehicle
PD&E	Project Development and Environment	SR	State Road
PDC	Present Day Costs	STBG	Surface Transportation Block Grant
PE	Preliminary Engineering	STP	Surface Transportation Program
PHED	Peak Hour Excessive Delay	STREAM	State Roadway Enhancements and Modifications
PPP	Public Participation Plan	SU	Surface Urban
PSR	Present Serviceability Rating	TA	Transportation Alternatives
PTASP	Public Transportation Agency Safety Plan	TAD	Transportation Analysis Districts
PTP	People's Transportation Plan	TALT	Transportation Alternatives Funds (Any Area)
QLOS	Quality/Level of Service	TALU	Transportation Alternatives Funds (Urban Area)
RCAP	Regional Climate Action Plan	TAM	Transit Asset Management
RITSA	Regional ITS Architecture	TAP	Transportation Alternatives Program
RMOC	Regional Models of Cooperation	TARC	Transportation Aesthetics Review Committee
ROW	Right of Way	TAZ	Traffic Analysis Zones
RRR	Resurfacing, Restoration and Rehabilitation	TCRPC	Treasure Coast Regional Planning Council
RTP	Regional Transportation Plan	TD	Transportation Disadvantaged
RTTAC	Regional Transportation Technical Advisory Committee	TDP	Transit Development Plan
RTZ	Rapid Transit Zones	TIF	Transportation Increment Financing
SEFTC	Southeast Florida Transportation Council	TIID	Transportation Infrastructure Improvement District
SERPM	Southeast Florida Regional Planning Model	TIP	Transportation Improvement Program
SFRC	South Florida Rail Corridor	TMA	Transportation Management Area
SFRCCC	Southeast Florida Regional Climate Change Compact	TMC	Traffic Management Center
SFRTA	South Florida Regional Transportation Authority	TNC	Transportation Network Company
SFTTF	State Transportation Trust Fund	TOD	Transit Oriented Development
SHI	Sustainable Highway Initiative	TPA	Transportation Planning Agency
SHS	State Highway System	TPM	Transportation Performance Management
SHSP	Strategic Highway Safety Plan	TPO	Transportation Planning Organization
		TRCL	Tri-Rail Coastal Link

TRIP	Transportation Regional Incentive Program
TSM&O	Transportation Systems Management & Operations
TSP	Transit Signal Priority
TTTR	Truck Travel Time Reliability
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
V/C	Volume to Capacity Ratio
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
YOE	Year of Expenditure





REGIONAL PLANNING BACKGROUND

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HISTORY AND ORGANIZATIONAL STRUCTURE

The Southeast Florida region is made up of Miami-Dade, Broward, and Palm Beach Counties. In 2017, the region a population of over 6.1 million people and is expected to reach nearly 7.5 million over the next 25 years. The economic power and opportunity throughout the region is limitless when it is connected and seamless. In order to reach our highest potential, regional travel is being monitored and accounted for at the county levels and collectively at the regional level.

While the Miami-Dade Transportation Planning Organization (TPO), Broward Metropolitan Planning Organization (MPO), and the Palm Beach Transportation Planning Agency (TPA) - collectively referred to as MPOs throughout this plan always maintained cooperative working relationships with each other, their alliance solidified when the 2000 Census data was released defining the eastern part of the tri-county area as the “Miami Urbanized Area.” In 2005, recognizing the need for increased regional transportation planning and coordination, balanced with the need and desire to maintain localized transportation planning, the three MPOs created the Southeast Florida Transportation Council (SEFTC). This partnership was formalized through an Interlocal Agreement. Since its inception, SEFTC has approved:

- › Regional goals and objectives
- › Regional corridors of significance/network
- › Regional transportation plans
- › Project lists for Transportation Regional Incentive Program (TRIP) funding
- › Regional performance reports

DID YOU KNOW?

The 2045 Regional Transportation Plan is a 25-year plan which combines the Miami-Dade TPO 2045 Long Range Transportation Plan, the Broward MPO 2045 Metropolitan Transportation Plan, and the Palm Beach TPA 2045 Long Range Transportation Plan (collectively referred to as MTPs throughout the RTP). The plan is created through frequent and consistent collaboration across the various parties described herein.



OUR REGIONAL GOVERNING BOARD

The Southeast Florida Transportation Council (SEFTC) is a formal partnership of the Miami-Dade, Broward, and Palm Beach MPOs. The council is composed of three members, one representative from each of the MPO partners. SEFTC facilitates transportation planning by engaging the public and fostering strong partnerships between the three MPOs and other various agencies, local governments, and communities. One of SEFTC’S most important responsibilities is developing and implementing its Regional Transportation Plan (RTP) in coordination with other regional and local plans, while moving toward an agreed-upon vision for transportation in Southeast Florida.

SEFTC SUPPORTING COMMITTEES

MANY PARTNERS, ONE UNIFIED VOICE

Staff support to the SEFTC is provided by the respective MPOs on a rotational basis. SEFTC’S Regional Transportation Technical Advisory Committee (RTTAC) is a staff-level working group tasked to address many of the technical issues brought before the SEFTC. The following agencies are represented on the RTTAC:

METROPOLITAN PLANNING ORGANIZATIONS

- › Miami-Dade Transportation Planning Organization
- › Broward Metropolitan Planning Organizations
- › Palm Beach Transportation Planning Agency

STATE AGENCIES

- › Florida Department of Transportation, Districts Four and Six

REGIONAL PLANNING COUNCILS

- › South Florida Regional Planning Council

TRANSIT AGENCIES

- › Miami-Dade Department of Transportation and Public Works
- › Broward County Transit
- › Palm Tran
- › South Florida Regional Transportation Authority

The RTTAC is supported by three subcommittees: the Modeling Subcommittee, the Public Participation Subcommittee, and the Transportation System Management & Operations Subcommittee.



ABOUT THE MODELING SUBCOMMITTEE

The Modeling Subcommittee (MS) is a staff-level working group that focuses on regional travel demand modeling, a tool that forecasts the future locations and travel of people whether by automobile or transit. This group consists of modeling experts from various agencies throughout the region. As implied by their title, this group collectively determines guidelines, policies, and technical applications for travel demand modeling activities in the Southeast Florida region. The modeling subcommittee also manages a data partnership including the three MPOs, two FDOT Districts, and Broward County.



ABOUT THE PUBLIC PARTICIPATION SUBCOMMITTEE

The Public Participation Subcommittee (PPS) was formed to ensure coordinated regional public participation efforts educate and include the general public in current and future regional transportation investment decisions. It also ensures the continued use of effective outreach strategies within the region. The subcommittee consists of the Public Information/Involvement Officers from the Miami-Dade, Broward and Palm Beach MPOs, and FDOT Districts 4 and 6.



ABOUT THE TRANSPORTATION SYSTEM MANAGEMENT & OPERATIONS SUBCOMMITTEE

The Transportation System Management & Operations (TSM&O) Subcommittee coordinates TSM&O-related projects so that they are better integrated within the region's planning process/documents. The group promotes program resources to support these projects. TSM&O uses proven traffic management strategies and technologies to improve the safety and people-moving capacity of Southeast Florida's transportation system. Limited right-of-way and high construction costs make it challenging for major cities to build their way out of congestion. TSM&O addresses these challenges by implementing multimodal strategies that actively manage traffic to reduce delays; these strategies enhance traffic operations to improve travel conditions and reduce the need for major roadway construction projects. The group meets on an as-needed basis, and members include representatives from the MPOs, transit agencies, County Traffic Engineering Divisions, City of Boca Raton, FDOT, Florida Turnpike Enterprise, and Miami-Dade Expressway Authority. TSM&O technology also provides traffic data from its ITS devices/systems which are utilized for a multitude of studies as well as for budgetary and forecasting purposes.

PURPOSE OF REGIONAL AND LONG RANGE TRANSPORTATION PLANNING

The overall purpose of regional planning is to move toward a unified vision through strong coordination and collaboration. The Regional Transportation Plan (RTP) is updated every five years to adapt to changes in population, policy, funding and other influential activities occurring at the local, regional, state, and Federal levels. Over the past decade, the region has adopted two RTPs that have impacted the way we look at regional movement and infrastructure needs with an emphasis on transit. During the development of the regional MPOs 2045 Metropolitan Transportation Plans (MTP), the region concurrently worked to develop this 2045 RTP which presents an evaluation of different future scenarios. The scenarios consider how we can

create a future transportation system that provides safe, affordable and convenient travel options for all while reducing the dependency on vehicle ownership, decreasing environmental impacts, and improving overall quality of life for our residents.

This RTP identifies the most significant transportation investments with a horizon year of 2045, providing time for agencies to gather funds and complete the technical work required to design and construct the selected improvements. Important elements of the RTP include:

- › **ASSESSMENT OF EXPECTED GROWTH OVER THE NEXT 25 YEARS**

A regional transportation network that incorporates population growth and development projections for Southeast Florida in 2045

- › **ASSESSMENT OF DIFFERENT SCENARIOS FOR OUR FUTURE**

A plan that reflects the interaction of land use, transportation and funding opportunities through scenario planning efforts

- › **DEVELOPMENT OF REGIONAL-LEVEL POLICY & GUIDANCE**
Regional-level policies, goals, and objectives created to help guide how and where regional-sized investments are made over the next 25 years
- › **IDENTIFICATION OF WAYS TO HELP PEOPLE MOVE THROUGH THE REGION**
Investments that enhance access and mobility of the regional transportation network, while improving safety and preserving the environment
- › **IDENTIFICATION OF HOW AN IMPROVED SYSTEM WILL BE FUNDED**
A financial plan that lays out funding sources and mechanisms to implement RTP strategies
- › **IDENTIFICATION OF WHICH REGIONAL-SIZED INVESTMENTS ARE MOST IMPORTANT**
A regional plan that highlights the priorities and desires across the three MPOs

INPUT AND FEEDBACK

A successful plan is one that is supported by the public it serves. To help ensure this plan reflects Southeast Florida residents' viewpoints, the public input and feedback gathered through the individual MPOs MTPs was reviewed. To help ensure regional transportation was considered within the individual MPO MTPs, survey questions related to regional travel was provided to each public outreach team. In this way, it was possible to gather feedback in a manner that suits the unique populations served by each MPO and create a regional plan with local support. Urban areas in the United States are defined by the U.S. Census Bureau as contiguous census block groups with a population density of at least 1,000 square miles. Urban areas are delineated without regard to political boundaries.

DID YOU KNOW?

Urbanized Areas have populations of greater than 50,000. An Urbanized Area may serve as the core of a metropolitan statistical area.



The United States Office of Management and Budget (OMB) defines a Metropolitan Statistical Area as one or more adjacent counties, or county equivalents, that have at least one urban core area of at least 50,000 population, plus adjacent territory that has a high degree of social and economic integration with the core as measured by the commuting tie.

SOUTHEAST FLORIDA REGION BY THE NUMBERS

Size and Population	
3 counties	7th most populated metropolitan area in the United States
104 municipalities	1st most populated metropolitan area in Florida
1,116 square mile urbanized area	2nd most populated metropolitan area in the southeastern United States
6.1 Million people	73rd most populated metropolitan area in the world
3 Million jobs (2015)	
4th most populated urbanized area in the United States	
Transportation and Places	
3 major international airports	11 major freeways and tollways
3 major seaports	30+ trails
4 public transit operating agencies	1 intracoastal waterway
	2 major railways
Education and Culture	
4th (Miami-Dade), 6th (Broward) and 11th (Palm Beach) largest public school districts in the United States	4 performing arts centers
16+ colleges and universities	4 Major League sports teams
	5+ ethnicities represented in the population
10 Most Populated Cities in the Region	
1. Miami	5. Hollywood
2. Hialeah	6. Miramar
3. Fort Lauderdale	7. Coral Springs
4. Pembroke Pines	8. Miami Gardens
	9. Pompano Beach
	10. West Palm Beach

2019 Census Planning Database (PDB). 2018 American Community Survey Data (ACS). National Center for Education Statistics (NCES) & School Attendance Boundary Information System (SABINS)



PEOPLE, PLACES, & THE TRANSPORTATION SYSTEM

PEOPLE, PLACES, & THE TRANSPORTATION SYSTEM

To plan for the future, we must first understand the existing landscape and challenges within the region today. Southeast Florida experiences a variety of trends, all of which shape our future's resiliency, mobility, economy, and quality of life. The RTP focuses on the most relevant trends and forecasts as it relates to the movement of people through Southeast Florida's transportation system.

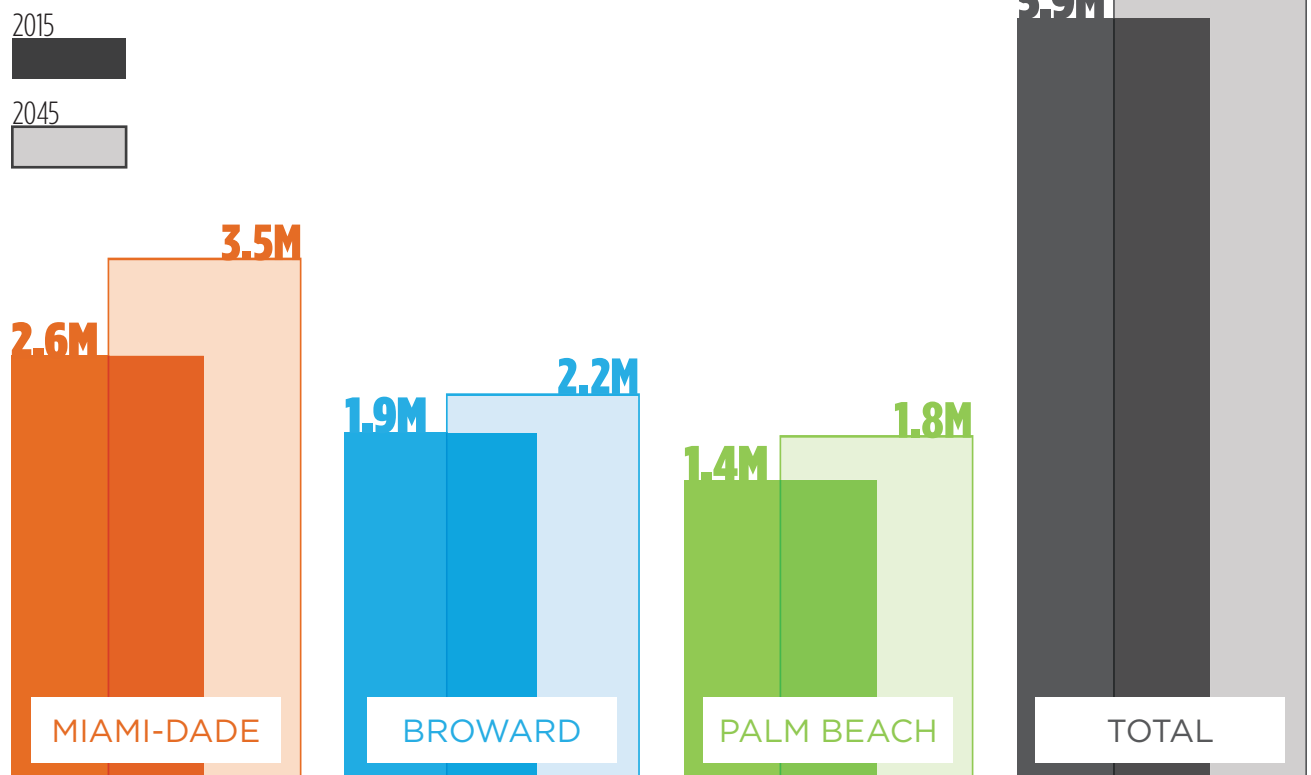
POPULATION AND EMPLOYMENT TRENDS

POPULATION

Southeast Florida is currently the fourth most populous urbanized area in the United States with 5.9 million people as of 2017. Known as the "Gateway to the Americas," the region has an advantageous geographic location for importing and exporting. Its tropical climate and location make it a major tourist destination, further strengthening the regional economy. These are the factors and trends that are apparent when examining the region's current population and economic state.

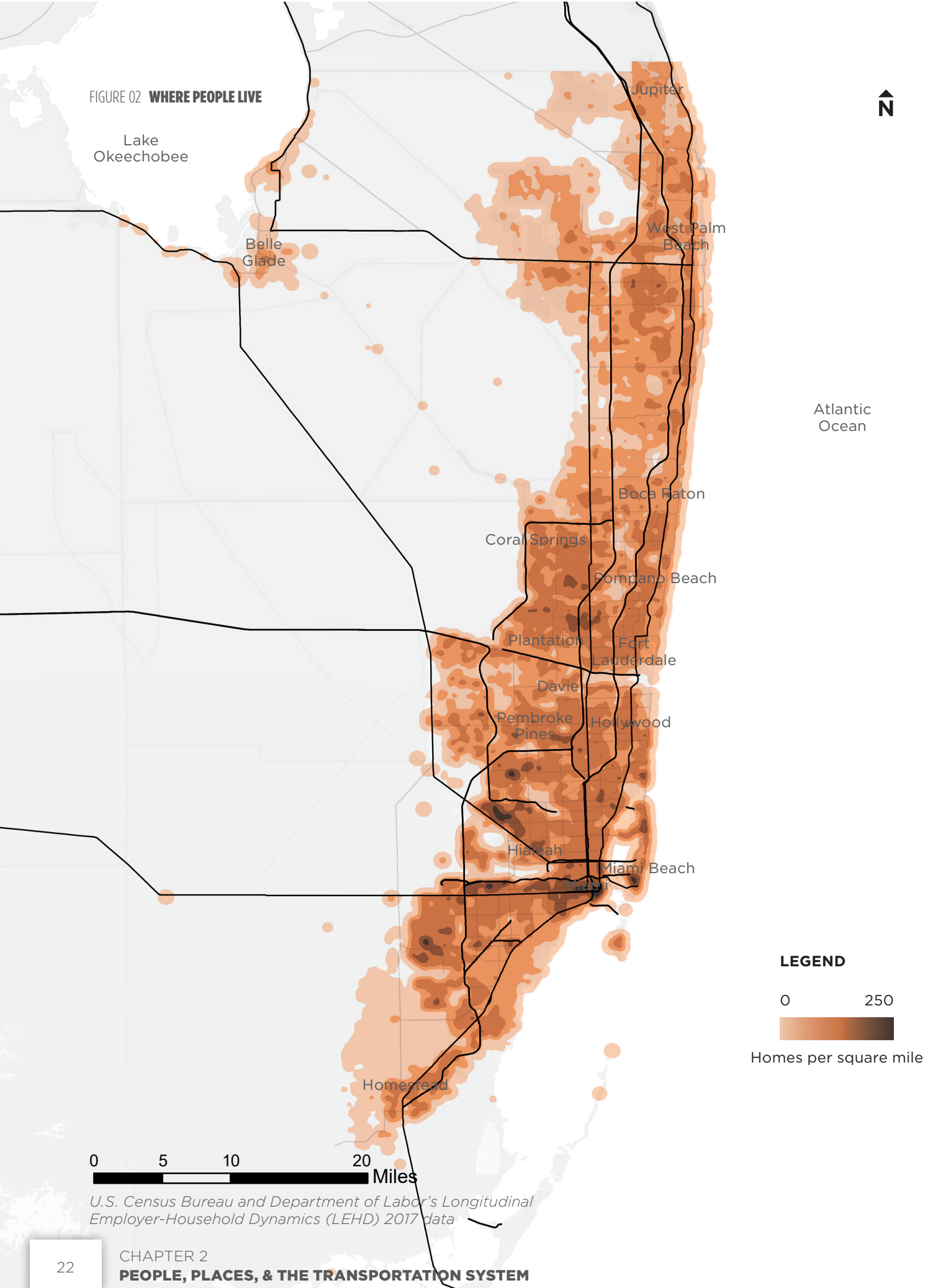
Figure 01 summarizes the population change forecast between 2015 and 2045, showing a 25%+ increase across the region. **Figure 02** geographically displays where people across the region live based on 2017 data. As shown, people are spread across the region with fewer areas of the higher concentrations.

FIGURE 01 2015 AND 2045 REGIONAL POPULATION COMPARISON*



*Based on the Southeast Florida Regional Planning Model version 8.0 and information supplied by the individual MPOs

FIGURE 02 **WHERE PEOPLE LIVE**



EMPLOYMENT

Southeast Florida is a major economic engine within the state of Florida, the United States, and the world. Three million people comprise South Florida's working population, defined as those who (1) live locally, but leave the area for work; (2) work locally, but live outside of the area; or (3) both live and work within the area. The working population that both lives and works in the region represents 89 percent of the total working population. **Figure 03** summarizes the employment change forecast between 2015 and 2045, showing a 30%+ increase in jobs across the region.

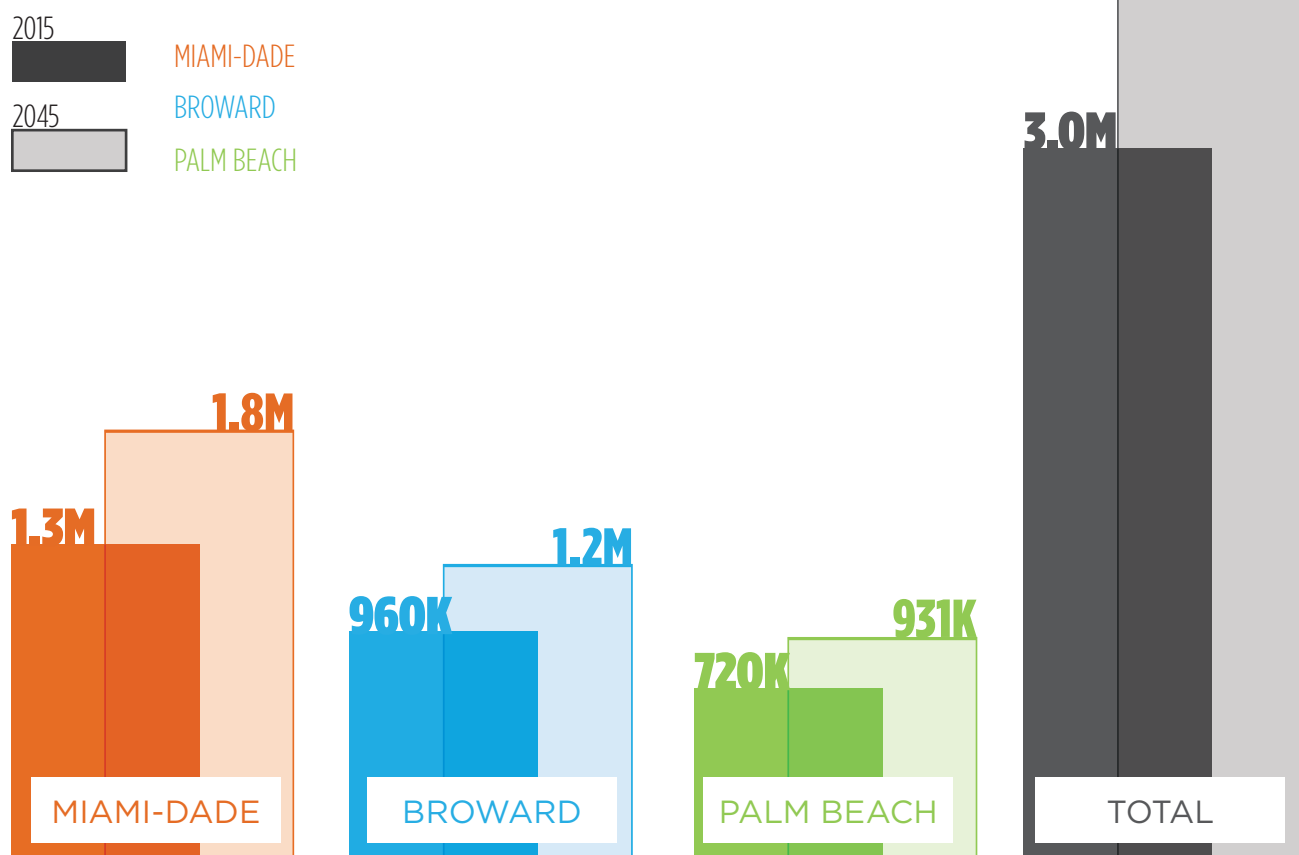
Commute patterns in and out of the study area were reviewed using the U.S. Census Bureau and Department of Labor's Longitudinal Employer-Household Dynamics (LEHD) data (see **Figure 04**). The data shows that approximately 45 percent of all the jobs are in Miami-Dade County, 31 percent of jobs are in Broward County, and 24 percent of jobs are in Palm Beach County.

LAND DEVELOPMENT TRENDS

Southeast Florida is home to hundreds of places of interest for both its residents and visitors. Understanding where people are going is important when evaluating whether a transportation system is meeting the needs of its users. **Figure 05** shows various places of interest throughout the region.

In addition, there are varying land development patterns and location and density allowances throughout the region. While Palm Beach County is experiencing new development further west, Broward and Miami-Dade Counties are mostly built out and focusing on redevelopment, densification, and "right scaling" around transit.

FIGURE 03 2015 AND 2045 REGIONAL EMPLOYMENT COMPARISON*



Based on the Southeast Florida Regional Planning Model version 8.0 and information supplied by the individual MPOs. Projections may not total properly due to rounding.

FIGURE 04 **WHERE PEOPLE WORK**

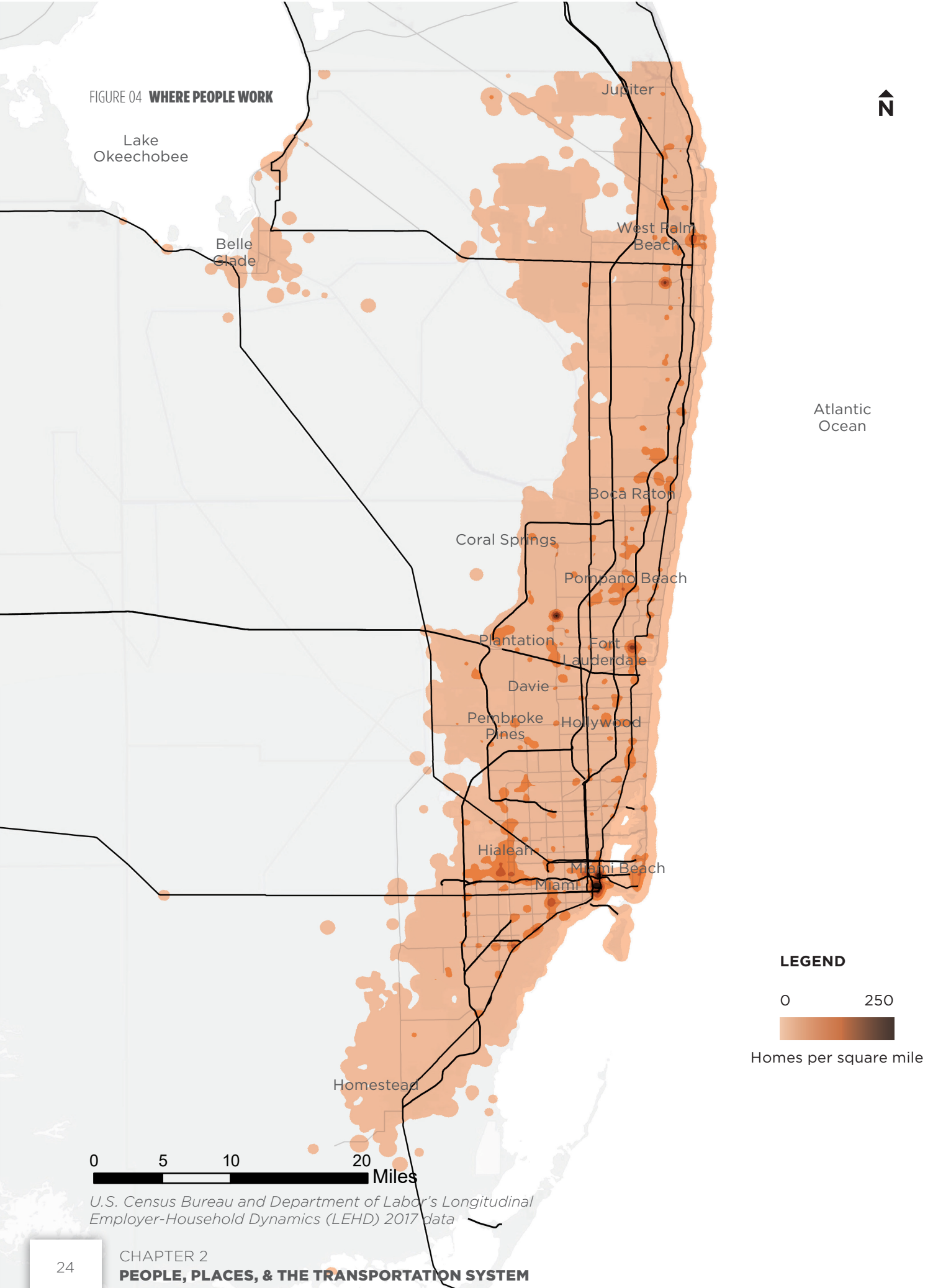
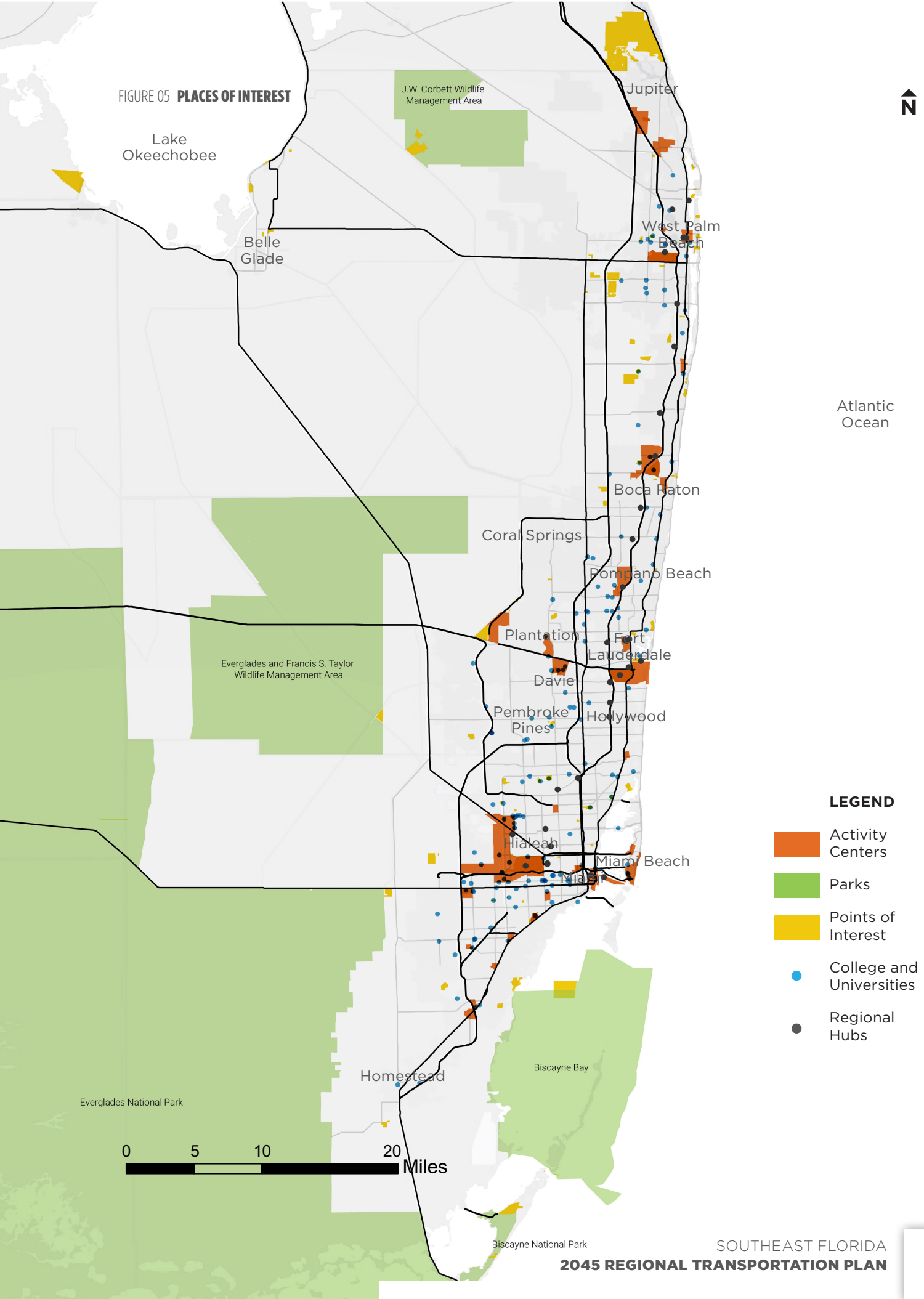


FIGURE 05 **PLACES OF INTEREST**



TRAVEL TRENDS

The existing transportation system in Southeast Florida is auto-oriented and close to reaching capacity. Congestion induced delays are no longer limited to the morning and afternoon rush hours but extend throughout the day. At the same time, we are running out of room to build more roads. Therefore, the future of our region depends on managing congestion and encouraging and developing infrastructure of other transportation modes. While a majority of households in the region have access to a car, approximately eight percent do not. The number of residents commuting via walking, bicycling, and other modes is increasing. These trends are expected to continue nationwide, and we must develop and maintain the infrastructure needed to support all modes of transportation in order to set our region up for success.

Figure 06 shows the breakdown of commuters per county traveling to/from the other counties in the region. Broward County experiences the highest percentage of commuting to/from the neighboring counties due to their “middle” location in the region.

Figure 07 the lengthiest trips taken in the region are work trips, followed by shopping trips. **Figure 08** shows how commuters traveled in 2015 based on the region’s travel demand model data. Shown in **Figure 09**, a breakdown of trips taken in 2016 based on a regional travel survey that was conducted in 2016

FIGURE 06 WORK FLOW EXCHANGE ACROSS COUNTIES*

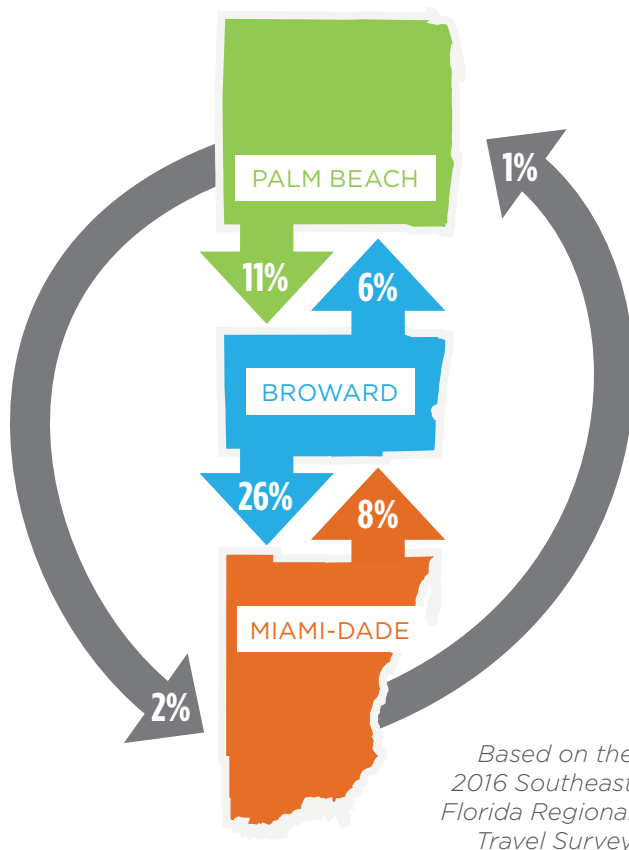


FIGURE 07 EXISTING AVERAGE REGIONAL TRAVEL DISTANCES BY PURPOSE*

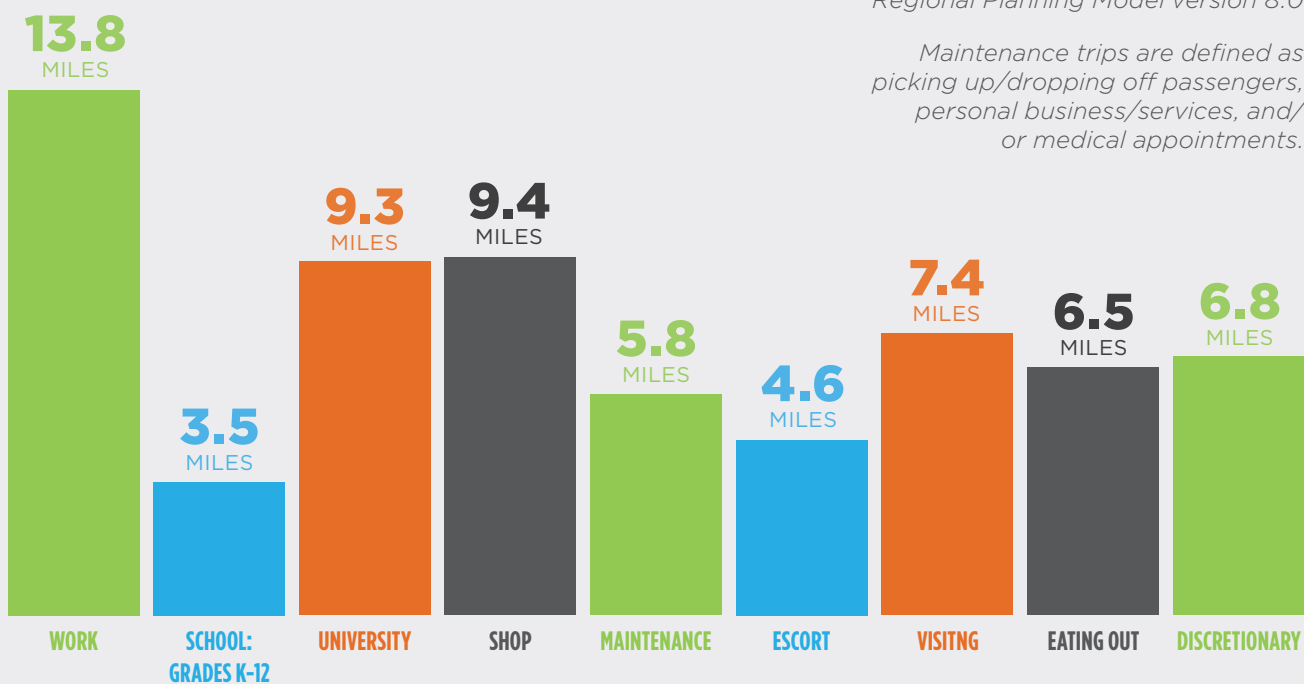
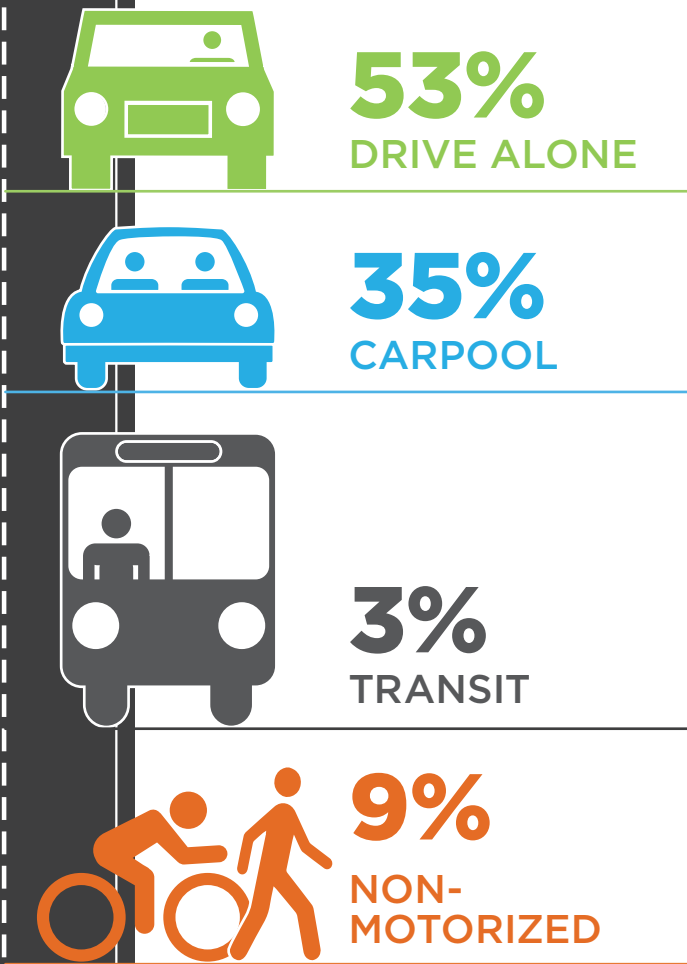
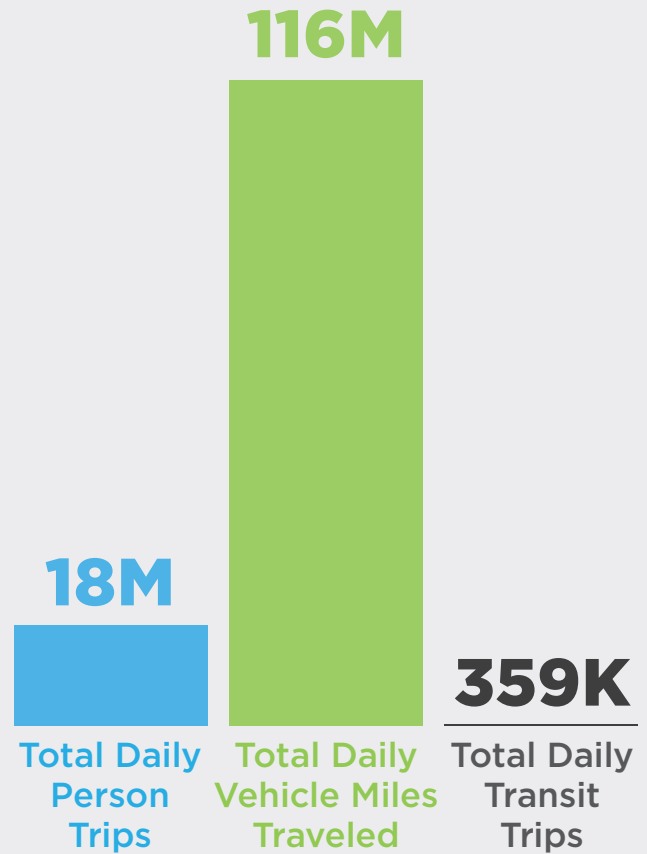


FIGURE 08 YEAR 2015 MODE CHOICE*



Based on the Southeast Florida Regional Planning Model version 8.0 and information supplied by the individual MPOs

FIGURE 09 SOUTHEAST FLORIDA REGIONAL TRAVEL TRENDS FOR 2016*



Based on the 2016 Southeast Florida Regional Travel Survey

DID YOU KNOW?

Micromobility travel options are trending in various municipalities throughout Southeast Florida! Micromobility refers to a range of small, lightweight devices operating at speeds typically below 15 mph and both either owned or hired by the one of the users. Micromobility devices include bicycles, Ebikes, electric scooters, electric skateboards, shared bicycles, and electric pedal assisted bicycles.





Under authority of Chapters 187 and 341, Florida Statutes, the Florida Department of Transportation (FDOT) provides financial and technical assistance to promote alternatives to commuters driving alone. South Florida Commuter Services (SFCS), an FDOT program, seeks to reduce vehicle miles traveled (VMT) in South Florida through a variety of Transportation Demand Management (TDM) strategies. SFCS' primary activities involve advocating for and highlighting the benefits of the following:

- › **CARPPOOLING:** 2+ people commuting together
- › **VANPOOLING:** 4-15 people commuting together in a state sponsored van or SUV
- › **BICYCLING:** The greenest, healthiest option for commuting
- › **WALKING:** Healthy option for commuters who live close to their place of employment
- › **PARK & RIDE FACILITIES:** The most convenient place to meet for a commuting option - usually free
- › **MASS TRANSIT:** An alternative to driving offering regular, economical & dependable transit
- › **FLEX SCHEDULES/WORK FROM HOME:** Commuting to work outside of rush hours or simply working from home
- › **GUARANTEED RIDE HOME:** In the event of an unforeseen circumstance, the government will pay for commuters' ride home

In 2019, SFCS saw an almost 90% increase in the number of commuters who report using an alternative mode of transportation. Herein are snapshots of a social media campaign and website features. Learn more about this program at 1800234ride.com.

The screenshot shows the South Florida Commuter Services website. At the top is the logo and navigation links: 95 EXPRESS LANES, GUARANTEED RIDE HOME, YOUR OPTIONS, COLLEGES, FOR EMPLOYERS, and an SFCS LOGIN button. Below the navigation bar are two main promotional boxes. The left box is titled 'WORKING FROM HOME' and features a green house icon with a computer monitor inside. Text inside the box says 'Working from home works!', 'Free Resources', 'Adopt WFH Policies', and 'Boost Productivity'. A 'LEARN MORE' button is at the bottom right of this box. The right box is titled 'USE 95 EXPRESS FOR FREE' and features a large '\$0' with 'Pay' above it and 'In Tolls' to its right. Below the '\$0' it says 'Carpools do not pay to use 95 Express Lanes*'. A red 'Learn More' button is at the bottom. At the bottom of the page is a banner for 'TRY TRANSIT FREE!' featuring a blue and white bus icon.

TRANSIT ACCESSIBILITY TRENDS

There are a number of transit agencies providing service in the region, both public and private. These include Miami-Dade Department of Transportation and Public Works (DTPW), Broward County Transit (BCT), Palm Tran, South Florida Regional Transportation Authority (SFRTA)/Tri-Rail, Brightline/Virgin Trains, Amtrak, Greyhound, and dozens of local shuttles and trolleys. Regional trips that cross county boundaries are facilitated by Tri-Rail along the South Florida Rail Corridor and Brightline/Virgin Trains along the Florida East Coast (FEC) rail line. Additionally, there are bus routes that cross county lines throughout the three-county region. While the agencies operate separately, there is a need for regional transportation due to the large numbers of inter-county trips. In the year 2021, Tri-Rail will be able to directly connect to the downtown Virgin MiamiCentral station. According to AllTransit, the Miami-Fort Lauderdale-West Palm Beach, FL Metro Area ranks 17th in the nation in terms of overall transit; this ranking considers connectivity, access to jobs, and frequency of service.¹ Looking to the future, it will be important to develop a truly regional transit system that connects residents to destinations and both choice and dependent riders. Tables 1 and 2 summarize the transit boardings reported in 2015 by operator and by mode in the region.

TABLE 01 2015 DAILY TRANSIT BOARDINGS BY OPERATOR

TRANSIT OPERATOR	2015 DAILY BOARDINGS
Tri-Rail	15,300
MDT	331,300
BCT	122,800
Palm Tran	41,600
TOTAL TRANSIT BOARDINGS	511,000

**Based on the Southeast Florida Regional Planning Model version 8.0*

TABLE 02 2015 DAILY TRANSIT BOARDINGS BY MODE

TRANSIT MODE	2015 DAILY BOARDINGS
Commuter Rail	15,300
Urban Rail	82,100
BRT/LRT	0
I-95 Express	7,200
Local	374,200
Circulator	32,400
TOTAL TRANSIT BOARDINGS	511,000

Based on the Southeast Florida Regional Planning Model version 8.0

Based on connectivity, access to jobs, and frequency of service metrics, AllTransit(TM) ranked the Miami Urbanized Area **17th in the nation** when compared to other regions with a population of 1,000,000 or more. When comparing MPOs serving populations of 1,000,000 or more, Miami-Dade TPO ranks 3rd, Broward MPO ranks 13th, and Palm Beach TPA ranks 33rd.

Source: AllTransit ranking based on urbanized area of 1,000,000 or more population.

¹ <https://alltransit.cnt.org/rankings/>

SAFETY TRENDS

In 2018, 36,560 people died across the United States due to motor vehicle crashes. Florida ranks as the 3rd state for most deaths in the Country, and 15th for deaths per 1,000,000 population. Twenty-seven percent of these deaths were pedestrians and bicyclists. Based on the small percentage these users make up of the mode share, it's clear they are our system's most vulnerable users.²

Digging deeper, the State of Florida represents 9 of the top 15 metropolitan areas throughout the Country with the highest pedestrian danger index. The Miami-Fort Lauderdale-West Palm Beach metropolitan area ranks 14th overall.³

FLORIDA RANKS AS THE THIRD STATE FOR MOST DEATHS IN THE COUNTRY

2018 = **36,560 DEATHS,**
27% PEDESTRIANS AND CYCLISTS



SAFETY PLANS

Florida shares the national traffic safety vision, "Toward Zero Deaths," and formally adopted their own version of the national vision, "Driving Down Fatalities," in 2012. FDOT's Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP is updated at least every five years by FDOT in coordination with statewide, regional, and local safety partners, and focuses on the roadway component of transportation safety. The data-driven SHSP focuses on 13 Emphasis Areas (shown in **Figure 10**), which reflect ongoing and emerging highway safety issues in Florida. Key strategies related to each Emphasis Area are identified, as well as overarching strategies that apply across Emphasis Areas. These strategies align with the "4 Es" – engineering, education, enforcement, and emergency response. The SHSP also defines a framework for implementation activities to be carried out through strategic safety coalitions and specific activities by FDOT, other state agencies.

In addition to FDOT's SHSP, each MPO and other transportation partners throughout the region have developed Vision Zero Plans, Bicycle and Pedestrian Safety Action Plans, Complete Streets policies, guidelines and programs, and more to improve transportation safety throughout the region.

FIGURE 10 FDOT'S STRATEGIC HIGHWAY SAFETY PLAN (SHSP) EMPHASIS AREAS



² Federal Highway Administration. 2019. Highway statistics, 2018. Washington, DC: US Department of Transportation.

³ <https://smartgrowthamerica.org/dangerous-by-design/>

DEMOGRAPHIC AND EQUITY TRENDS

DIVERSITY

Southeast Florida is one of the most diverse regions in the country. The racial and ethnic minority populations is expected to increase to 60 percent by 2045. Racial and ethnic minority populations are defined as: Asian American; Black or African American; Hispanic or Latino; Native Hawaiian and Other Pacific Islander; American Indian and Alaska Native; and Multiracial.

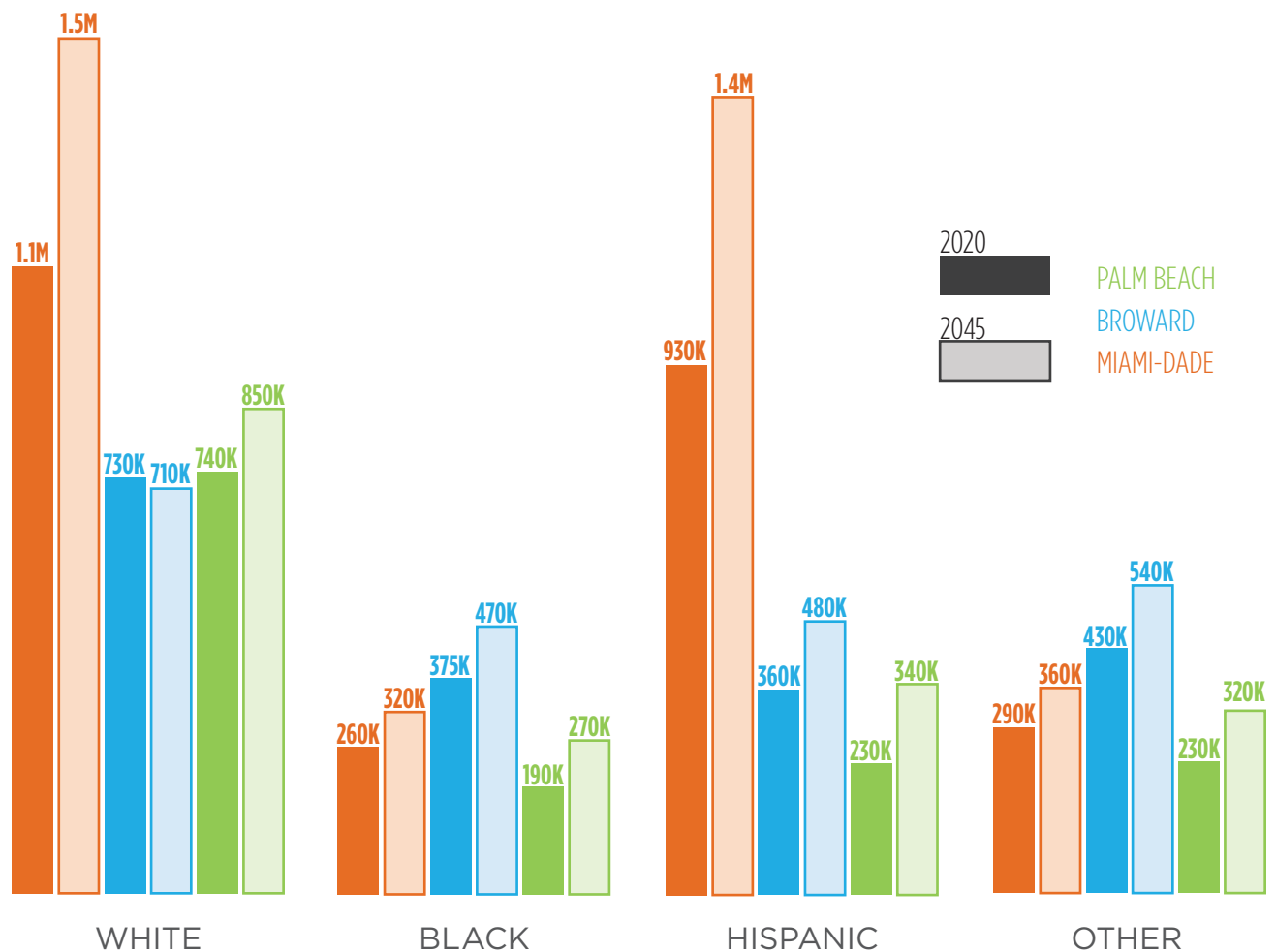
AGE

Based on United States Census Data, in 25 years, the largest segments of our population will be the working class (ages 20 to 64), making up 53.5 percent of the region.

Currently, there are approximately 1.6 million millennials in the region; this population is expected to increase over the next 25 years resulting this generation making up the majority of the working class.

Another trend shown in the data is a 26% increase in populations 65 years old and over. The largest concentrations of senior citizens in the region is forecast in Palm Beach County.

FIGURE 11 DIVERSITY



Source: <https://www.behr.ufl.edu/population> - BEBR 2020 Population Projection

INCOME

Income levels vary throughout the region. In 2019, the median household income level for the region was \$54,612. This is lower than the national average of \$61,937 but higher than the average in Florida (\$53,267). The highest income levels are located along the coast and the western edge of the urban development boundaries.

Poverty is a concern throughout the region; all major cities within have clusters where the number of residents living in poverty exceed twenty percent. Approximately 20.6 percent of households across the region are considered low income (earning less than \$25,000/year) households. Residents in poverty may not have access to a vehicle and depend on transit or other means to move around the region, and therefore, it is important to consider them when planning for future transportation needs.

FIGURE 12 2019 MEDIAN HOUSEHOLD INCOME LEVEL COMPARISON



2019 Data from the US Census Bureau

EDUCATION TRENDS

Southeast Florida is home to several universities and colleges. Some of the region's major educational institutions include the University of Miami, Florida International University, Miami-Dade College, Nova Southeastern University, Broward College, Florida Atlantic University, and Palm Beach State College. These universities attract students from all around the United States and the world.

Our region contains the 4th (Miami-Dade County), 6th (Broward County) and 11th (Palm Beach County) largest public school districts in the United States. School ratings vary throughout the region. Private/charter schools exist throughout the region as well.

FREIGHT, TRADE AND TOURISM TRENDS

Southeast Florida is a national leader in trade and tourism, and home to three major international airports (Miami, Fort Lauderdale - Hollywood, and Palm Beach) and seaports (PortMiami, Port Everglades and Port of Palm Beach). All are activity nodes that serve as significant economic engines as well as major centers for the region. Southeast Florida's location makes it a prime destination for tourism, conventions, and other travel. On average, more than 65 million passengers arrive via Southeast Florida's main airports. With close to 131 million visitors in 2019, Florida is the top travel destination in the world⁴.

Air and sea cargo trade have been consistently growing - close to 40 percent of all US exports to Central and South America pass through Southeast Florida, making its freight routes and ports crucial elements of its transportation system.

Port Activity (2017)		
Port	Freight (TEUs)	Cruise Passengers
Port Everglades	1.1 million	3.9 million
Port Miami	1.0 million	5.3 million
Port of Palm Beach	0.3 million	0.4 million
TOTAL	2.4 million	9.6 million

Sources: Broward County, Miami-Dade County, Palm Beach County

International Airports Activity (2017)		
Airport	Cargo Tons	Passengers
Fort Lauderdale-Hollywood Intl.	0.5 million	15.8 million
Miami Intl.	2.3 million	44.1 million
Palm Beach Intl.	0.03 million	6.3 million
TOTAL	2.83 million	66.2 million

Sources: Broward County, Miami-Dade County, Dade County, Palm Beach County

⁴ <https://www.visitflorida.org/resources/research/>

Freight movement on the roadway and railway network serve as key connections to these major trade hubs. To ensure the region's economic vitality, increasing access, mobility, and mode choices of freight will be critical. This need will continue to grow with the widened Panama Canal and the introduction of the mega ships, both those transporting cargo and those serving cruise passengers.

Table 03 summarizes how well the transportation system is moving freight using the FHWA performance management measures: Truck Travel Time Reliability Index (TTTR) and Level of Travel Time Reliability (LOTTR) for both interstate and non-interstate segments. Reliability performance varies across the region and across the three years of data.

ACTIVE OPERATIONS AND TECHNOLOGY

Over the last 20 years technological advancements have changed transportation in the Southeast Florida region. Both infrastructure and vehicles have seen technological improvements. The South Florida transportation network currently includes infrastructure such as managed lanes, ramp meters, dynamic/variable message signs, advanced signal coordination, multimodal video sensors, automatic vehicle location (AVL) systems, traffic management centers (TMC), electronic toll collection (ETC), fiber optic cables, e-scooters, e-bikes, and more. Additionally, automated, connected, electric and shared (ACES) vehicles have entered the fleet. Transportation network companies such as Uber and Lyft have also changed people's transportation movements. Over the next 25 years these technologies will increase in prevalence along with new technologies entering the system.

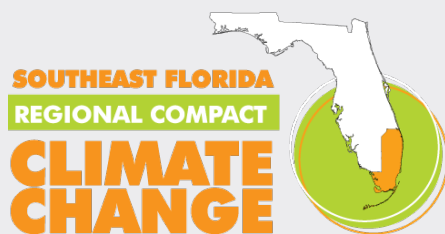
TABLE 03 **FREIGHT RELIABILITY PERFORMANCE BY COUNTY**

PERFORMANCE MEASURES ¹	STATEWIDE PERFORMANCE (2017 BASELINE)	BROWARD PERFORMANCE (2017/2018/2019)	PALM BEACH PERFORMANCE (2017/2018/2019)	MIAMI-DADE PERFORMANCE (2017/2018/2019)
Percent of reliable person-miles traveled on interstate (LOTTR)	82%/83%/83%	67%/73%/77%	84%/85%/78%	57%/59%/57%
Percent of reliable person-miles traveled on non-interstate NHS (LOTTR)	84%/86%/87%	80%/83%/86%	89%/93%/94%	59%/65%/62%
Truck travel-time reliability (TTTR) index on the interstate	1.43/1.43/1.45	1.81/1.60/1.74	1.72/1.77/1.86	2.98/2.86/3.08

¹ LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6:00 am to 8:00 pm each day. TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. TTTR is quantified by taking a weighted average of the maximum TTTR from the five time periods for each Interstate segment. The maximum TTTR is weighted by segment length, then the sum of the weighted values are divided by the total Interstate length to calculate the Travel Time Reliability Index.

NATURAL RESOURCES AND CLIMATE TRENDS

The Southeast Florida Region is home to a mix of environmental and natural resources that is not found anywhere else in the world. Perhaps the most well-known of these resources are the Florida Everglades, which provide a habitat to a number of species including rare and endangered species like the manatee, American crocodile, and the Florida Panther. Southeast Florida's beaches are also recognized worldwide, and present another major draw for tourists and residents alike. Additionally, they provide a valuable natural habitat for sea turtles and shore birds. Other environmental resources include Biscayne Bay, the Lake Worth Lagoon, and Lake Okeechobee. As we continue to develop, it is important that we protect these important resources and that we ensure that they are accessible for future generations to enjoy.



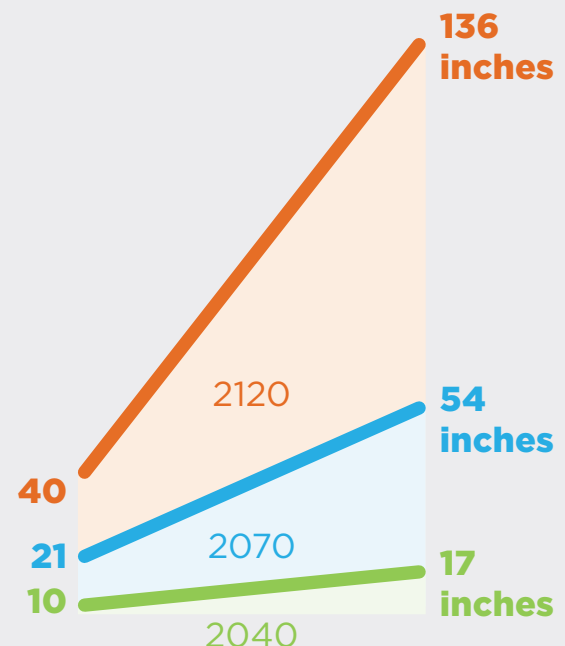
In addition to protecting natural resources, our region is committed to preserving and protecting our infrastructure and overall mobility. The tropical location of Southeast Florida is one of our greatest assets; however, it makes us one of the most vulnerable places in the world when it comes to climate change impacts. The five major climate stressors for the Southeast Florida transportation system include: increasing precipitation, increasing temperatures, rising water table and saltwater intrusion, sea level rise, and enhanced storm surge. According to the Unified Sea Level Rise Projection prepared in 2019 by the Southeast Florida Regional Compact Climate Change, sea level rise is projected to be 10 to 17 inches by 2040 and 21 to 54 inches by 2070 (above the 2000 mean sea level in Key West, Florida). In the long term, sea level rise is projected to be 40 to 136 inches by 2120 (see **Figure 13**). Projected sea level rise, especially beyond 2070, has a significant range of variation as a result of uncertainty in future greenhouse gas emissions reduction efforts and resulting geophysical effects. The National Aeronautics and Space Administration Jet Propulsion Laboratory (2015) reported the average global sea level

has risen almost 3 inches between 1992 and 2015 based on satellite measurements.

In January 2010, Monroe, Miami-Dade, Broward, and Palm Beach Counties united to form the Southeast Florida Regional Climate Change Compact as a way to coordinate mitigation and adaptation activities across county lines. Since then, the four Compact counties have advanced local and regional responses to—and preparations for—the effects of climate change, including sea level rise, flooding, and economic and social disruptions. They have expanded to work with a growing number of federal, state, regional, municipal, nonprofit, academic, and private sector partners.

Today, the Compact represents a new form of regional climate governance designed to allow local governments to set the agenda for adaptation, while providing state and federal agencies with access to technical assistance and support. The Compact's work is widely recognized as one of the nation's leading examples of regional-scale climate action, and it continues to serve as an exemplary mechanism for collaboration on climate adaptation and mitigation efforts.

FIGURE 13 SEA LEVEL RISE PROJECTION



Source: Unified Sea Level Rise Projection prepared in 2019 by the Southeast Florida Regional Compact Climate Change

The Compact calls on the counties to work cooperatively to:

- › Develop annual legislative programs for presentation to and approval by the respective County Boards, and jointly advocate for state and federal policies and funding.
- › Dedicate staff time and resources to create a Southeast Florida Regional Climate Action Plan (RCAP), which outlines recommended mitigation and adaptation strategies to help the region pull in one direction and speak with one voice.
- › Meet annually at the Southeast Florida Regional Climate Leadership Summits to mark progress and identify emerging issues.

SEA LEVEL RISE

The Compact's Unified Sea Level Rise Projection and preliminary vulnerability analysis reveal the region's vulnerabilities to the impacts of climate change and inform pathways for immediate action to protect assets and invest wisely. As climate science, monitoring, and modeling continue to be refined, the RCAP integrates the latest climate change considerations into existing and future policy decision-making processes, including municipal and county comprehensive plans and transportation plans. The ultimate goal is to achieve resilience, limit risk, and reduce greenhouse gas emissions.

Recommendations are related to comprehensive planning, including the designation and implementation of adaptation action areas (AAAs), which will direct technical assistance and funding opportunities to areas especially vulnerable to the impacts of sea level rise and associated coastal flooding. In 2011, the Florida Legislature amended state law to create AAAs as an optional designation in local comprehensive plans for those areas experiencing coastal flooding due to extreme high tides, storm surge, and the related impacts of sea level rise. The law also provides for the development of adaptation policies for the purpose of prioritizing funding opportunities. In 2015, the Florida Legislature amended state law to require local governments to include development and redevelopment principles, strategies, and engineering solutions that reduce flood risks and losses within coastal areas into their comprehensive plans.

In addition to comprehensive planning, the RCAP recommends promoting effective engagement of the multiple public- and private-sector entities involved in the provision and maintenance of transportation infrastructure and the delivery of transportation services in the region for climate adaptation and mitigation. Currently, the transportation sector contributes 45% of the region's greenhouse gas emissions. The region's MTP strategies—such as reducing vehicle miles traveled by shifting trips taken from autos to walking, biking, or public transportation—will work to reduce emissions and realize the cross-cutting benefits of more livable and desirable communities in the region.

To accomplish the goal, current and evolving coordination efforts between transportation and planning entities rely significantly on data sharing and analyses, from studies and tools identifying vulnerable and/or at-risk transportation infrastructure to performance metrics. Local and regional planning and decision-making processes are needed to ensure a complementary approach to developing and maintaining a system of land use and transportation that is more resilient, while also reducing vehicle miles traveled, providing more transportation choices, and dealing with future uncertainty. This is already well underway as evidenced by the following plans and evaluations done for Southeast Florida to-date:

- › Analysis of Vulnerability of Southeast Florida to Sea Level Rise (Southeast Florida Regional Climate Change Compact, 2012) –
- › Climate Compact Seven County Inundation Assessment (Climate Compact, 2014)
- › South Florida Climate Change Vulnerability Assessment and Adaptation Pilot Project (Broward MPO, 2015)
- › Storm Surge, Sea Level Rise, and Transportation Network Disruption Project (FDOT District 4, 2016)
- › Extreme Weather and Climate Change Risk to the Transportation System in Broward County, Florida (Broward MPO, 2016)
- › Assessment of Available Tools to Create a More Resilient Transportation System (Miami-Dade County, 2016)

Source: www.southeastfloridacclimatecompact.org

REGIONAL TRANSPORTATION SYSTEM

Southeast Florida's regional transportation system must support all modes of transportation and all users of the system. The 2045 Regional Multimodal Corridors Network shown in **Figure 14** identifies corridors that support regional travel for people and goods and provides for stronger regional planning. The development of this network is a state requirement and part of the ongoing coordination efforts of the region. Five criteria were utilized to guide the regional corridor network development:56

1. PRINCIPAL ARTERIALS

Definition

Interstate, Freeway/Expressway and all other Principal Arterials

Source

Functional Classification for FDOT Districts 4 and 6, May 2018

2. PLANNED PHYSICAL EXTENSIONS OF PRINCIPAL ARTERIALS

Definition

Interstate, Freeway/Expressway and all other Principal Arterials that are in the adopted Long Range Transportation Plan (LRTP) Cost Feasible Plans for future expansion

Source

2040 LRTP Cost Feasible Plan for Broward, Miami-Dade and Palm Beach County MPOs

3. SIS NETWORK

Definition

Strategic Intermodal Systems (SIS) and Emerging SIS Corridors, Hubs, Connectors, Railways and Waterways

Source

FDOT Central Office SIS facilities, May 2018

4. PRINCIPAL ARTERIAL CONNECTIONS

Definition

(1) Minor Arterials connecting to a Freeways/ Expressways and/or SIS Corridors; (2) extensions of Principal Arterials that cross the intercoastal for evacuation purposes; (3) key connections of 'gaps' in the network; (4) Non-principal Arterials carrying 50,000 annual average daily traffic (AADT) or greater; (5) extensions of facilities carrying 50,000 AADT or greater to complete a regional network connection; and (6) undesignated (by other criteria) segments of regional facilities that connect two regional facilities and have planned capacity improvements

5. ACTIVE RAIL LINES

Definition

(1) All active rail lines that are not already accounted for as part of the SIS, not abandoned, and not rail spurs; (2) all Tri-Rail stations; and (3) the three Brightline stations in West Palm Beach, Fort Lauderdale, and Miami

Source

Functional Classification for FDOT Districts 4 and 6, May 2018; FDOT Central Office SIS facilities, May 2018; ESRI US Railways, 2017; Adopted 2040 Long Range Transportation Plans - Broward, Miami-Dade, and Palm Beach MPOs/TPOs/TPAs; and Adopted Countywide Evacuation Routes - Broward, Miami-Dade and Palm Beach County.

Figure 15 summarizes the miles of roadway, rail, and waterways and numbers of hubs for the Regional Multimodal Corridors Network across the three-county region.

FIGURE 14 **REGIONAL NETWORK**

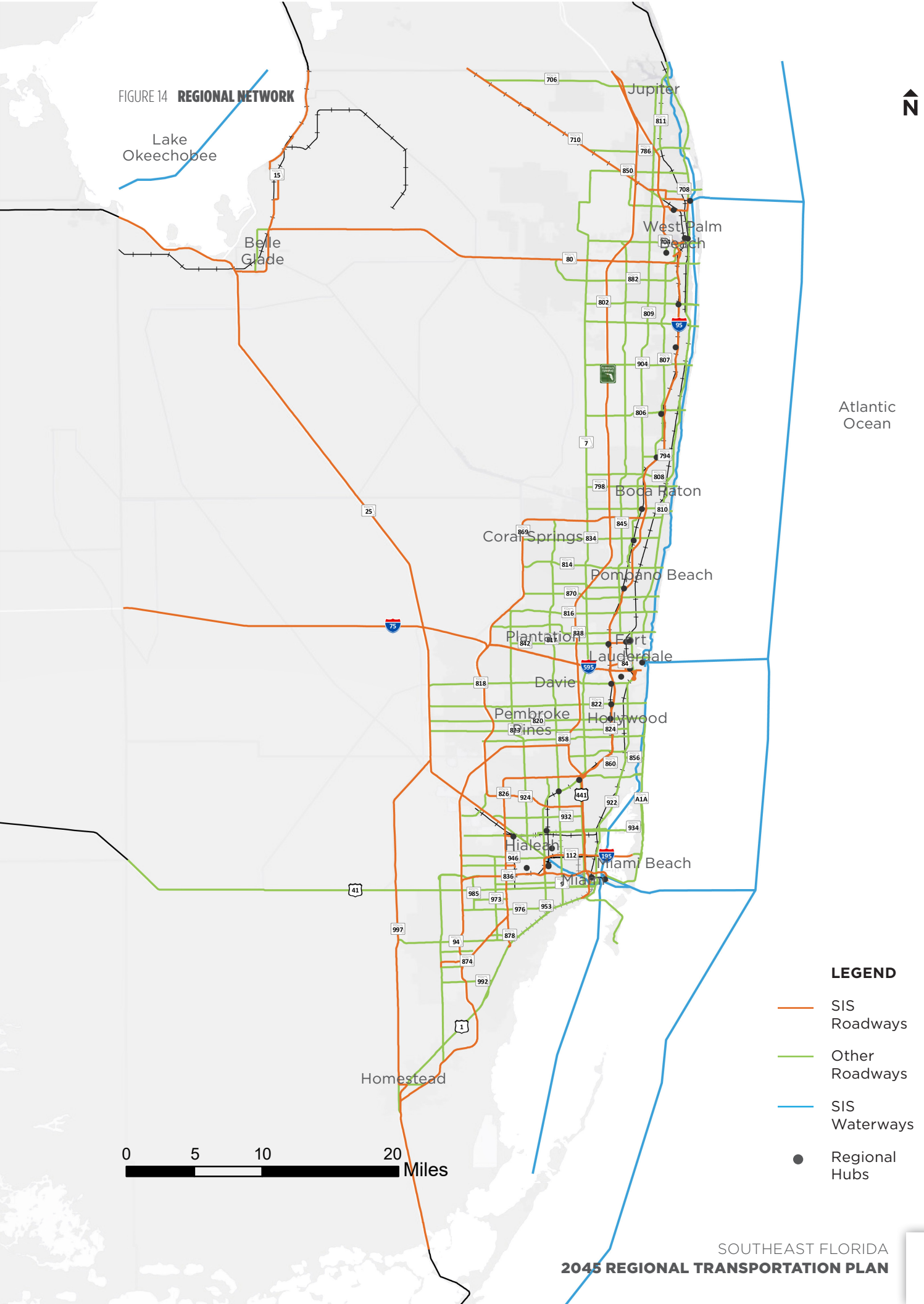


FIGURE 15 REGIONAL MULTIMODAL CORRIDORS NETWORK MILEAGE AND HUBS STATISTICS

1, 591 MILES OF ROADWAY

THE DISTANCE FROM
WEST PALM BEACH, FL
TO PORTLAND, ME

377 MILES OF RAIL

THE DISTANCE FROM
MIAMI TO JACKSONVILLE

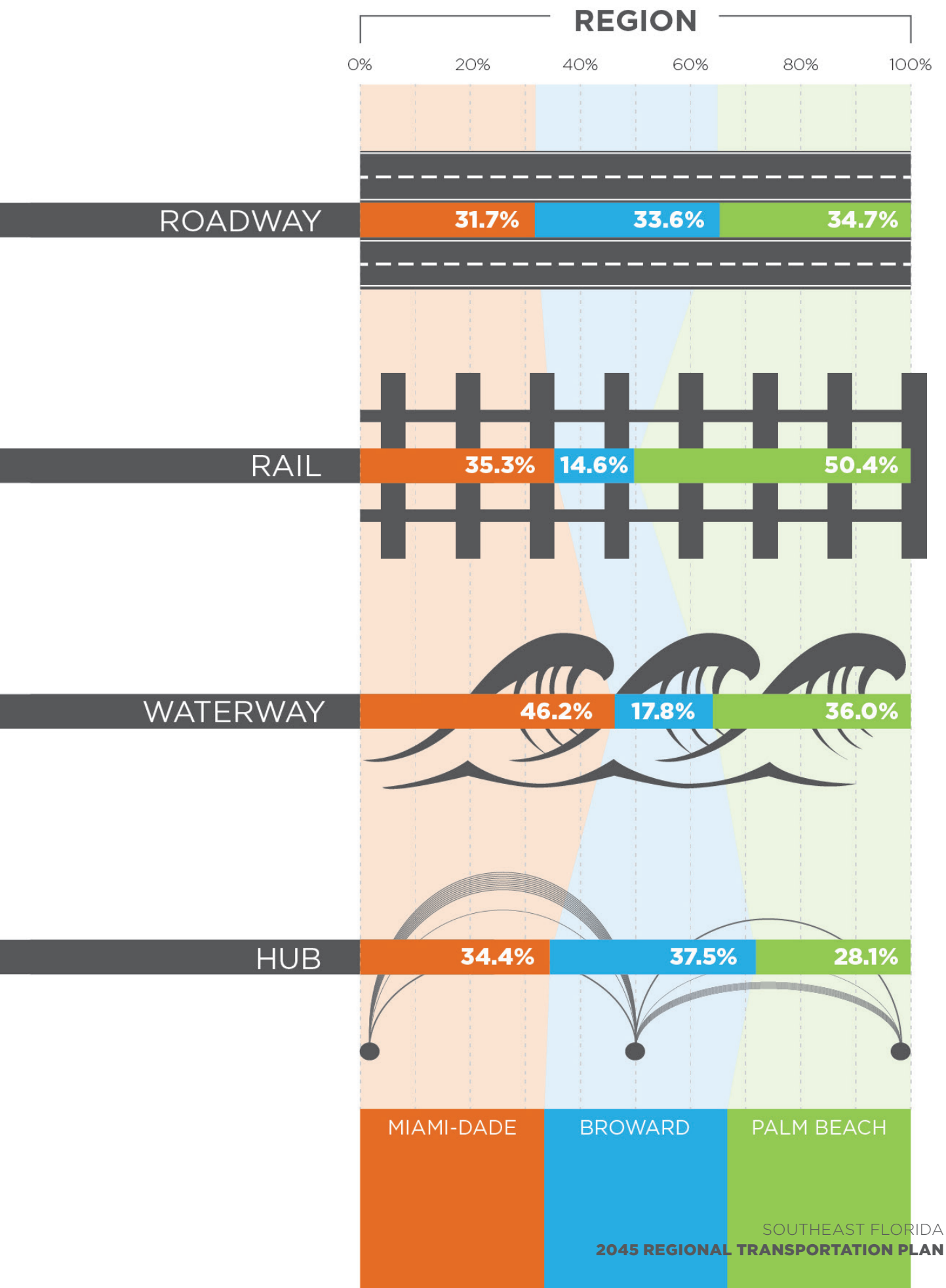
336 MILES OF WATERWAY

THE DISTANCE FROM
FORT LAUDERDALE
TO GAINESVILLE

32 HUBS

SERVING OVER
46 MILLION PEOPLE
ANNUALLY



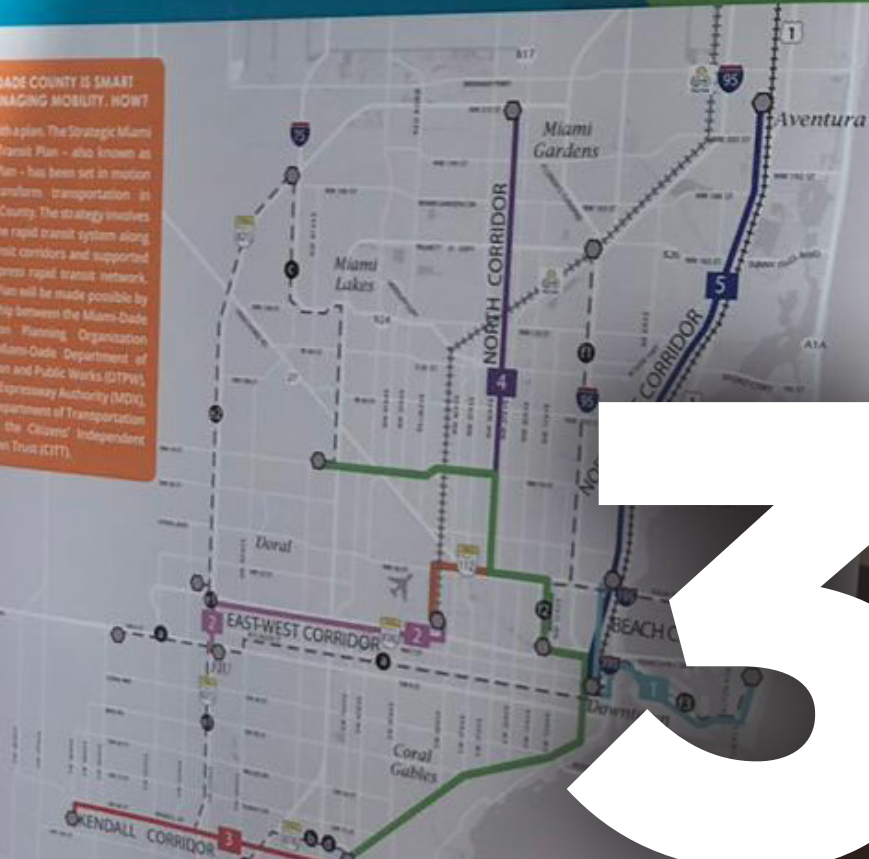


SMART

STRATEGIC MIAMI AREA RAPID TRANSIT PLAN

MIAMI-DADE COUNTY IS SMART ABOUT MANAGING MOBILITY. NOW?

It starts with a plan. The Strategic Miami Area Rapid Transit Plan - also known as the SMART Plan - has been set in motion and will transform transportation in Miami-Dade County. The strategy involves expanding the rapid transit system along six rapid transit corridors and supported by a bus express rapid transit network. The SMART Plan will be made possible by the partnership between the Miami-Dade Transportation Planning Organization (TPO), the Miami-Dade Department of Transportation and Public Works (DTPW), Miami-Dade Expressway Authority (MDA), the Florida Department of Transportation (FDOT), and the "Citizens' Independent Transportation Trust (CITT).

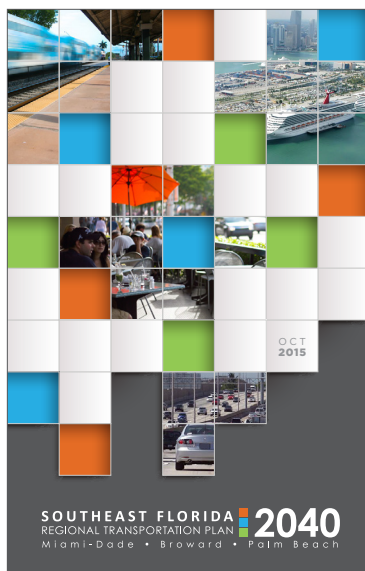


INPUT & FEEDBACK

INPUT & FEEDBACK

PLANS, PROJECTS AND PROGRAMS

Regional planning involves the review of relevant plans at the Federal, State, regional and local level to determine how the information from those plans then inform the Regional Transportation Plan. The documents reviewed for the 2045 RTP included state and federal expectations for long range transportation plans, the respective three 2045 MTPs in Southeast Florida and supporting documents, FDOT Revenue forecasts and funding programs, the FDOT's Florida Transportation Plan and Strategic Intermodal System Plans, local airport and seaport master plans, local transit development plans and visions, the region's prosperity plan - Seven50, the Regional Greenways Plan, and others.



PUBLIC OPINION

The planning process allows for public insight and is designed to ensure that the plan reflects the desires and the vision of those within the community and region. As previously noted, feedback on regional travel needs was gathered through the MPOs' individual MTP outreach efforts. Based on feedback received, the following summarizes Southeast Florida resident opinions:

FIGURE 16 **FEEDBACK HEARD ON REGIONAL TRANSPORTATION**

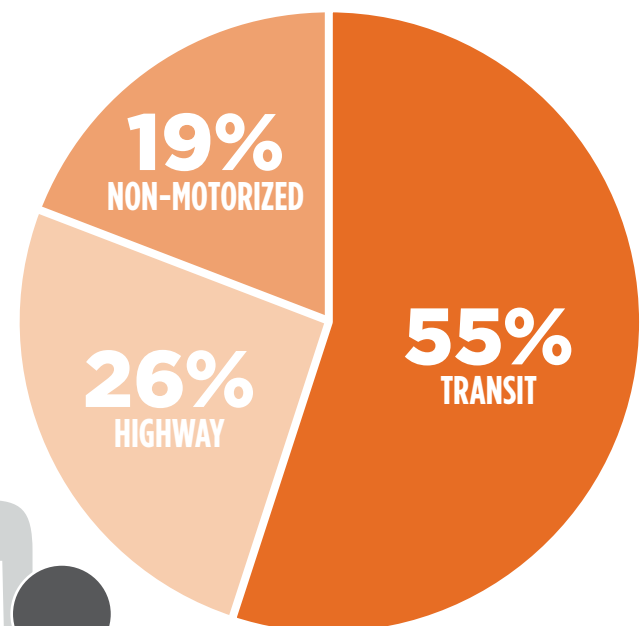
Public Desires/ Feedback

(OVER 5,000 SURVEY RESPONSES)

MIAMI-DADE TPO 2045 LRTP SURVEY RESULTS

1,100 RESPONSES

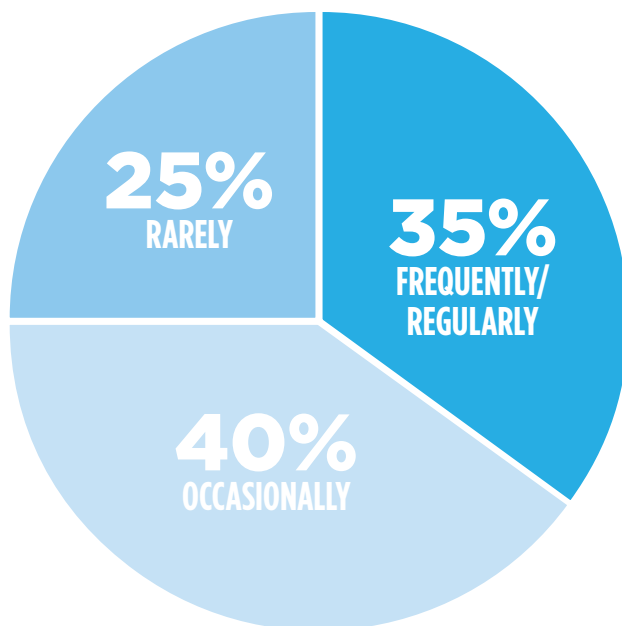
What do you think are the most important transportation projects in the future?



BROWARD MPO 2045 MTP SURVEY RESULTS

991 RESPONSES

How often do you travel to Palm Beach and/or Miami-Dade counties?



When coordinating improvements with adjacent counties, which two are the most important to you?

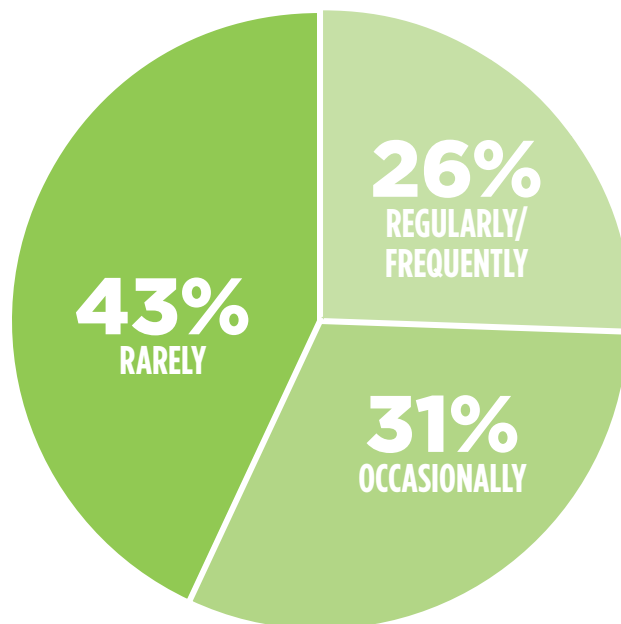
60%
IMPROVED ROADWAY
TRAVEL FOR VEHICLES

49%
IMPROVED PUBLIC
TRANSPORATION

PALM BEACH TPA 2045 LRTP SURVEY RESULTS

2,960 RESPONSES

How often do you travel to Broward and/or Miami-Dade counties?



When coordinating improvements with adjacent counties, which are MOST important?

#1
IMPROVED
ROADWAY
TRAVEL FOR
AUTOMOBILES

#2
IMPROVED
CONNECTIONS
BETWEEN MAJOR
REGIONAL
DESTINATIONS

#3
IMPROVED PUBLIC
TRANSPORTATION

DID YOU KNOW?

According to the collective 2045 MTP survey results, Southeast Florida residents desire a mix of transportation options throughout the region.





4

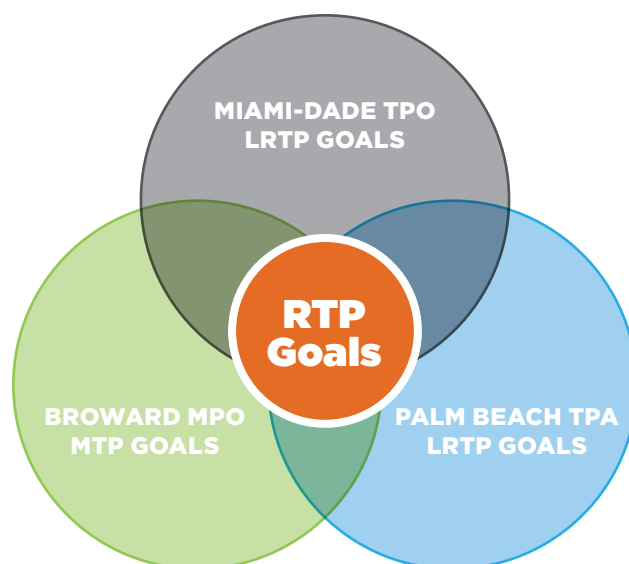
GOALS & OBJECTIVES

GOALS & OBJECTIVES

2045 RTP VISION:

CREATE A SHARED REGIONAL TRANSPORTATION PLAN THAT IDENTIFIES REGIONAL NEEDS, FUNDING, AND POLICIES THAT SERVE AND BENEFIT THE ENTIRE SOUTHEAST FLORIDA REGION

Based on the research of statewide initiatives, efforts from MPOs in the region, past SEFTC efforts, and the peer regions' Goals, Objectives and Measures of Effectiveness, the main themes and four goals of the 2045 RTP are:



SUSTAINABILITY AND QUALITY OF LIFE

1. MULTIMODAL SYSTEM & LAND USE

Provide an accessible, efficient, and reliable multimodal transportation system that is well integrated with supportive land uses

2. HEALTH, ENVIRONMENT, & SAFETY

Protect the region's health and environment, and provide for a safer and more secure transportation system for the region's residents, businesses and visitors

3. ECONOMY

Optimize and expedite sound investment strategies to support an expanding regional economy

4. EQUITY & PUBLIC SUPPORT

Invest in publicly supported, equitable transportation options for all users, including low-income and minority neighborhoods, as well as the aging population



OBJECTIVES



1. Preserve, restore, and expand existing regional transportation system capacity and operations to meet increasing and evolving passenger and freight demands
2. Provide competitive and reliable auto, freight and transit travel times, and support partner-adopted plans, such as the Transit Development Plans
3. Increase mode choice opportunities and access to jobs and essential destinations, and collaborate on the implementation of complete streets policies, guidelines and funding programs
4. Increase density and intensity of origins and destinations in transit-oriented development (TOD) along regional transit corridors, and promote development of mixed-use activity centers
5. Improve local roadway connections to minimize circuitous travel and overreliance on regionally significant corridors for local trips, and encourage provision of multiple accesses for new development and redevelopment



1. Promote public health, improve air quality, and reduce greenhouse gas emissions
2. Support the efforts of the Southeast Florida Regional Climate Change Compact by coordinating among regional partners for transportation system resiliency and adaptability
3. Promote both adaptation and growth management strategies to address and increase resilience to coastal and other flooding
4. Plan transportation facilities that protect natural, cultural, and historic resources and minimize disruptions in surrounding communities
5. Encourage design features that minimize crash potential, severity and frequency and promote local Vision Zero and safety awareness campaign efforts to eliminate fatalities
6. Preserve and enhance the capacity of regional evacuation corridors



ECONOMY

1. Provide regional transportation facilities and services to existing and developing major employment centers
2. Make transportation investment decisions that use public resources effectively and efficiently



EQUITY & PUBLIC SUPPORT

1. Develop a regionally balanced plan that provides geographic equity in the distribution of investments supported by the public
2. The RTP strives to facilitate social and economic opportunities by providing equitable access to affordable and reliable transportation, particularly among communities that are traditionally underserved
3. Provide reliable and convenient access to the region's major employment centers and regional activity centers from low-income residential areas

DID YOU KNOW?

Performance measures were also identified as a means to track progress towards the region's goals and objectives. The region currently tracks progress via various methods across multiple agencies including the three MPOs, FDOT, and transit agencies.





5 PLANNING FOR DIFFERENT FUTURE SCENARIOS

PLANNING FOR DIFFERENT FUTURE SCENARIOS

PURPOSE AND BACKGROUND

Historically, our region has invested significantly in highway-related projects. Although this approach was appropriate at one point in time, the region has acknowledged the need to swiftly move from a 20th century mindset to a 21st century mindset in order to meet the needs of Southeast Florida residents now and into the future.

Through scenario planning efforts, the region explored several important policy and investment questions about Southeast Florida's future. These questions revolved around three main elements:

Ultimately, the data and technical analysis results from the scenario planning exercise was used to identify policy needs that reshape and push forward Southeast Florida's transportation network, funding programs, and land development practices. Upon adoption of this 2045 RTP, these policy recommendations will be advanced jointly by elected officials and the business community to move the needle from an autcentirc environment to a multimodal environment providing safe, affordable and convenient travel options for all.



1. HIGH-CAPACITY TRANSIT NEEDS

What regional-scale transit services are needed to accommodate the future growth anticipated for the region?



2. GROWTH AND DEVELOPMENT

Are changes in development patterns necessary to complement regional high-capacity transit investments?



3. FINANCIAL AND LEGISLATIVE

What changes to policy and legislation will allow for greater flexibility in how existing revenue sources are used? What new revenue sources can feasibly generate revenue for regional transportation infrastructure?

DID YOU KNOW?

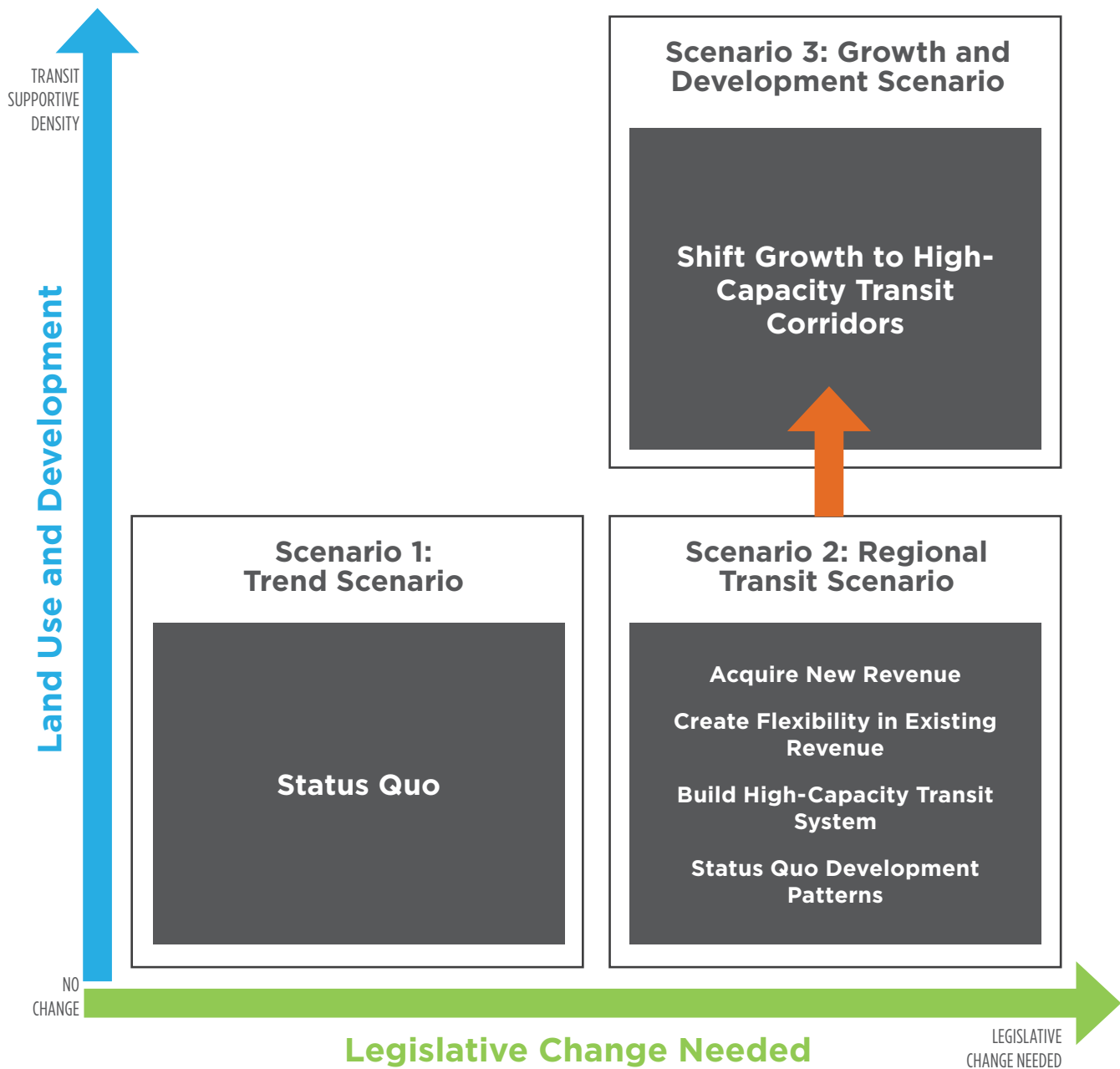
In the previous 2040 RTP, 85% of funded projects were highway capacity-related and 86% of the unfunded high priorities were transit.



SCENARIOS TESTED

In order to model a set of future development scenarios for Southeast Florida, the Regional Transportation Technical Advisory Committee (RTTAC) generated multiple conceptual recommendations for how the transit system may look, where development may occur and at what density, and how much funding is needed and what sources could be potentially used. **Figure 17** graphically displays the three scenarios tested and degrees of change from the current trend.

FIGURE 17 **SCENARIOS TESTED IN THE 2045 RTP**



SCENARIO 1

TREND

This scenario assumed current funding practices, transportation investment approaches, and adopted future land uses.

- › **Business as Usual**
- › **Emphasis on SIS/highways**
- › **Existing transit service plus minimal high-capacity transit investments**

SCENARIO 2

REGIONAL TRANSIT

This scenario included a regional-scale high-capacity transit network. It was assumed the network would be built and operated through existing funding sources (that were flexed from highway to transit needs) in addition to existing funding sources such as a sales tax. Future land uses were assumed to remain as currently planned for and adopted.

- › **“All in” on regional-scale high-capacity transit**
- › **High capacity transit on major corridors**
- › **Commuter routes**
- › **\$12 billion to build**
- › **\$7 billion to operate**

SCENARIO 3

ALTERNATIVE GROWTH AND DEVELOPMENT

This scenario assumed the same high-capacity transit network and funding needs as Scenario 2, but from a land use perspective, shifted anticipated new growth to the desired high-capacity transit corridors.

- › **Same regional transit network and costs**
- › **Land use change: 75% of new population and jobs around high capacity transit**
- › **Requires municipality-level policy changes**

SCENARIO PLANNING METHODOLOGY & ASSUMPTIONS

TREND SCENARIO

The Trend Scenario methodology mimicked the methodology applied in the traditional MTP process where future parameters influencing transportation decision-making processes remained status quo. Assumptions included:

- › **Transportation Network:** A merger of the 2040 Regional Transportation Plan's Cost Feasible Plan plus any additional newly funded projects.
- › **Land Use:** 2045 socioeconomic projections prepared as part of the MPOs MTPs.
- › **Revenue:** 2040 Regional Transportation Plan revenues and Cost Feasible Plan's (plus 2045 FDOT revenue forecasts)

Figure 18 is a snapshot summary of the investments assumed under the Trend Scenario.

Major highway projects in the regional cost feasible network included:

PALM BEACH

- › I-95 managed lanes from Linton Blvd. to Broward/Palm Beach county line
- › Glades Road widening from Butts Road to NW 10th/University
- › SR 7 widening from Okeechobee Blvd. to Belvedere Road

BROWARD

- › I-95 managed lanes from Stirling Road to Broward/Palm Beach county line
- › Sawgrass Expressway widening from I-595 to Turnpike
- › Turnpike widening segments between The Turnpike Extension and Palm Beach county line
- › I-595 reversible lanes opening

MIAMI-DADE

- › SR-836 managed lane from The Turnpike Extension to 27th Avenue
- › SR-826 managed lane/improvements from SR-826 to NW 17th Avenue
- › SR-924 Gratigny West Extension from SR-826 to The Turnpike Extension
- › The Turnpike Extension multiple segments widening
- › SR-997 Krome Avenue Truck Bypass
- › US-27 from Krome Avenue to NW 79th Avenue, multiple grade separation intersection

Major transit projects included in the cost feasible plan network included:

REGIONAL

- › Tri-Rail Coastal Link on FEC: West Palm Beach to Jupiter
- › Tri-Rail Extension along CSX/SR 710 from Mangonia Park to VA Hospital

PALM BEACH

- › Express bus on several alignments, including several routes serving West Palm Beach (WPB) Intermodal Center

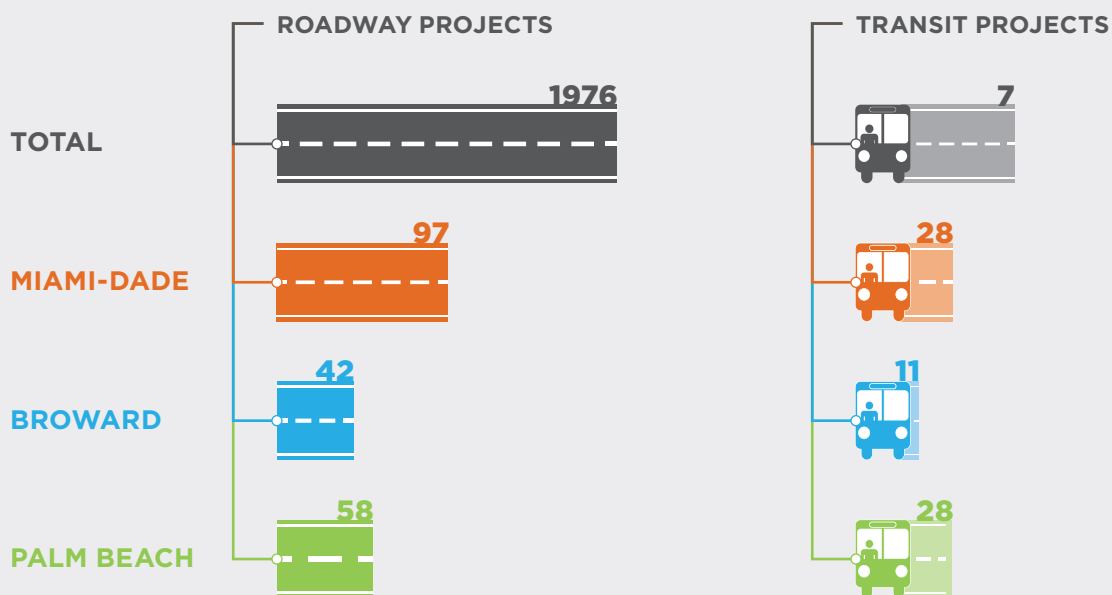
BROWARD

- › Express bus from Aventura Mall to Ft. Lauderdale downtown
- › Express bus from Golden Glades to Sample Road

MIAMI-DADE

- › Downtown Intermodal Terminal
- › Dolphin Mall Station PNR/Transit Terminal
- › Palmetto Intermodal Terminal
- › Enhanced bus on several alignments; additional park-and-ride improvements
- › North Corridor BRT from MLK Metrorail Station to NW 215 Street
- › Double-track Tri-Rail for Miami River Intermodal Center capacity improvement

FIGURE 18 MAJOR INVESTMENTS BY MODE ASSUMED IN THE TREND SCENARIO



REGIONAL TRANSIT & ALTERNATIVE GROWTH AND DEVELOPMENT SCENARIOS

The following methodology and assumptions were applied when developing the transit network and growth reallocations under the Regional Transit and Alternative Growth and Development scenarios.

TRANSIT NETWORK & STATION DEVELOPMENT

The initial phase of the network development process considered existing conditions data and adopted/endorsed transit plans in the region, as well as new analysis considering transit propensity, future employment allocations, and travel demand model trip flows. Network recommendations were initially identified through a data analysis that resulted in a list of gaps and needs. From there, the Regional Transportation Technical Advisory Committee prepared a set of recommendations focused on:

- › A regional high-capacity transit (HCT) network. The high-capacity transit network was considered to consist of BRT (at various investment levels) or rail-based transit.
- › A commuter/express bus network providing regional connections to key employment centers. Enabling commuter service across a region is typically one of the easiest, most impactful changes to implement. When combined with high-occupancy vehicle or toll lanes, they can be very effective at moving masses of people with a relatively low subsidy. In some cases, commuter services earn a profit and support other transit services (e.g., Loudoun County in Northern Virginia).
- › Major transit transfer facilities to serve as hubs for the region's transit network. High, medium and low levels of investment were identified. The low-level investment included an upgraded on-street transit stop with shelter, benches, lighting, and real-time arrival information. The medium-level investment included off-street facilities with a covered waiting area and part-time staffing, serving as transfer nodes between several routes. The high-level investment included major off-street facilities with an indoor waiting area, restrooms, and full-time staffing, also serving as transfer nodes between several routes.

As this was a high-level exercise, several general assumptions about service characteristics, costs, and ridership were assumed. After the initial phase, several rounds of changes occurred that more heavily relied on individual agency input and adjustments. The final adjustments were primarily based on individual agencies, separate data, and analysis work conducted outside of the RTP.

DID YOU KNOW?

The transit propensity model generated four indices that focused on transit-oriented populations, commuter populations, employment destinations, and activity destinations. The analysis combined different metrics typically used to estimate potential transit ridership, such as population density, employment density, and the locations of transit-dependent populations.



Figure 19 compares the difference in route miles and stations from 2015 conditions to the 2045 Regional Transit and Alternative Growth and Development Scenario conditions. **Table 04** summarizes the capital, operating and maintenance costs of the transit network. **Figure 20** is a map displaying the specific corridors and levels of transit investment the regional partners identified during the scenario planning process based on the data and analysis results.

FIGURE 19 SUMMARY OF TOTAL TRANSIT MILES AND STATIONS

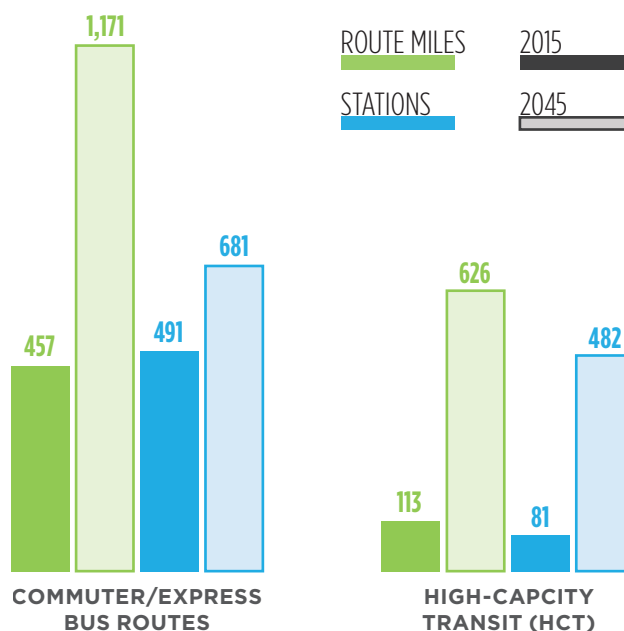


TABLE 04 REGIONAL TRANSIT NETWORK COST

COUNTY	CAPITAL	12.5 YEARS OF OPERATIONS AND MAINTENANCE
Miami-Dade	\$5,414,800,000	\$2,417,500,000
Broward	\$2,859,900,000	\$2,088,800,000
Palm Beach	\$3,266,500,000	\$2,040,100,000
REGION	\$12,341,200,000	\$7,046,400,000

FIGURE 20 REGIONAL TRANSIT NETWORK ASSUMED UNDER EACH SCENARIO



THE REGIONAL TRANSIT NETWORK ULTIMATELY IDENTIFIED INCLUDED THE MIAMI-DADE STRATEGIC MIAMI AREA RAPID TRANSIT PLAN, TOOK INTO ACCOUNT THE 2018 BROWARD COUNTY SURTAX PLAN, AND CLOSELY MIMICKED THE PALM BEACH TPA'S 2045 LRTP DESIRES PLAN.

0 5 10 20 Miles

Atlantic Ocean

LEGEND

- High Transit Investment
- Medium Transit Investment
- Low Transit Investment
- ● ● High, Medium and Low Station Level Investments

GROWTH & DEVELOPMENT ALLOCATION

The Alternative Growth & Development Scenario assumed that a majority of the region's net population and employment growth will occur in close proximity to the proposed regional high-capacity transit system. The region's future population and employment projections remained unchanged; however, the location of where the growth occurred was adjusted. The technical methodology applied relied on the region's travel demand model and FDOT's Transit Oriented Development (TOD) Guidelines (2012) using socioeconomic data, future land use characteristics, and the proposed regional transit network and associated levels of investment.

Table 05 summarizes the change in population and employment assumed as part of the growth and development reallocation scenario planning exercises.

TABLE 05 2015 TO 2045 POPULATION/EMPLOYMENT INCREASE ASSUMPTION

COUNTY	POPULATION INCREASE	EMPLOYMENT INCREASE
Miami-Dade	28%	29%
Broward	20%	29%
Palm Beach	34%	37%
REGION	28%	32%

Source: Based on socioeconomic data prepared by the MPOs late 2018

The methodology for where to apply the new growth was as follows:

- Identify station areas: Station areas were identified using the travel demand model analysis zones. Analysis zones with greater than 50% of their area within one half mile of a proposed high capacity station (high or medium investment) or existing high capacity station (Metrorail and Tri-Rail) was assumed to receive growth allocations.
- Each station area's growth potential was determined by its land use characteristics assigned in the travel demand model (Urban Core, Urban General or Suburban) - originally based on comprehensive plan land use plan information - and the scenario transit investment level (high or medium) according to **Table 06**.
- The ultimate growth potential was then estimated using gross population and employment density and percent mix using the FDOT TOD Design Guidelines criteria.

TABLE 06 GROWTH ALLOCATION ASSUMPTIONS

RESIDENTIAL				
CHARACTER	MODE	NET DENSITY (DU/AC)	GROSS DENSITY (POP/AC)	%
URBAN CORE	HIGH	35	85	20%
	Medium	35	85	20%
URBAN GENERAL	HIGH	30	75	50%
	Medium	15	37.5	50%
SUBURBAN	HIGH	22.5-25	57.5-65	70-80%
	Medium	10	25	70%

EMPLOYMENT				
CHARACTER	MODE	NET FAR	GROSS DENSITY (JOBS/AC)	%
URBAN CORE	HIGH	10	500	80%
	Medium	10	500	80%
URBAN GENERAL	HIGH	3	125	50%
	Medium	1	40	50%
SUBURBAN	HIGH	1	50-57.5	20-30%
	Medium	0.5	15	20%

Source: Florida TOD Design Guidelines

DID YOU KNOW?

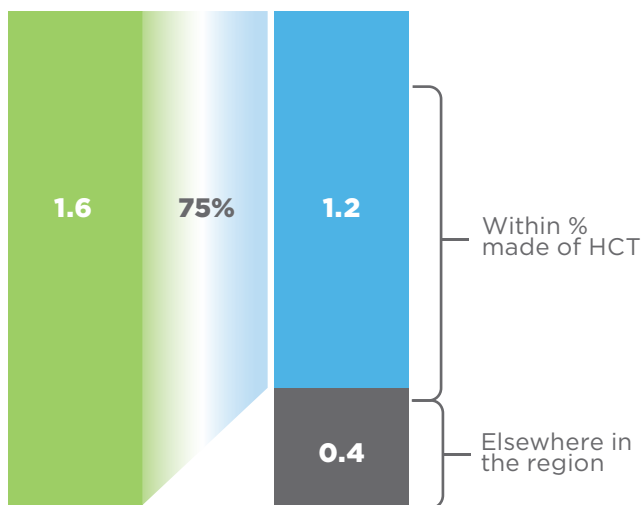
In 2011 the FDOT developed a framework for Transit Oriented Development (TOD) in Florida to address how TOD can be part of transforming Florida's existing auto-oriented, largely suburban patterns of development into more compact, livable patterns that support walking, biking, transit, and shorter-length auto trips. This effort was initialized as local governments in Florida increasingly encountered TOD concepts and projects characterized as "TOD" for adoption in their comprehensive plans, land development codes, and development review processes.



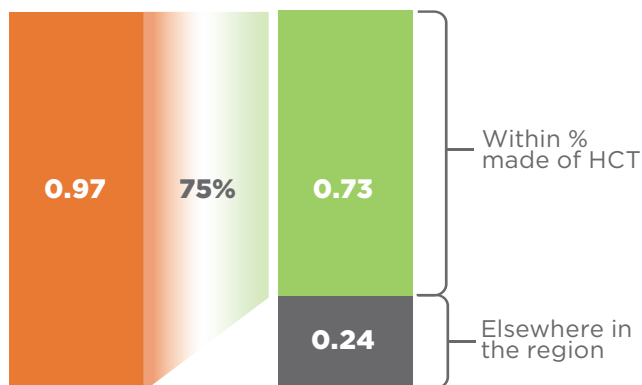
AGREED TO GUIDING “RULES” FOR GROWTH ALLOCATION IN THE ALTERNATIVE GROWTH & DEVELOPMENT SCENARIO

- › Seventy five percent (**75%**) of the net 2015 to 2045 population and employment change was allocated proportionally to station areas not to exceed each areas growth potential based on the FDOT TOD Design Guidelines. The balance of net population and employment change (**25%**) was allocated to non-station areas in the same proportion as the Trend Scenario.
- › The process maintained separate population and employment control totals for Miami-Dade, Broward, and Palm Beach Counties.

FIGURE 21 **GROWTH ALLOCATION ASSUMPTIONS**



**2015-2045
Population Growth
(millions)**



**2015-2045
Employment Growth
(millions)**

FUNDING ASSESSMENT

To assess both existing and new funding sources, the technical committee conducted a thorough review of the (1) the state's overall funding structure and flow of dollars for transportation investments, (2) the 2045 FDOT revenue forecasts, and (3) numerous local revenue sources such as fuel tax, sales tax, charter county surtax, payroll tax, infrastructure surtax, road impact fees, toll revenue, transit farebox revenue, etc. Technical exercises were conducted to specifically identify what state funding sources and programs potentially could be adjusted to shift new highway investment dollars to transit investments. Funding sources and programs, as well as quantities, were assessed.

SETTING A BASELINE

Given the individual MPOs' 2045 revenue forecasts were not completed at the time the scenario planning effort was underway, regional partners used the 2040 RTP revenue sources and programs as a starting point to assess the Trend Scenario funding conditions. As part of this baseline assessment, the 2045 FDOT revenue estimates were also assessed. The 2040 RTP, adopted in 2015, coordinated almost \$70 billion in revenue for transportation. About \$48 billion of that amount, or seven out of every ten dollars spent, went toward operating and maintaining the existing system. Of the remaining \$22 billion for new construction and capital, 86-percent, was allocated to expanding roadway capacity. Conversely, nearly 100% of the unfunded high priorities were transit investments.

During the scenario planning activities, the region further explored the mismatch between priorities and revenue allocation by conducting an analysis of existing and new revenue sources and the extent to which each can be redirected or enacted to focus on all regional transportation needs.

FEDERAL SOURCES

A little less than a third of all transportation dollars from the Federal Highway Administration (FHWA) that go to Florida have the flexibility to be spent on transit, primarily through the Surface Transportation Block Grant (STBG) Program. This represents a clear mechanism to provide additional funding for transit within existing federal funding streams. Additionally, the FAST Act authorized just over \$10 billion in transportation funds for Florida between 2016 and 2020.

STATE SOURCES

Many of FDOT's 13 funding programs are not good candidates for flexibility because they have low revenue potential, fund an essential function (such as maintenance), and are prohibited by federal legislation and/or represent significant hurdles politically and administratively. However, three programs were identified for further exploration within the scenario planning process: SIS Highways Construction & ROW, Other Roads Construction & ROW and Managed Lane revenue.

These programs, which are projected to provide over \$26 billion in combined revenue for transportation in Southeast Florida by 2045, have the potential to be very effective tools for funding a regional transit network. Because, the programs are funded, at least in part, by non-federal sources, they have the possibility to fund transit operating as well as capital costs.

Each of the three programs provides notable challenges for implementation, including changes in FDOT policy and, in one case, changes to state legislation. However, because of their potential effectiveness, they warrant consideration as part of the 2045 RTP.

LOCAL SOURCES

Local revenue sources not currently used for transit collectively represent just under \$13 billion in revenue potential by 2045. The majority of these funds are used for expenses to operate and maintain the local road system and not for major expansion of the State Highway System. The RTP team does not recommend repurposing these funds for transit given the funds are already committed to essential needs.

Of the 12 transportation revenue sources identified, only two – sales surtax (\$19 billion potential) and payroll tax (\$10 billion potential) – provide the order of magnitude revenue potential to meet Southeast Florida's significant backlog of 2045 unfunded transit needs. Of those two, sales tax is, by far, the most utilized method to fund transit nationally (the \$19 billion sales tax revenue estimate is based on year 2045 population projections and existing per capita sales tax revenue data).

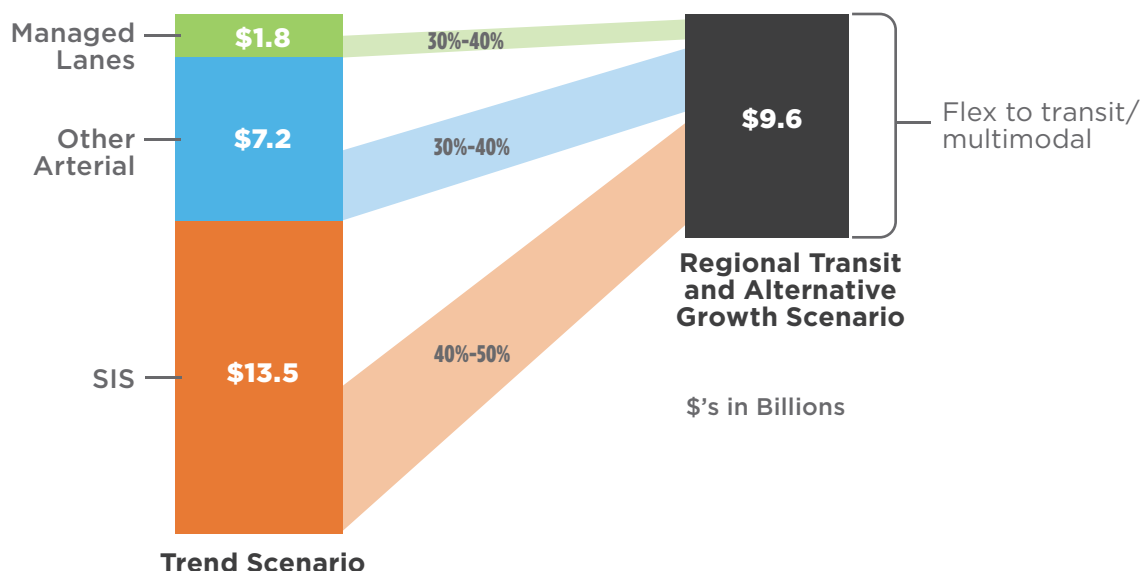
Taken individually, any of the remaining ten sources are insufficient to underwrite Southeast Florida's unfunded transit needs. At best, those sources represent supplemental sources of revenue. The best candidates are those that achieve the greatest balance between revenue potential and ease of implementation which include managed lane revenue, property and income taxes (value capture) and a rental car surcharge.

FUNDING ELEMENTS EVALUATED WITHIN THE REGIONAL TRANSIT AND ALTERNATIVE GROWTH & DEVELOPMENT SCENARIOS




- › Increase flexibility of the state SIS Highways Construction & ROW, Other Roads Construction & ROW and Managed Lane revenue shifted towards transit investment needs
- › On the national level, sales taxes are the most utilized method for providing the additional funds needed to "close the gap" in funding the regional transit network

Figure 22 shows the estimated funding amounts that the region assumed in the scenario planning process.

FIGURE 22 **ESTIMATED FUNDING AMOUNTS TO SHIFT UNDER AN ALTERED FUTURE SCENARIO**



COMPILED SCENARIO ASSUMPTIONS

	TREND	REGIONAL TRANSIT	ALTERNATIVE GROWTH AND DEVELOPMENT
 <p>TRANSPORTATION NETWORK PER SCENARIO</p>	<p>A merger of the 2040 Regional Transportation Plan's Cost Feasible Plan plus any additional newly funded projects</p>	<ul style="list-style-type: none"> › A multi-level High Capacity Transit (HCT) system developed by the RTTAC › Performance-based driven, not coverage-based, with a focus on high-capacity transit corridors to maximize the investment. This approach inherently values the quality of transit investments as opposed to quantity. › Existing premium transit remains in place (express bus and rail) › Transit Transfer Facilities (TTF) where HCT routes intersect and at HCT termini › Larger investment HCT transit stations in locations per RTTAC guidance › Capital Cost = \$12,341,200,000 › 12.5 Years Operating & Maintenance Cost = \$7,046,400,000 	
 <p>LAND USE ASSUMPTIONS PER SCENARIO</p>	<p>Control totals and geographic allocations from the 2045 socioeconomic projections prepared as part of the MPOs' MTPs</p>		<ul style="list-style-type: none"> › Control totals from the 2045 socioeconomic projections prepared as part of the MPOs MTPs › 75% of new population growth placed within ½ mile of HCT › 75% of new employment growth within ½ mile of HCT › Remaining 25% growth occurred in the other areas consistent with the MPOs' MTPs
 <p>REVENUE ASSUMPTIONS PER SCENARIO</p>	<p>2040 Regional Transportation Plan revenues and Cost Feasible Plan's (plus 2045 FDOT revenue forecasts)</p>	<p>Existing Funding: Using the Trend Scenario's revenue estimation as a starting point, and assessed "SIS Highways Construction & ROW", "Managed Lanes" and "Other Roads & ROW" program funding towards transit/multimodal investments</p>	

SCENARIOS' PERFORMANCE RESULTS

Based on the performance results of the various scenarios, it was evident that the Alternative Growth Scenario's performance best achieved the 2045 RTP's goals and SEFTC's ultimate Vision Statement to create "a seamless, multi-modal transportation system that serves and benefits the entire region." Table 3 and Figures 23 and 24 summarize key performance metrics. Under an altered future condition, transit ridership is forecast to increase between 48% to 54%.

INCREASING ACCESS PROVIDES MORE OPPORTUNITIES TO JOBS

35% of residents have access to transit from their home, and 50% of commuters have access to transit from their work under the Alternative Growth Scenario.

FIGURE 23 TRANSIT ACCESS RESULTS

HOW MANY PEOPLE CAN WALK TO HIGH-CAPACITY TRANSIT FROM THEIR HOMES?

HOW MANY JOBS ARE WALKABLE FROM HIGH-CAPACITY TRANSIT?

TREND



1 out of 20 people



2 out of 20 jobs

REGIONAL TRANSIT

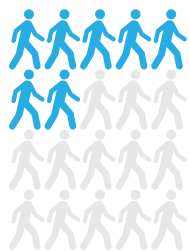


5 out of 20 people



8 out of 20 jobs

ALTERNATIVE GROWTH

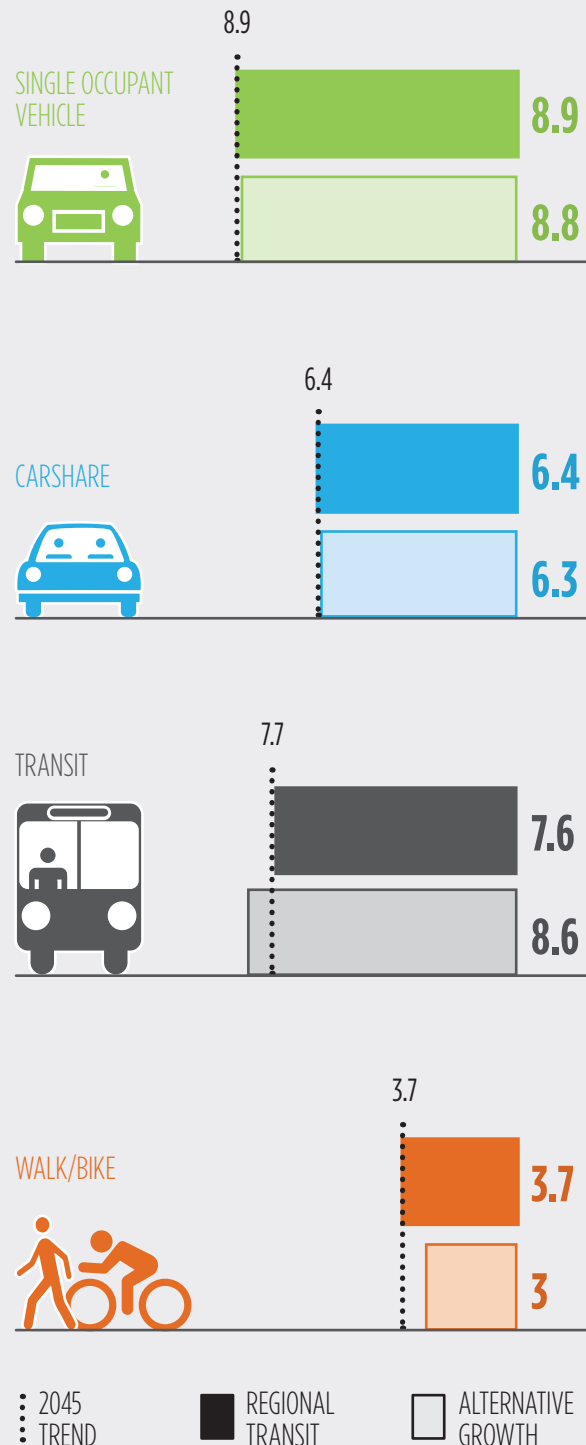


7 out of 20 people



10 out of 20 jobs

FIGURE 24 AVERAGE TRIP LENGTH (IN MILES) BY MODE



The distances that commuters walk and bike decrease; however, transit trip lengths increase across the scenarios. More transit riders also equals more, albeit shorter, walk and bike trips.

SCENARIOS' PERFORMANCE RESULTS

DETAILED SCENARIO PERFORMANCE RESULTS

The following pages summarize the performance of the three scenarios. Where a percentage change, or “no change” or “marginal change” etc. are stated, the measurement is taken against the Trend Scenario.



MEASURE 1

Job Accessibility by Transit

TREND

53 minutes average travel time

REGIONAL TRANSIT NETWORK

9% decrease
5 minutes faster

ALTERNATIVE GROWTH

8% decrease
4 minutes faster



MEASURE 2

Walk Access to Transit (High Capacity)

TREND

1 in 20 people
2 in 20 jobs

REGIONAL TRANSIT NETWORK

5 in 20 people
8 in 20 jobs
12 in 20 people can drive to an express stop

ALTERNATIVE GROWTH

7 in 20 people
10 in 20 jobs
12 in 20 people can drive to an express stop



MEASURE 3

Daily Ridership

TREND

703,700

REGIONAL TRANSIT NETWORK

1,043,000

ALTERNATIVE GROWTH

1,084,900



MEASURE 4

Walk and Bike Access to Activities*

TREND

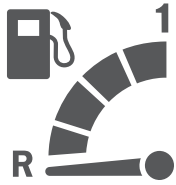
1 in 10 people can walk
6 in 10 people can bike

REGIONAL TRANSIT NETWORK

No change

ALTERNATIVE GROWTH

Marginal increase



MEASURE 5

Daily Vehicle Miles Traveled (VMT) Reduction

TREND

152 million VMT
per day

REGIONAL TRANSIT NETWORK

0.9% decrease
1.4 million less

ALTERNATIVE GROWTH

2% decrease
2.9 million less



MEASURE 6

Daily Person Vehicle Miles Traveled (VMT) by Mode

SOV = Single-occupancy Vehicle

HOV = High-occupancy Vehicle

TREND

102 million SOV (57%)
63 million HOV (35%)
5 million transit (3%)
9 million walk
and bike (5%)

REGIONAL TRANSIT NETWORK

-2 million SOV (56%)
-1 million HOV (35%)
+2 million transit (5%)
+/- walk and bike (5%)

ALTERNATIVE GROWTH

-4.5 million SOV (56%)
-1 million HOV (35%)
+3 million transit (5%)
-1 million walk
and bike (5%)



MEASURE 7

Daily Vehicle Hours of Travel

TREND

5.2 million VHT per day

REGIONAL TRANSIT NETWORK

5% decrease
270,000 less

ALTERNATIVE GROWTH

Slight increase



MEASURE 8

Average Drive Time to Work

TREND

27 minutes

REGIONAL TRANSIT NETWORK

No change

ALTERNATIVE GROWTH

No change



MEASURE 9

Mode Share

SOV = Single-occupancy Vehicle

HOV = High-occupancy Vehicle

TREND

47% SOV
40% HOV

REGIONAL TRANSIT NETWORK

-1% SOV (46%)
+/- HOV (40%)

ALTERNATIVE GROWTH

-2% SOV (45%)
+/- HOV (39%)



MEASURE 10

Total Walk/Bike Trips

TREND

3% transit
10% walk and bike

REGIONAL TRANSIT NETWORK

+ 1% transit (4%)
+/- walk and bike (10%)

ALTERNATIVE GROWTH

+1% transit (4%)
+2% walk and bike (12%)



MEASURE 11

Resiliency and Vulnerability

TREND

1 in 4 people subject to Sea-level Rise
1 in 4 jobs subject to Sea-level Rise

REGIONAL TRANSIT NETWORK

No change

ALTERNATIVE GROWTH

Marginal improvement



MEASURE 12

Equity

TREND

Equity areas fare better than the population as a whole.

REGIONAL TRANSIT NETWORK

Equity areas continue to fare better than the population as a whole.

ALTERNATIVE GROWTH

Equity areas continue to fare better than the population as a whole.



MEASURE 13

Total GHG Emissions

TREND

52,600 tons of CO₂ per day

REGIONAL TRANSIT NETWORK

No change

ALTERNATIVE GROWTH

No change

** The planning-level tools used for this assessment underestimate walking and biking trips. It is expected, based on existing and historical trends for metropolitan areas that invest in transit and transit supportive infrastructure and land use that walking and bicycling trips will increase.*

No change indicates that the alternative future scenarios evaluations results indicated no change would occur from the trend conditions results (i.e., the trend scenario results are similar to the alternative future scenarios results.)

Equity areas were defined as the following per MPO:

Miami-Dade TPO: Zero car households and/or households below the poverty level

Broward MPO: Areas with high concentrations of populations based on racial minority, ethnic minority, youth, older adults, poverty, limited English proficiency, and/or disabilities

Palm Beach TPA: Areas with median household incomes <60% of the County's, which equates to <\$34,354 and/or areas traditionally underserved

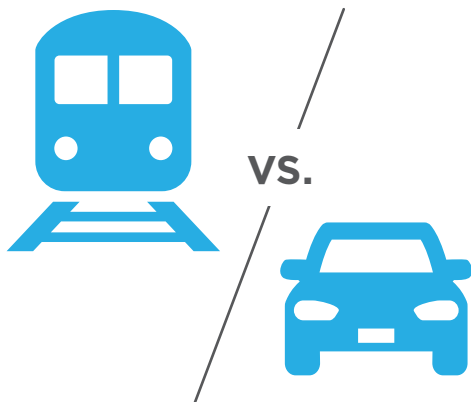
SOLUTIONS FOR THE REGION'S CHALLENGES

CHALLENGES

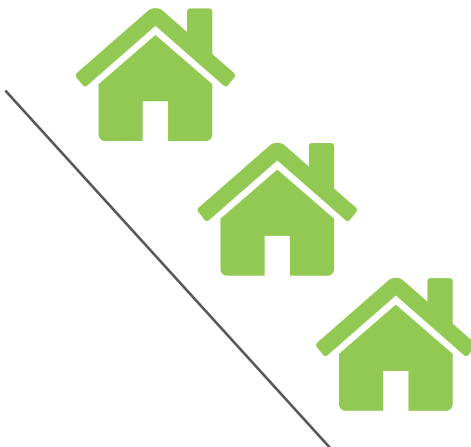
GROWING POPULATION



MISMATCHED INVESTMENTS AND FUNDING SHORTFALL



LIMITED ACCESS



SOLUTION: ALTERNATIVE GROWTH SCENARIO

PREFERRED SCENARIO ELEMENTS

625 high-capacity transit route miles

1,170 commuter/express bus route miles

1,160 commuter/express bus and high-capacity transit stations

\$12,341,200,000 in total capital costs

\$7,046,400,000 in total operating costs (over 12.5 years)

Increase flexibility of “SIS Highways Construction & ROW,” “Managed Lanes,” and “Other Roads Construction & ROW” programs funding from highway to transit investments

75% of new population growth within ½ mile of high-capacity transit

75% of new employment growth within ½ mile of high-capacity transit

SUPPORTING POLICY RECOMMENDATIONS

Based on the results of the scenarios tested to help address these questions, the RTTAC agreed that the following four areas should be advanced for policy considerations.

REGIONAL TRANSIT IS KEY TO SUPPORT ANTICIPATED GROWTH AND LONG-TERM MOBILITY.

- › A regionally connected, high-capacity transit system is needed to change Southeast Florida's mobility outlook and move the number of people we are anticipating.
- › Demand for auto travel will continue to increase with limited opportunities for roadway expansion. Implementing a high-capacity transit system will provide Southeast Floridians with viable travel options.
- › A safe, complete, and well-connected first-/last-mile system is needed to support the high-capacity transit system.

INCREASED FLEXIBILITY WITHIN FUNDING PROGRAMS IS CRUCIAL.

- › The current state funding programs are too restrictive and do not allow for implementing transit investments in the manner needed to serve our rapidly growing urbanized area.
- › Greater flexibility with existing state transportation programs is needed to fund high-capacity transit investments and supporting infrastructure.
- › Each dollar spent on transit will have a greater impact on moving people compared to each dollar spent on highways.
- › Operations and maintenance of our highway system must continue.

COMPLEMENTARY LAND USE IS ESSENTIAL.

- › A major high-capacity transit investment in the region will not be successful without complementary land uses.
- › A majority of new development and redevelopment should occur around existing and future high-capacity transit routes.
- › Complementary land uses also make short walk/bike trips possible and further reduce the need for motorized transportation.

NEW REVENUE SOURCES ARE NECESSARY.

- › Projected funding will not cover the cost of building, operating, and maintaining the desired regional high-capacity transit system.
- › The region will need to seek additional funding sources at all levels (Federal, State, County, and Local) to build, operate, and maintain the regional high-capacity transit system.
- › Partnerships with the private sector are necessary. Public private partnerships such as Design Build Finance Operate Maintain (DBFOM) Concessions must be considered.

A photograph of the interior of a public transit vehicle, likely a train or subway car. The scene is crowded with passengers. In the foreground, a woman with dark hair is blurred. To her right, a man with dreadlocks is looking forward. Further back, a man in a dark shirt is visible. The vehicle has overhead lighting and handrails. A large white number '6' is overlaid on the right side of the image.

6

TRANSPORTATION SYSTEM NEEDS

TRANSPORTATION SYSTEM NEEDS

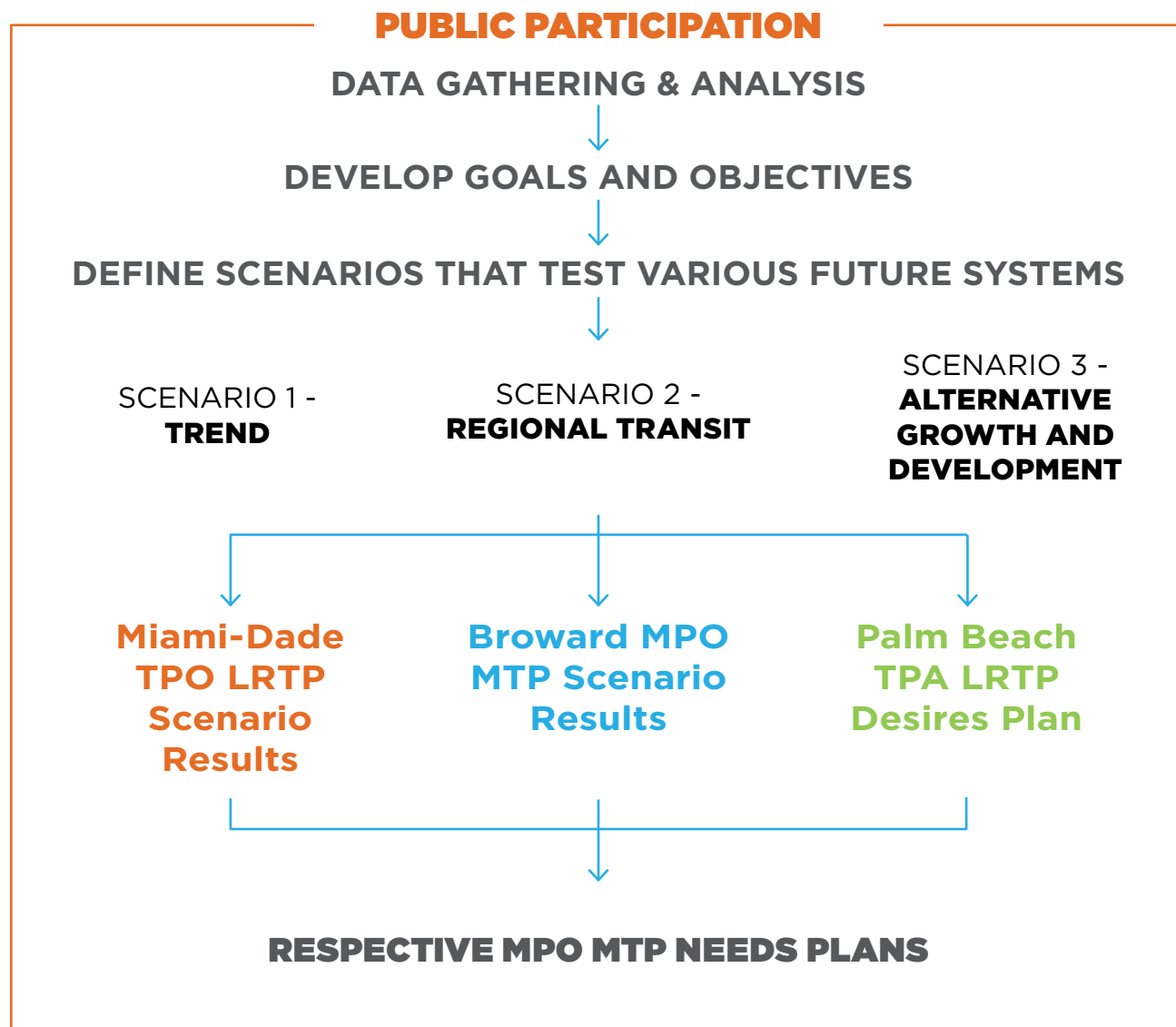
Transportation system needs define the multimodal investment desires for the Southeast Florida region. The approach the region used to develop and define the transportation system needs is outlined in **Figure 26**.

DID YOU KNOW?

The region applied a Performance-Based Planning and Programming (PBPP) approach! PBPP is an essential part of the MTP development process. The original requirement for the incorporation of PBPP came from Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act included several new requirements for the MPO planning process, mainly the incorporation of a PBPP. The law requires MPOs to develop an LRTP “through a performance-driven, outcome-based approach to planning.” PBPP must consider all modes of transportation and must be “continuing, cooperative, and comprehensive” [23 U.S.C. §134 (c)].






FIGURE 25 **SOUTHEAST FL NEEDS DEVELOPMENT PROCESS**



RESULTING NEEDS PLAN AND PRIORITIZATION APPROACH

THE THREE MPO'S MTPS HIGHLIGHT TRANSIT AND TRANSIT-SUPPORTING
PROJECTS AS THE PRIORITY PROJECTS.

RESULTING NEEDS PLAN	
<div><div>Miami-Dade TPO</div><div></div></div>	<p>SMART Plan and Supporting Projects</p> <p>Alternative Land Use Scenario was addressed through separate initiatives that support the rapid transit corridors prioritized in their 2045 LRTP.</p>
<div><div>Broward MPO</div><div></div></div>	<p>All projects in the Trend and Community Vision scenarios; transit improvements from the Compact Development Scenario; studies related to climate change impact mitigation from the Resiliency Scenario; Congestion Management Process projects; additional needs identified from previous plans and studies</p>
<div><div>Palm Beach TPA</div><div></div></div>	<p>Referenced as a “Desires Plan”</p> <p>Identifies pedestrian projects to fill in known gaps, bicycle projects to improve the bicycle network, enhanced transit corridors, TSM&O corridors, and roadway reconstruction and widening projects. The transit corridors align with the 2045 RTP Regional Transit Scenario network.</p>

PRIORITIZATION APPROACH

Projects' prioritization was based on scenario planning analysis, TPO Governing Board resolutions, agency project priorities, and the 2045 LRTP Goals and Objectives.

The highest priorities of the TPO Governing Board are transit and transit-supportive projects. These priorities are supported by the SMART Plan.

Projects were separated into six funding programs — Roadway, Transit, Systems Management/Safety, Complete Streets and Localized Initiatives, Complete Streets Master Plan, and Mobility Hubs.

Roadway and Transit funding program prioritization:

The prioritization criteria are based on the MTP goals and objectives. A total of 21 criteria were identified for prioritizing projects in an approach that was designed to be mode-neutral by focusing on the movement of people and goods as opposed to vehicles.

Prioritization criteria was grouped into six planning factors—mobility, accessibility, safety, equity, environmental stewardship, and economic vitality. Each of the six planning factors was given a weighted value to align it with its importance to the community.

Remaining four funding programs had their own prioritization criteria and process established.

Transit corridors were prioritized based primarily on the stop-level statistics calculated during the selection of station location but also using LEHD work trips as a corridor measures. A weighted-score ranking was utilized to prioritize based on potential ridership demand.

Pedestrian and bicycle needs were prioritized based on active transportation demand scores as Level Traffic Stress Roadway, and TSM&O projects were prioritized directly by the County, FDOT and Turnpike.



FINANCIAL RESOURCES & REVENUE

FINANCIAL RESOURCES & REVENUE

Each of the Southeast Florida MPOs' 2045 LRTPs contained a financial plan that estimated funds available to support implementation of the plan per Title 23 of the United States Code (U.S.C.) Section 134. The plans included forecasts of revenues that can reasonably be expected to be available for the plan period and included analysis of additional revenues that, while not necessarily reflective of current policy, can be used to illustrate the potential yield of those revenues in terms of feasible transportation improvements. The plans ultimately included a cost feasibility analysis that balances the costs of projects in the Cost Feasible Plan with the revenue forecasts.

The revenue forecasts reported herein were developed by the respective MPO, TPO and TPA, and reflect their local revenue policies and assumptions. All revenues are reported in Year of Expenditure dollars (YOE) and are reflective of the period from fiscal year 2025 through the MTP horizon year 2045.

FEDERAL HIGHWAY TAXES

Federal funding for transportation is derived from highway excise taxes on motor fuel and truck-related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use. Excise taxes on gasoline and other motor fuels account for 87 percent of all receipts to the Federal Highway Trust Fund (HTF). Tax revenues are deposited into either the Highway Account or the Mass Transit Account of the Federal HTF. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) then distribute funds from the Highway and the Mass Transit Account, respectively, to each state through a system of formula grants and discretionary allocations.

The current federal transportation legislation, the Fixing America's Surface Transportation Act (FAST Act), was signed into law in on December 4, 2015. The FAST Act appropriated over \$305 billion to fund surface transportation programs for fiscal years 2016 through 2020. It did not modify fuel tax rates, extending the funding and focus of the previous bill, the Moving Ahead for Progress in the 21st Century Act passed in 2012. MAP-21 emphasized the streamlining of project delivery and the use of performance-based planning to address safety, aging infrastructure, congestion, efficiency, and environmental protection. Building on the provisions of MAP-21, the FAST Act

added new programs, including a new National Highway Freight Program; the establishment of a new discretionary grant program for freight improvements called FASTLANE; and the authorization of \$226 billion for road, bridge, bicycle, and pedestrian improvements. A political maneuver to facilitate passage of the FAST Act resulted in a rescission provision in the bill that reduces funding in 2020 by \$7.6 billion, emphasizing the need for another transportation bill at this time.

CURRENT STATE OF THE FEDERAL HIGHWAY TRUST FUND

According to estimates from the Congressional Budget Office (CBO), annual receipts from highway taxes are projected to be between \$37 and \$39 billion each year between 2020 to 2030. Spending of the HTF is projected to increase from \$46 to \$56 billion from 2020 to 2030. The HTF will have a surplus of funding in 2020 and 2021 but is projected to be insolvent starting in 2022. The shortfall starts at \$5 billion in 2022 but increases to \$54 billion in 2030. Additional revenue sources will need to be developed to support the Highway Trust Fund after 2022. A potential source is to raise the federal gas tax which has remained at 18.4 cents per gallon since it was last increased in 1993.

DID YOU KNOW?

Autonomous Vehicle (AV) and Alternative Fuel Vehicle (AFV) Impact on Revenue



According to the Center for Urban Transportation Research's Report on Autonomous Vehicle (AV) and Alternative Fuel Vehicle (AFV) Florida Market Penetration Rate and Vehicle-Miles of Travel (VMT) Assessment Study, the emergence and growth of alternative technologies will result in a cumulative fuel tax revenue loss projected to be \$18.3 billion from 2018 to 2048.



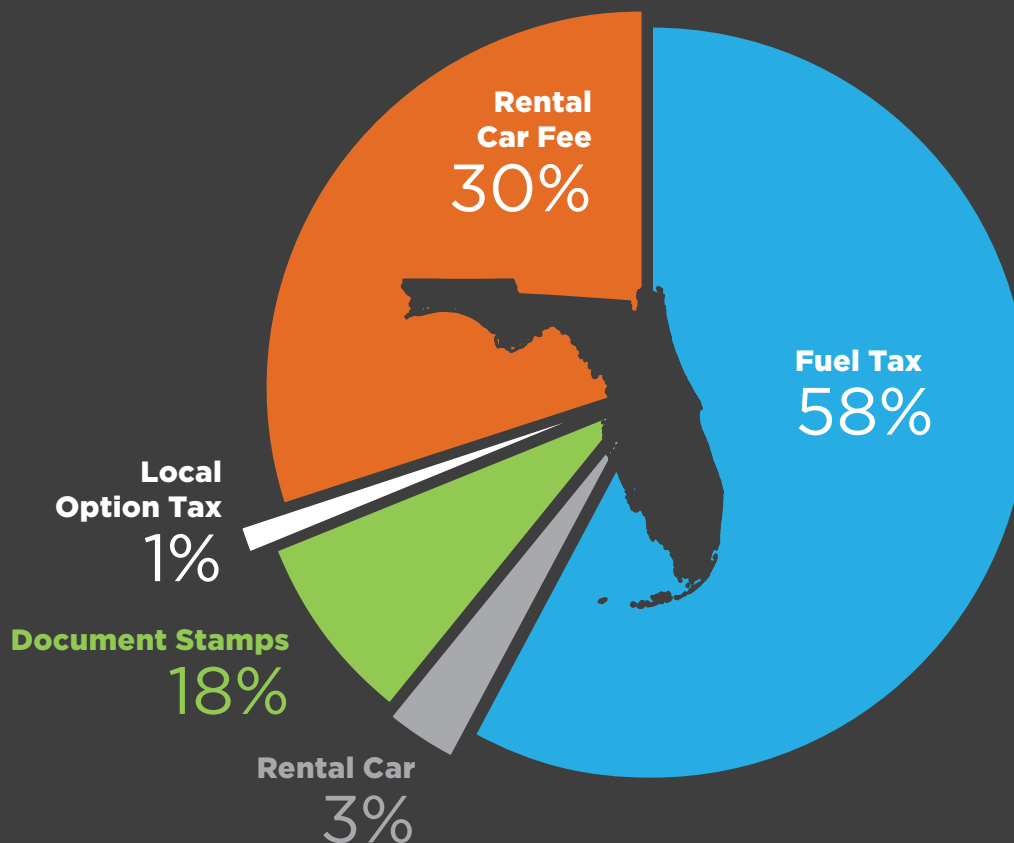
STATE TRANSPORTATION REVENUE SOURCES AND FUNDING PROGRAMS

When developing forecasts of Federal and State funds, FDOT combines the funds from the various sources described earlier, and re-packages the funds into different funding programs, such as Strategic Intermodal System (SIS) Highways Construction and Right-of-Way (ROW) program, Other Roads Construction and ROW program, Transit, Transportation Management Area (TMA) funds, Transportation Alternatives program (TA), Transportation Regional Incentive Program (TRIP), and others.

In 2018, FDOT developed a long-range revenue forecast, based on recent Federal and State

legislation, changes in factors affecting state revenue sources (e.g., population growth rates, motor fuel consumption and tax rates), and current policies. The forecast estimates revenues from Federal, State, and turnpike sources that will ultimately “flow through” the FDOT Work Program for fiscal years 2019 to 2045. The revenue forecast methodology is documented in the *Revenue Forecasting Guidebook* published in July 2018. Florida’s MPOs are encouraged to use these estimates and guidance in the updates of their long-range plans. FDOT’s revenue estimates for Miami-Dade, Broward, and Palm Beach MPOs are provided in the *2045 Revenue Forecast for Broward MPO/Broward Metropolitan Area prepared by FDOT District 6, District 4, and FDOT Office of Policy Planning*. In addition, Federal revenues allocated directly to local transit agencies were gathered from the three LRTP teams in the three MPOs.

FIGURE 26 STATE TRANSPORTATION REVENUE SOURCES (FY 2018)



Source: The Florida Legislature. 2019. Consensus Estimating Conferences. Office of Economic & Demographic Research: Tallahassee, FL

STATE FUNDING PROGRAMS

SIS Highways Construction and Right-of-Way.

This funding program is used to fund construction, improvements, and associated ROW on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce, including SIS Connectors). FDOT takes the lead in identifying planned projects and programs funded by this program, based on the 2045 SIS Cost Feasible Plan, Turnpike excluded. The 2045 SIS Cost Feasible Plan, consisting of *SIS First Five-Year Plan* (FY 2020-2024), *Second Five-Year Plan* (FY 2025-2029), and the *Long-Range Cost-Feasible Plan* (FY 2026-2045), is posted on a FDOT web site.¹ SIS funding estimates are derived through project allocation summaries for projects (or portions of projects) that are contained within respective MPO areas. Turnpike estimates are provided by Florida Turnpike Enterprise (FTE), although are not available at the county level in all cases, due to FTE's operation and investment on a statewide system, rather than at the district or county level.

Other Road Construction and ROW. This funding program is used to fund construction, improvements, and associated ROW on State Highway System roadways not designated as part of the SIS, with up to ten percent flexed to off-system roadways. Revenue forecasts for this program are provided to MPOs at the MPO level by FDOT. The Other Roadways program includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program. Generally, funds are distributed by statutory formula.

District-Wide SHS Operations and Maintenance (O&M) Funds. This funding program is used to provide financial assistance to activities that support and maintain transportation infrastructure once it is constructed and in place. Only district-wide estimates are provided by FDOT.

TMA Funds. These funds represent the most flexible funding program, distributed to Transportation Management Areas, to be allocated to projects of any variety by MPOs, in consultation with FDOT. The TMA funding program is the same as "SU" funds in the five-year Work Program. To plan for the use of TMA funds, MPOs are encouraged to work with the respective FDOT District Office to determine how to reflect TMA funds in the long range plan, considering: 1) programmed use of TMA funds among the various categories in the FDOT revenue forecast, including Other Roadways Construction and ROW, Product Support, SIS Highways Construction and ROW, Transit, etc.; 2) policies for planned use of TMA funds through the long range plan horizon year;

3) clear documentation in the long range plan the policies regarding the use of TMA funds, and estimates of TMA funds planned for each major program and time period.

Transportation Alternatives Funds. As defined by the FAST Act, TA funds are used to assist MPOs in developing their plans. The TA program includes **TALU** – estimates of TA funds allocated for TMAs; **TALL** – estimates of funds for areas with population under 200,000; and **TALT** – for any areas of the State. The three Southeast Florida MPOs have been provided estimates of TALU and **districtwide TALT** for FY 2020 through 2045.

State New Starts Transit Funds. State New Starts funds are from the transportation proceeds of the Documentary Stamp Tax and include an annual ten percent allocation to major new transit capital projects in metropolitan areas. MPOs have been provided **statewide** estimates of New Starts funds for 2020 through 2045.

Transportation Regional Incentive Program Funds. The TRIP program is designed to fund regional investments with a 50 percent local match. The program is funded by a variety of sources, including the Documentary Stamp tax (25 percent of remaining funds after Small County Outreach and New Starts program allocations), and 6.9 percent of Motor Vehicle License fee receipts. MPOs have been provided estimates of districtwide TRIP funds for 2020 through 2045.

FDOT Transit. This funding program is used to provide technical and operating/capital assistance to transit, paratransit, and ridesharing systems.

Florida's Turnpike Enterprise. This is not a State funding program. Florida's Turnpike Enterprise (FTE) is part of the Florida Department of Transportation and is an agency of the State of Florida. FTE manages a self-supporting system financed primarily with tolls and concession revenues with no reliance on FDOT revenues to pay for its operations and maintenance and debt service. FTE forecasted toll revenues for the next ten years for each facility and projected its annual systemwide O&M costs through 2045. FTE advised that the Homestead Extension of Florida Turnpike (HEFT) share in the systemwide Operations and Maintenance and Replacement and Renewal (R&R) costs constitute approximately 20 percent of systemwide costs. FTE does not project the balancing of revenues and expenditures at the county level; it only provided systemwide values. Miami-Dade and Palm Beach Counties both estimated the future revenues of Florida's Turnpike. Broward County did not include Turnpike's revenues in its 2045 LRTP update.

¹ <http://www.dot.state.fl.us/planning/systems/programs/mspi/plans/default.shtm>, Accessed in January 2015.

LOCAL REVENUE SOURCES

Local revenue sources play a key role in funding transportation investments in the Southeast Florida region. Some of the local sources are common between the three MPOs, while some of them are unique to the respective MPO. Each of the MPOs made its own assumptions on future growth trends. The local revenue figures reported in the subsequent pages reflect MPO reported revenues in each of their respective LRTPs and do not reflect any local revenue sources not reported in the LRTPs.

STATE-COLLECTED MOTOR FUEL TAXES DISTRIBUTED TO LOCAL GOVERNMENTS

As described in Section 2, the State of Florida collects a fuel excise tax of four cents per gallon to be distributed to local governments. The Constitutional Fuel Tax is set at two cents per gallon. The first call on the proceeds of **Constitutional Fuel Tax** is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds. The balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties' transportation trust funds. The **County Fuel Tax** is set at 1 cent per gallon, and it is distributed by the same formula as the Constitutional Fuel Tax. The **Municipal Fuel Tax** is also set at one cent per gallon. Revenues from this tax are transferred into the Revenue Sharing Trust Fund for Municipalities. These revenues may be used for transportation-related expenditures within incorporated areas and are distributed to municipalities by statutory criteria.

LOCAL OPTION TRANSPORTATION TAXES AND REVENUE FORECAST

LOCAL OPTION FUEL TAX

County governments in Florida are authorized to levy up to 12 cents per gallon of fuel through three local option fuel taxes for transportation needs: the Ninth-cent Fuel Tax (one cent per gallon of gasoline and diesel), the 1 to 6 Cents Fuel Tax, and the 1 to 5 cents Fuel Tax. In addition to the option fuel taxes, some counties in Florida are also eligible to levy the Charter County and Regional Transportation System Surtax – a discretionary sales sales surtax.

Among the 67 counties in Florida, 28 counties, including Broward and Palm Beach counties, levy the full 12 cents local option fuel taxes. Miami-Dade levies a total of 10 cents of local option fuel taxes, with 6 cents levied on the 1 to 6 Cents Fuel Tax, 3 cents levied on the 1 to 5 Cents Fuel Tax, and 1 cent on the Ninth Cent fuel tax.

CHARTER COUNTY AND REGIONAL TRANSPORTATION SYSTEM SURTAX (CHARTER COUNTY SURTAX)

Thirty-one counties in Florida are currently eligible to levy this sales surtax, including all three counties in the Southeast Florida region. There are only three counties that have enacted this tax- Broward, Duval and Miami-Dade. Walton County had previously enacted this tax, which expired in December 2015.

In 2016, Palm Beach County levied a 1 cent sales sales surtax called the Local Government Infrastructure Surtax, which has much broader application eligibility and must be renewed by public referendum after 10 years. The sales surtax is not dedicated to transportation, but is split 50 percent for school improvements, 30 percent for County infrastructure improvements, and 20 percent for municipal infrastructure improvements.

ROAD IMPACT FEES/ TRANSPORTATION CONCURRENCY FEES



MIAMI-DADE COUNTY:

Road Impact Fees are assessed in Miami-Dade County by the Department of Planning and Zoning and transferred to the Department of Transportation and Public Works (DTPW). These fees are imposed at the district level on developers and new development for the purposes of financing required infrastructure, such as roads, that are necessary to support the new development. All road impact fees flow to the Road Impact Fee Program and are applied to a variety of projects including road and bridge capacity improvements, road widening and resurfacing, traffic control device installation and intersection and safety improvements.



BROWARD COUNTY:

Broward County has opted to assess transportation concurrency fees to assist in the provision of transportation services and facilities associated with new development. Broward County is divided into 10 Transportation Concurrency Management Districts. Depending on the area, district concurrency fees are assessed for roads and/or for transit, and the revenues fund transportation investments in the district from which it was collected.



PALM BEACH COUNTY:

Road Impact Fees are assessed countywide on all new development that creates an impact on public facilities and must be paid prior to the issuance of the building permit. When the development does not require a building permit, the impact fees must be paid prior to receipt of a development order that will have an impact on public facilities. The impact fee assessment may be offset by an existing-use credit when land containing a previously existing structure is redeveloped. The fees may only be used for the purposes for which they were collected and must be spent in the benefit zone in which they were collected. Impact fees cannot be used for operating or maintenance purposes.

UNIQUE LOCAL REVENUE SOURCES

In addition to the local revenue sources that are common to the three counties, there are also some unique local revenue sources that Miami-Dade, Broward, and Palm Beach Counties identified in their 2045 MTPs.

MIAMI-DADE

MIAMI-DADE DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

Miami-Dade DTPW operates the 17th largest public transit system in the United States (based on passenger trips) and the largest transit agency in the state of Florida. DTPW is responsible for planning for and providing all public transit services in the county. The integrated public transit system in the county consists of four major components: Metrobus, Metrorail, Metromover, and Special Transportation Services (STS). DTPW's capital and operating expenses are funded by a wide range of local, State, and Federal sources. The projected future levels of these funding sources are summarized regularly by the County in the People's Transportation Plan Pro Forma, which serves as the basis for DTPW's revenue projections in the long-range plan. The People's Transportation Plan (PTP) was a half-cent sales tax approved in 2002 to fund transit improvements. Since this tax was enacted, the Strategic Miami Area Rapid Transit (SMART) Plan has been created to prioritize transit improvements including six rapid transit corridors in the county.

MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)

The Miami-Dade Expressway Authority (MDX) is a state-sanctioned, locally administered, independent agency responsible for the operation and maintenance of five major expressway facilities in Miami-Dade County. MDX receives no revenue from the State of Florida or from the Miami-Dade County half penny sales tax. The authority uses toll revenue collected to operate and fund system expansion and improvement. In 2006, MDX adopted its Open Road Tolling (ORT) Master Plan to incrementally close the MDX Expressway System to un-tolled movements, thereby requiring all users of the System to pay for such use. Toll rates were reduced by six percent as of July 2018.

For the purposes of the LRTP update, the capital cost of MDX projects are fully funded by the Authority based on its financing plan. In addition, the financing plan generally assumes that the system toll revenues during this period are fully spent in the implementation of MDX capital improvement projects, debt service, and operation and maintenance of the MDX facilities. However, MDX does have the statutory authority, but not the responsibility, to use any 'excess revenues' it collects from tolls to support other transportation investments within the County. This includes any revenue left over after all debt payments and expressway operating and maintenance expenses.

MDX's net revenues, which include remaining funds after all operating, replacement and renewal, and debt service expenses are covered. These are the funds that are expected to be available to make capital investments in the MDX system in the 2045 LRTP.

BROWARD COUNTY

BROWARD COUNTY MOBILITY ADVANCEMENT PROGRAM (MAP)

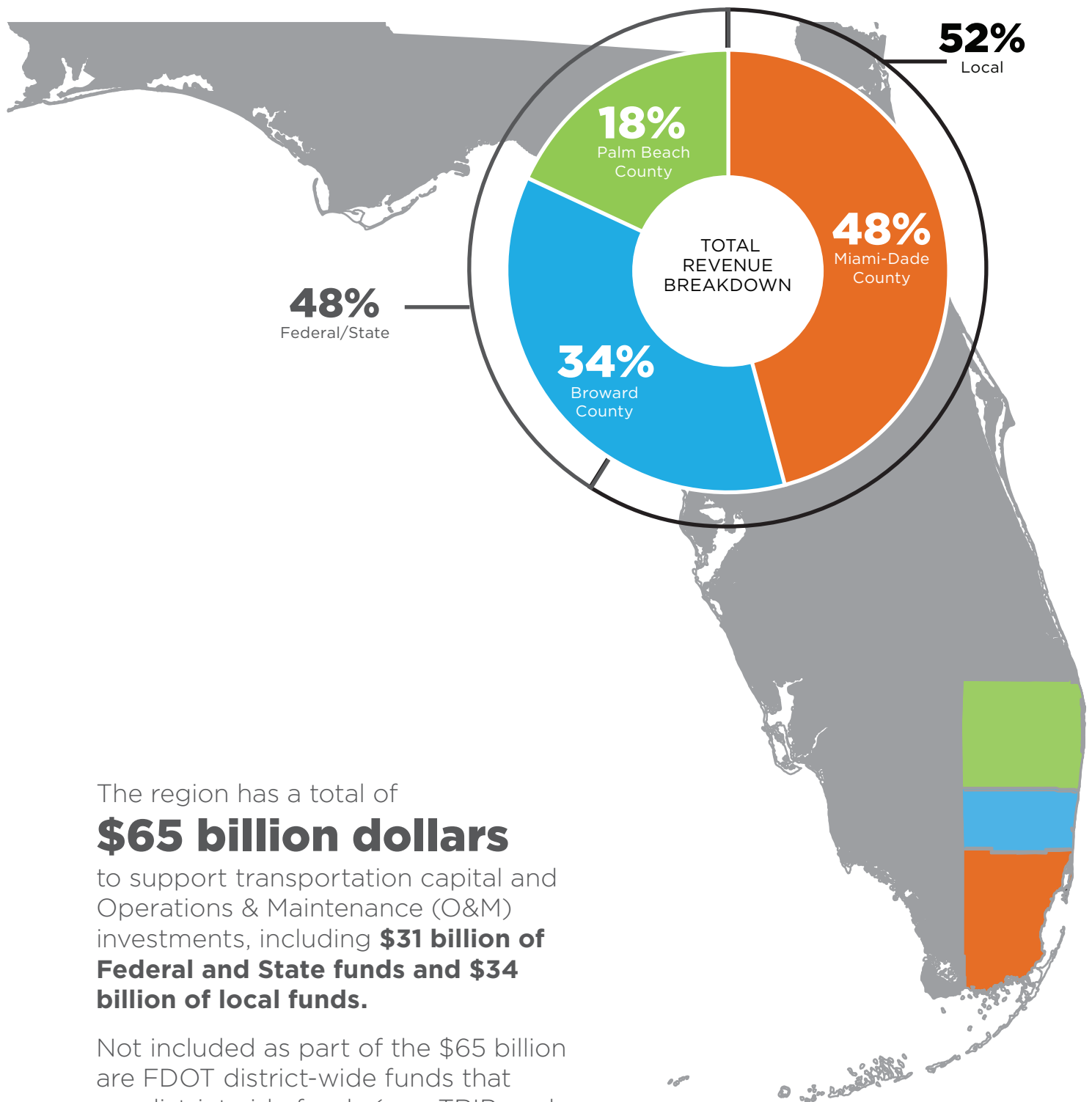
In November 2018, voters approved a local one-cent, 30-year sales surtax to increase mobility and address transportation challenges in Broward County. The penny tax is expected to generate approximately \$300 million in its first year with an estimated nearly \$16 billion projected sales tax revenue total. The detailed plan is designed to reduce traffic congestion, improve roads and bridges, enhance traffic light timing, develop safe sidewalks and bike paths, expand mass transit, fully fund special needs/on-demand services and community shuttles, connect greenways, enhance school safety zones, and fund a variety of transportation projects. The implementation program for MAP is in its early stages and will be more formally integrated into the Broward MPO 2045 MTP through the amendment process starting in 2020.

As of the time this Plan was written, County staff was working on a collaborative five-year plan due August 2020 to the Independent Transportation Surtax Oversight Board and the Broward County Board of County Commissioners for approval. The plan will include public engagement opportunities around large projects. Over five hundred municipal-requested capital projects included in the original 2018 project-based plan approved by voters were ranked and prioritized by sales surtax-funded staff at the MPO. Broward County finalized evaluation criteria for another 200+ rehabilitation and maintenance municipal-requested projects also contained in the original plan. Up to \$122.7 million was included in the original financial plan for FY2020 municipal capital, rehabilitation and maintenance projects, and Community Shuttles.

PALM BEACH COUNTY

Palm Beach County voters approved an infrastructure sales tax in November 2016 to fund the acquisition or improvements to public infrastructure, including resurfacing and bridge maintenance within the county. The sales tax is set to expire on December 31, 2026.

SUMMARY OF TOTAL REGIONAL REVENUES FY2025 - FY2045



The region has a total of

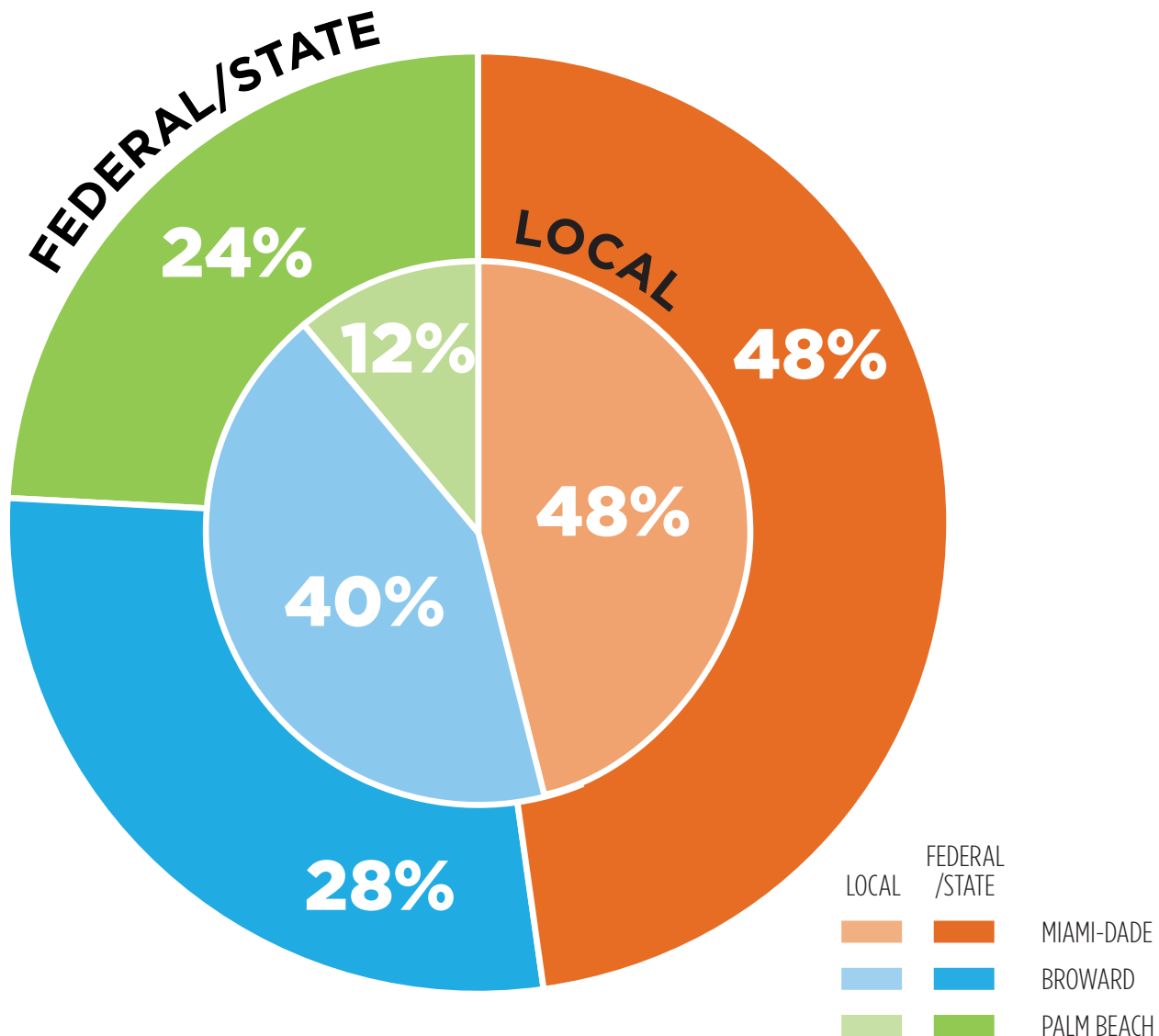
\$65 billion dollars

to support transportation capital and Operations & Maintenance (O&M) investments, including **\$31 billion of Federal and State funds and \$34 billion of local funds.**

Not included as part of the \$65 billion are FDOT district-wide funds that are districtwide funds (e.g., TRIP, and TALT) and maintenance funds for existing facilities.

REVENUE PROJECTIONS BREAKDOWN

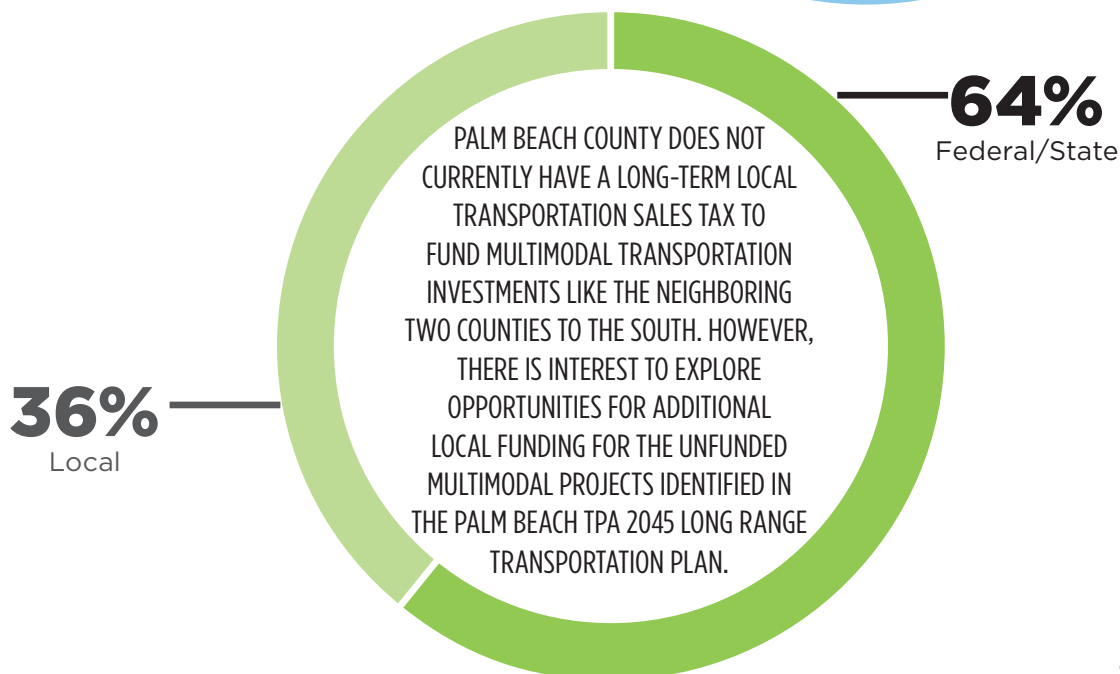
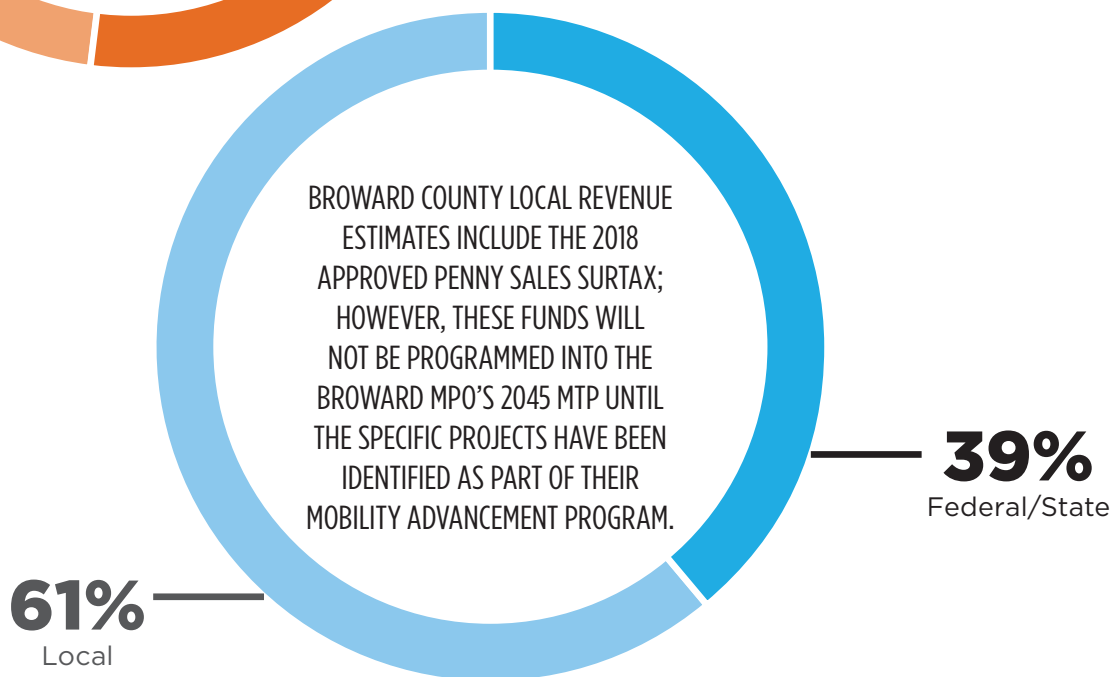
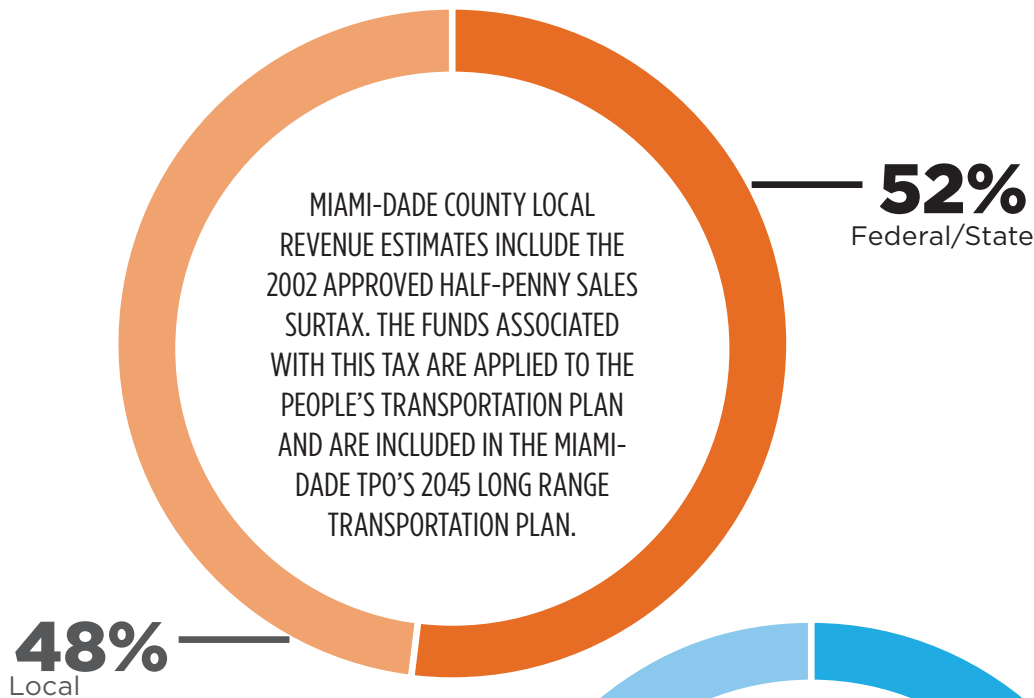
Of the \$65B in FY2025 - FY2045 revenue projections, the following is the breakdown per county.



DID YOU KNOW?

Palm Beach County has significantly less local revenue due to the lack of a long-term transportation sales surtax. Both Miami-Dade County and Broward County receive revenue from their approved local option transportation sales surtax through the 2045 horizon planning period.





The background image shows a tall, modern building with a grid of windows. In the foreground, a blue and white light rail train is visible on an elevated track. A palm tree stands in front of the train. A large white number '8' is overlaid on the right side of the image.

8

**2045 FUNDED
REGIONAL PROJECTS
& PROGRAMS**

2045 FUNDED REGIONAL PROJECTS & PROGRAMS

The immediate next five years of projects were pre-determined and adopted as part of the MPOs' Transportation Improvement Programs. However, for the following 20 years, the individual MPOs selected which projects will be funded based on varied data- and analysis-based prioritization processes the MTPs guiding goals and objectives, partner agencies prioritized projects, funding program applicability, public input, and their respective MPO Governing Boards and supporting committees. Each of the MPO MTP's and respective Cost Feasible Plans were adopted in 2019.

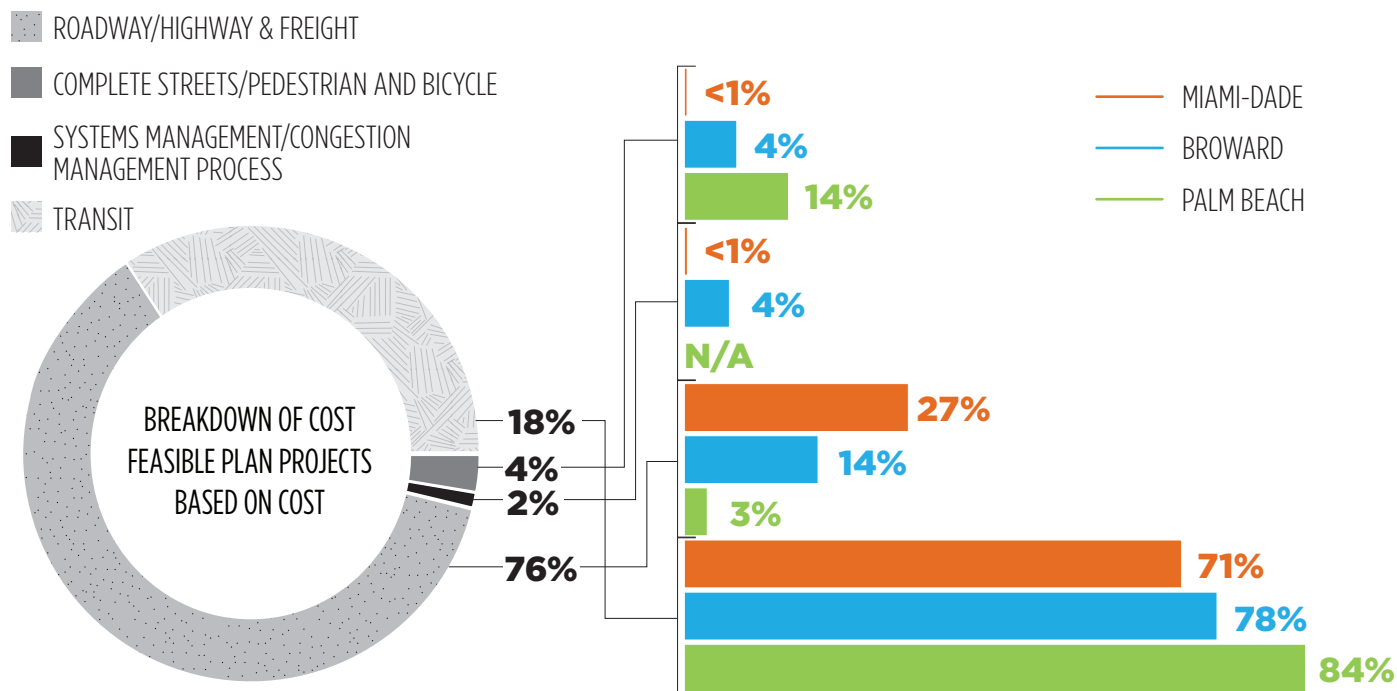
DID YOU KNOW?

The role of the 2045 Regional Transportation Plan's technical committees and Council during the Cost Feasible Plan development stage is to ensure compatibility and consistency across the individual MPOs' Cost Feasible Plans and to model them to determine the collective system's performance.



Figure 27 summarizes the breakdown of investments in the Cost Feasible Plans across the three MTPs. **Figures 28 and 29** display the regional cost feasible highway and transit projects followed by **Table 07** summarizing each project's information.

FIGURE 27 **BREAKDOWN OF 2045 COST FEASIBLE PLAN**

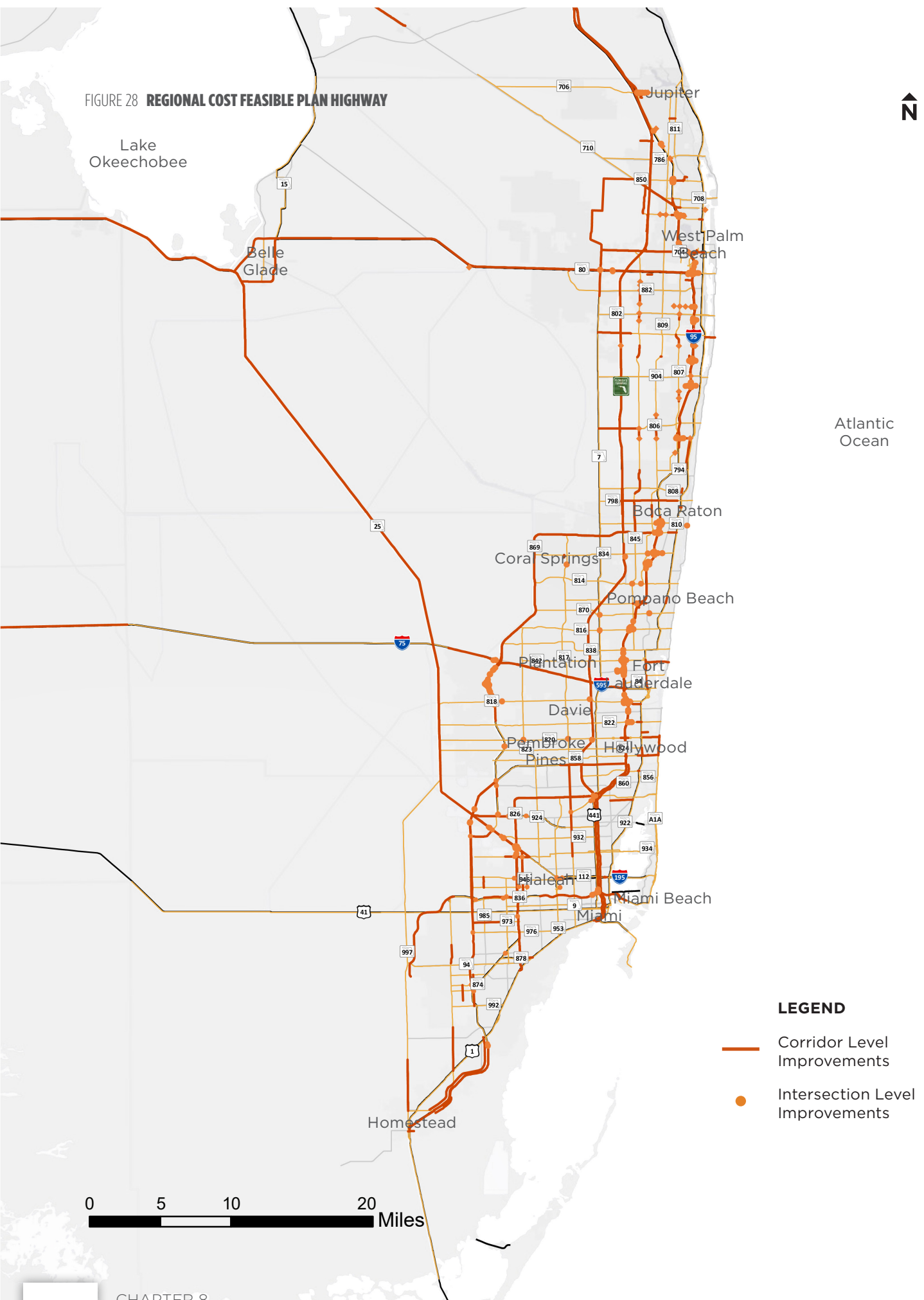


County totals may not equal 100% due to rounding

Estimate does not include Miami-Dade DTPW existing transit O&M expenses of \$22.71B or Broward County's \$10.76B Sales Surtax

Projects may have overlap across multiple categories. For the purposes of this summary, each project was associated with one category as identified in the respective MTPs.

FIGURE 28 REGIONAL COST FEASIBLE PLAN HIGHWAY



LEGEND



- Corridor Level Improvements
- Intersection Level Improvements

FIGURE 29 **REGIONAL COST FEASIBLE PLAN TRANSIT**



Atlantic Ocean

LEGEND

-  Transit Corridor Level Improvements
-  Transit Station Level Improvements

0 5 10 20 Miles

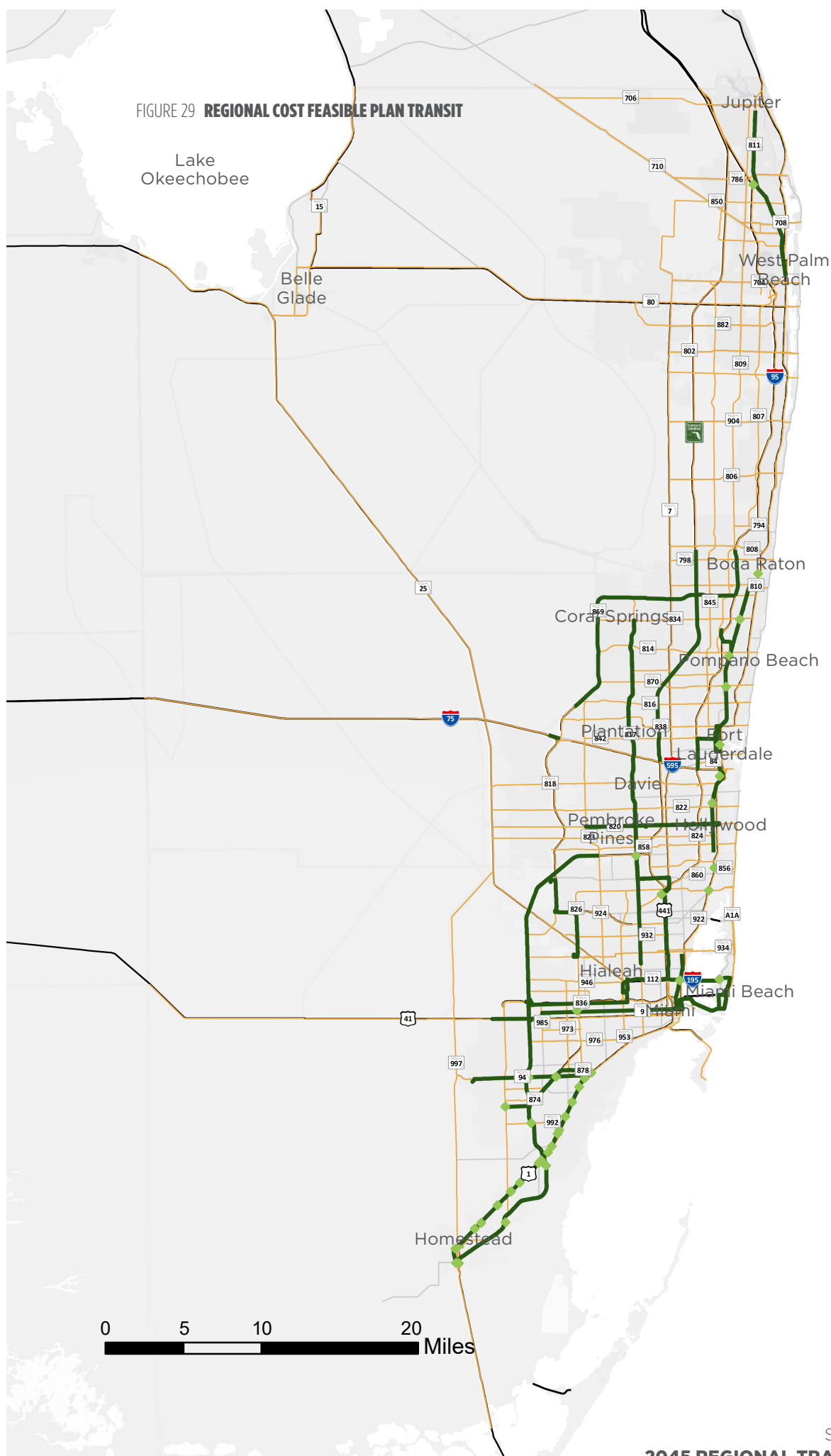


TABLE 07 PROJECT SUMMARY FOR COST FEASIBLE HIGHWAY AND TRANSIT PROJECTS PER MPO

MIAMI-DADE TPO TRANSIT							
REF. ID	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TOTAL PROJECT COSTS (2018 \$)	2020-2024 TIP FUNDING	PROJECT COST FUNDED IN 2045 LRTP(YOE \$)
PLAN PERIOD I							
1	Beach Express North	Miami Beach Convention Center	Golden Glades Multimodal Transportation Facility (GGMTF)	Implement Bus Express Rapid Transit Service	\$10.00	\$4.72	\$130.26
2	Beach Express Central	Miami Beach Convention Center	Civic Center Metrorail Station	Implement Bus Express Rapid Transit Service	\$8.00		\$81.60
3	Beach Express South	Miami Beach Convention Center	Downtown Intermodal Terminal	Implement Bus Express Rapid Transit Service	\$9.60	\$0.36	\$201.29
4	Drop-off/Pick-up at South Dade Transitway Stations	SW 344 St (Palm Dr/ SR 9336) & Transitway	Dadeland South Metrorail Station	Drop-off/Pick-up at all (30) Transitway Stations	\$7.50		\$35.96
5	Florida's Turnpike Express (North)	FIU Panther Station	Dolphin Station & along Turnpike to I-75 (SR 93)/ Miami Gardens Station & to Unity Station	Implement Bus Express Rapid Transit Service	\$4.72		\$29.55
6	Florida's Turnpike Express (South)	SW 344 St Park-and-Ride	Dolphin Station	Implement Bus Express Rapid Transit Service	\$10.00		\$69.78
7	Mount Sinai Transit Terminal - SMART Terminal	I-195 (SR 112)/SR 907 (Alton Rd)	I-195 (SR 112)/SR 907 (Alton Rd)	Construct Transit Terminal with six bus bays	\$5.50		\$6.91
8	NW Miami-Dade Express (BERT)	Palmetto Metrorail Station	I-75 (SR 93)/ Miami Gardens Station	Implement Bus Express Rapid Transit Service	\$6.00		\$45.41
9	South Miami-Dade Express (BERT)	SW 344 South Dade Transitway Station	Dadeland North Metrorail Station	Implement Bus Express Rapid Transit Service	\$9.00		\$66.01
10	South Dade Transitway	Dadeland South Metrorail Station	SW 344 St (Park-and-Ride)	Implement BRT along the Transitway	\$300.00	\$300.00	
11	South Dade Transitway Park-and-Ride at Marlin Rd - SMART Terminal	South Dade Transitway & Marlin Rd	South Dade Transitway & Marlin Rd	Construct park-and-ride with 100 surface parking spaces	\$2.90		\$7.06
12	South Dade Transitway Park- and-Ride at SW 104 St (Killian Pkwy) (104 St Station) - SMART Terminal	South Dade Transitway & SW 104 St (Killian Pkwy)	South Dade Transitway & SW 104 St (Killian Pkwy)	Lease parking with 100 parking spaces	\$0.05		\$1.80
13	South Dade Transitway Park-and-Ride at SW 112 Ave (112 Ave Station) - SMART Terminal	South Dade Transitway & SW 112 Ave	South Dade Transitway & SW 112 Ave	Reconstruct existing facility, improve operations, increase parking spaces from 467 spaces to 500 spaces.	\$4.40		\$18.21
14	South Dade Transitway Park-and-Ride at SW 136 St (Howard Dr) (136 St Station)	South Dade Transitway & SW 136 St (Howard Dr)	South Dade Transitway & SW 136 St (Howard Dr)	Lease parking with 100 parking spaces			\$1.44
15	South Dade Transitway Park-and-Ride at SW 168 St (Richmond Dr)	SW 168 St (Richmond Dr)	Transitway	Upgrade existing park-and- ride, Phase I-90 additional surface parking spaces, Phase II-modernized 450 space parking garage	\$14.04	\$19.00	\$1.44
16	South Dade Transitway Park-and-Ride at SW 264 St (Bauer Dr) (264 St Station) - SMART Terminal	South Dade Transitway & SW 264 St (Bauer Dr)	South Dade Transitway & SW 264 St (Bauer Dr)	Construct Park-and-Ride with 100 surface parking spaces	\$3.50		\$7.77

MIAMI-DADE TPO TRANSIT

REF. ID	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TOTAL PROJECT COSTS (2018 \$)	2020-2024 TIP FUNDING	PROJECT COST FUNDED IN 2045 LRTP(YOE \$)
17	South Dade Transitway Park-and-Ride at SW 296 St (96 St Station) - SMART Terminal	South Dade Transitway & SW 296 St (Avocado Dr)	South Dade Transitway & SW 296 St (Avocado Dr)	Improve Existing Park-and-Ride with a 400 space parking garage	\$23.70		\$41.18
18	Southland Mall Station - SMART Terminal	SW 205 St & South Dixie Hwy	SW 205 St & South Dixie Hwy	Lease 100 parking spaces and construct a four-bay transit terminal	\$3.27		\$6.78
19	SW Miami-Dade Express (BERT)	Miami Executive Airport	Dadeland North Metrorail Station	Implement Bus Express Rapid Transit service	\$5.00		\$32.19
20	Unity Station (TOD) - SMART Terminal	SR 852 (NW 215 St) & NW 27 Ave	SR 852 (NW 215 St) & NW 27 Ave	Construct terminal for North Corridor Rapid Transit with 350 parking spaces and transit oriented development (TOD) opportunities	\$5.00	\$0.65	\$13.71
PLAN PERIOD II							
21	Aventura Terminal - SMART Terminal	US 1(Biscayne Blvd/ SR 5) & NE 197 St	US 1(Biscayne Blvd/SR 5) & NE 197 St	Construct park-and-ride with 100 surface parking spaces	\$16.10		\$23.46
22	Dadeland South Intermodal Station - Ramps	Dadeland South Metrorail Station	Dadeland South Metrorail Station	Construct direct ramps to/ from elevated Bus Rapid Transit (BRT) platform, improvements and refurbishment of existing Metrorail station	\$50.50		\$68.55
23	Golden Glades Multimodal Transportation Facility (GGMTF) - ITS Components - SMART Terminal	Golden Glades Interchange	Golden Glades Interchange	Construction/ implementation technological components for the GGMTF	\$10.00	\$2.03	\$57.80
24	Midtown Station - SMART Terminal	US 1 (Biscayne Blvd/SR 5) & NE 39 St	US 1(Biscayne Blvd/SR 5) & NE 39 St	Construct park-and-ride/ transit terminal with 100 surface parking spaces			\$2.44
25	North Miami Beach Station	US 1 (Biscayne Blvd/SR 5) & NE 163 St	US 1 (Biscayne Blvd/SR 5) & NE 163 St	Construct park-and-ride/ transit terminal with 100 surface parking spaces			\$2.44
26	North Miami Station	US 1 (Biscayne Blvd/SR 5) & NE 125 St	US 1 (Biscayne Blvd/SR 5) & NE 125 St	Construct park-and-ride/ transit terminal with 100 surface parking spaces			\$2.44
27	South Dade Park-and-Ride/ Terminal at SW 152 St (Coral Reef Dr) & SR 821 (HEFT)	SW 152 St (Coral Reef Dr) /SR 821 (HEFT)	SW 152 St (Coral Reef Dr) /SR 821 (HEFT)	Expand existing park-and-ride, construct new parking garage with 500 parking spaces and four bus bays	\$14.25		\$20.45
28	South Dade Transitway Park-and-Ride at Dadeland North	Dadeland North Metrorail Station at Hwy US 1	Dadeland North Metrorail Station at Hwy US 1	Expand park-and-ride and construct a new parking garage with ground-floor retail and office space.	\$51.75		\$95.14
29	South Dade Transitway Park-and-Ride at SW 152 St (Coral Reef Dr)	South Dade Transitway & SW 152 St (Coral Reef Dr)	South Dade Transitway & SW 152 St (Coral Reef Dr)	Upgrade park-and-ride, Phase 1- reconstruct / provide 196 leased spaces, Phase 2 - modernized 511 space parking garage	\$13.67		\$32.24
30	South Dade Transitway Park- and-Ride at SW 244 St (244 St Station)	South Dade Transitway & SW 244 St	South Dade Transitway & SW 244 St	Reconstruct existing facility, and increase the number of leased parking spaces from 101 spaces to 111 spaces.	\$2.50		\$7.52
31	South Miami- Dade Express BERT Park-and- Ride at SW 288 St & SR 821 (HEFT)	SR 821 (HEFT) & SW 288 St	SR 821 (HEFT) & SW 288 St	Purchase land for future park-and-ride	\$33.12		\$56.34

MIAMI-DADE TPO TRANSIT							
REF. ID	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TOTAL PROJECT COSTS (2018 \$)	2020-2024 TIP FUNDING	PROJECT COST FUNDED IN 2045 LRTP(YOE \$)
32	South Dade Transitway Park-and-Ride/ Terminal at SW 344 St (Palm Dr/SR 9336) (344 St Station)	South Dade Transitway & SW 344 St (Palm Dr/SR 9336)	South Dade Transitway & SW 344 St (Palm Dr/SR 9336)	Expand existing terminal/ park-and-ride at SW 344 St (Palm Dr/SR 9336)	\$4.61		\$13.97
33	South Dade- Transitway- Park-and-Ride/ Terminal at Dadeland South	Dadeland South Metrorail Station & Hwy US 1	Dadeland South Metrorail Station & Hwy US 1	Expand park-and-ride and construct a new parking garage with ground-floor retail and office space.	\$76.75		\$128.13
PLAN PERIOD III							
34	North Corridor	MLK Jr. Metrorail Station	Unity Station	Elevated Fixed Guideway Rapid Transit connecting MLK Station to Unity Station	\$1,895.00	\$4.60	\$2,037.63
PLAN PERIOD IV							
35	Intermodal Terminal at SW 88 St (Kendall Dr) / SR 821 (HEFT) - SMART Terminal	SW 88 St (Kendall Dr) /SR 821 (HEFT)	SW 88 St (Kendall Dr) /SR 821 (HEFT)	Lease 100 surface parking spaces for park-and-ride/ transit center			\$0.51
36	Kendall Corridor	West Kendall Transit Terminal at SW 88 St (Kendall Dr) & SW 162 Ave)	Dadeland area Metrorail Stations	Rapid Transit connecting the West Kendall Transit Terminal to the Dadeland area Metrorail Stations	“\$312,000* (BRT)	\$3.20	\$812.42
37	Kendall/SR-874 Station - SMART Terminal	SW 88 St (Kendall Dr) & SR-874	SW 88 St (Kendall Dr) & SR-874	Construct park-and-ride with 100 surface parking spaces	\$15.00		\$31.47
38	Mall of the Americas Station - SMART Terminal	West Flagler St (SR 968) & NW 77 Ave	West Flagler St (SR 968) & NW 77 Ave	Construct park-and-ride/ transit terminal with 300 surface parking spaces and 4 bus bays	\$6.37		\$13.06
MIAMI- DADE TPO STRATEGIC INTERMODAL SYSTEM							
MAP ID	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TOTAL PROJECT COSTS (2018 \$)	2020-2024 TIP FUNDING	PROJECT COST FUNDED IN 2045 LRTP(YOE \$)
PLAN PERIOD I							
1	Golden Glades Interchange Various Ramp Improvements			Interchange Ramp (New)	\$65.41	\$61.71	
2	Golden Glades Multimodal Terminal			Intermodal Hub Capacity	\$76.47	\$3.27	
3	Miami Intermodal Center (MIC) Central Station			Intermodal Hub Capacity	\$207.90	\$0.24	
4	NE 203 St Intersection Improvements	Between SR 5 (US 1/ South Dixie Hwy)		Grade Crossing/Signal		\$20.42	\$36.50
5	SR 9A (I-95) SB Ramp to WB SR 836 (Dolphin Expy)			Interchange Improvement	\$41.15	\$41.15	
6	SR 9A (I-95)	North of Biscayne Canal	Miami Gardens Dr (SR 860/ NW 186 St)	Widen/Resurface Existing Lanes	\$65.19	\$62.07	
7	SR 25 (Okeechobee Rd)	Broward County Line	West of SR 821 (HEFT)	Add Lanes & Reconstruct	\$63.24	\$54.16	

MIAMI- DADE TPO STRATEGIC INTERMODAL SYSTEM

MAP ID	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TOTAL PROJECT COSTS (2018 \$)	2020-2024 TIP FUNDING	PROJECT COST FUNDED IN 2045 LRTP (YOE \$)
8	SR 25 (Okeechobee Rd)	East of NW 107 Ave	East of NW 116 Way (Concrete)	Elevate Okeechobee Rd over NW 116 Way; Construct NW 116 Way southbound left turn flyover; Construct SR 25 eastbound new off ramp for local access to NW 116 Way; Construct new bridge crossing over the Miami Canal	\$144.70	\$125.61	
9	SR 25 (Okeechobee Rd)	East of NW 87 Ave	NW 79 Ave (Concrete)	Provide additional through lane each direction and intersection turning radius to facilitate operations at intersections at NW 95 St and at NW 79 Ave	\$78.25	\$73.04	
10	SR 25 (Okeechobee Rd) & SR 826 (Palmetto Expy)	Various Ramps		Modify Interchange	\$87.69	\$80.21	
11	SR 826 (Palmetto Expy) Connector	At Golden Glades Interchange & Various Ramps		Add Lanes & Reconstruct	\$69.38	\$63.23	
12	SR 826 (Palmetto Expy) EB Ramp to SR 9A/ I-95 (SR 9) NB			Interchange Ramp (New)	\$187.76	\$148.32	
13	SR 826 (Palmetto Expy)	I-75 (SR 93)	North of Canal C-8 Bridge (Approx NW 162 St)	Add Lanes & Reconstruct	\$221.75	\$205.16	
14	SR 826 (Palmetto Expy)	North of Canal C-8 Bridge (NW 162 St)	East of NW 67 Ave	Add Lanes & Reconstruct	\$125.15	\$114.60	
15	SR 826 (Palmetto Expy)	East of NW 67 Ave	East of NW 57 Ave	Managed Lanes	\$109.82	\$32.66	\$74.13
16	SR 826 (Palmetto Expy)	East of NW 57 Ave	East of NW 42 Ave (LeJeune Rd)	Managed Lanes	\$96.88	\$5.24	\$86.30
17	SR 826 (Palmetto Expy)	East of NW 42 Ave (LeJeune Rd)	East of NW 32 Ave	Managed Lanes	\$93.56	\$4.69	\$85.56
18	SR 826 (Palmetto Expy)	From I-75 (SR 93)	Golden Glades Interchange	Add Special Use Lane	\$97.95	\$92.86	
19	SR 836 (Dolphin Expy)/I-395 (SR 836)	West of I-95 (SR 9)	Macarthur Cause Bridge	Bridge Replacement and Add Lanes	\$804.00	\$3.33	
20	SR 836 (Dolphin Expy)/I-95 (SR 9) Interchange Ramps	NW 17 Ave	I-95 (SR 9)(MDX)	Interchange Improvement	\$207.37	\$0.35	
21	SR 997 (Krome Ave)	SW 296 St (Avocado Dr)	South of SW 232 St	Add Lanes & Reconstruct	\$92.75	\$16.03	
22	SR 997 (Krome Ave)	SW 312 St (Campbell Dr)	SW 296 St (Truck Bypass)	Add Lanes & Rehabilitate Pavement	\$5.64	\$0.57	
23	SR 9336 (Palm Dr)	SR 997 (Krome Ave)	SR 5 (US 1/Dixie Hwy) (Truck Bypass)	Widen/Resurface Existing Lanes	\$1.30	\$0.11	

MIAMI- DADE TPO STRATEGIC INTERMODAL SYSTEM

MAP ID	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TOTAL PROJECT COSTS (2018 \$)	2020-2024 TIP FUNDING	PROJECT COST FUNDED IN 2045 LRTP(YOE \$)
PLAN PERIOD II							
24	SR 25 (Okeechobee Rd)	East of NW 116 Way	East of NW 87 Ave (Concrete)	Depress Okeechobee Mainline under NW 87 Ave & provide service Rd for local movements to NW 87 Ave; Realign NW 103 further to the North; Provide NW 87 Ave SB left turn flyover ramp; Provide NW 87 Ave NB left turn flyover ramp; Relocate the NW 105 Way bridge further West of NW 106 St	\$355.95	\$33.99	\$333.95
25	SR 826 (Palmetto Expy)	East of NW 32 Ave	West of NW 17 Ave	Managed Lanes	\$92.44	\$24.94	\$128.38
26	SR 826 (Palmetto Expy) GGI	West of NW 17 Ave	I-95 (SR 9) (Express Lanes)	Managed Lanes	\$225.22	\$17.20	\$208.02
27	SR 826 (Palmetto Expy)	US 1 (South Dixie Hwy/SR 5)	SR 836 (Dolphin Expy)	Managed Lanes	\$462.00	\$5.50	\$671.00
28	Truck Parking at GGI East Lot	GGI East Lot	Truck parking & travel center				\$20.00
PLAN PERIOD III							
29	Palmetto Metrorail Intermodal Terminal Ph 1 & 2	SR 826 (Palmetto Expy) at NW 74 St		Passenger Terminal	\$74.50		\$109.81
PLAN PERIOD IV							
30	I-75 (SR 93)	NW 138 St		Modify Interchange	\$9.71		\$796.44
31	I-75 (SR 93)/SR 826 (Palmetto Expy) Interchange	I-75 (SR 93)	SR 826 (Palmetto Expy)	Modify Interchange	\$134.97		\$239.41
32	I-75 (SR 93) Corridor Improvements	NW 138 St	SR 826 (Palmetto Expy)	Ultimate Plan	\$64.70		\$114.76
33	I-75 (SR 93)/SR 821 (HEFT) Interchange	CD Rd	Miami Gardens Dr	Modify Interchange	\$28.25		\$50.10
34	I-75 (SR 93)/Miami Gardens Interchange	SR 821 (HEFT)	NW 170 St	Modify Interchange	\$71.67		\$127.12
35	I-95 (SR 9)	US 1 (South Dixie Hwy/SR 5)	Broward County Line	Ultimate Plan Study (Managed Lanes /Capacity/Operations)	\$390.84		\$700.00
36	PortMiami Tunnel	Macarthur Causeway	PortMiami	PortMiami Tunnel Oversight Consultant			\$13.30
37	PortMiami Tunnel-Phase 52	Watson Island	Macarthur Causeway Bridge	Project Financing			\$804.35
38	PortMiami Tunnel-Phase 82	Watson Island	Macarthur Causeway Bridge	Project Financing			\$635.35
39	PortMiami Tunnel-Phase A8	Watson Island	Macarthur Causeway Bridge	Project Financing		\$85.00	\$289.00

MIAMI - DADE TPO TURNPIKE

MAP ID	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TOTAL PROJECT COSTS (2018 \$)	2020-2024 TIP FUNDING	PROJECT COST FUNDED IN 2045 LRTP (YOE \$)
PLAN PERIOD I							
1	SW 40 St (Bird Rd/SR 976)	West Turnpike Extension (SR 821 MP 23)		Intersection improvements	\$1.11	\$1.10	
2	Golden Glades Truck Travel Center			Modal Systems Planning	\$19.10	\$19.10	
3	Southern Turnpike Mainline (SR 91)	MP 0X - Golden Glades/I-95 (SR 9) / SR 826 (Spur)		Interchange improvement	\$382.43	\$218.08	
4	Southern Turnpike Mainline (SR 91 MP0.4-3.3)	Golden Glades TP	Broward County Line	Widen Spur from 6 to 8 lanes and reconstruct	\$96.06	\$96.06	

MIAMI - DADE TPO TURNPIKE

MAP ID	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TOTAL PROJECT COSTS (2018 \$)	2020-2024 TIP FUNDING	PROJECT COST FUNDED IN 2045 LRTP (YOE \$)
5	Turnpike Extension (SR 821)	MP 12 - SW 211 St/ Caribbean Blvd		Interchange improvement	\$28.63	\$25.14	
6	Turnpike Extension (SR 821)	NB SR 821 to NW 107 Ave	Buttonhook & NW 107 Ave to NB SR 821 Flyover	New Interchange ramp	\$9.72	9.565	
7	Turnpike Extension (SR 821)	North of Campbell Dr (MP 4)	Tallahassee Rd (MP 6)	Widen from 4 to 6 lanes with express lanes	\$46.47	\$45.97	
PLAN PERIOD II							
8	Turnpike Extension 4233722 (SR 821)	MP 5 - SW 288 St/ Biscayne Dr	MP 11 - SW 216 St (Hainlin Mill Dr)	Widen from 6 to 8	\$105.60		\$139.39
9	Turnpike Extension (SR 821)	MP 19 - SW 120 St		Interchange improvement	\$11.37		\$15.00
10	Turnpike Extension (SR 821)	MP 34 - NW 106 St		Interchange improvement (ultimate)	\$2.44		\$3.21
PLAN PERIOD III							
11	Southern Turnpike Mainline (SR 91)	MP 0X - Golden Glades/I-95 (SR 9)/SR 826 (Palmetto Expy)	MP 47 - Turnpike Extension (SR 821)	Widen from 6 to 8 lanes Includes interchange improvements: MP 2X - NW 199 St/NE 203 St (Ives Dairy Rd)/Dolphin Ctr County Line Rd	\$312.98		\$456.93
12	Southern Turnpike Mainline (SR 91)	MP 47 - Turnpike Extension (SR 821) (Spur)		Interchange improvement Associated FPN: 406095-1	\$77.46		\$120.06
13	Turnpike Extension (SR 821)	MP 2 - SW 312 St (Campbell Dr)	MP 5 - SW 288 St (Biscayne Dr)	Widen from 4 to 6 lanes	\$37.46		\$110.85
14	Turnpike Extension (SR 821)	MP 25 - SW 8 St (Tamiami Trail/ SR 90/US 41)	MP 27 - NW 12 St	Auxiliary lanes	\$17.60		\$27.28
PLAN PERIOD IV							
15	Turnpike Extension (SR 821)	MP 0 - US 1 (South Dixie Hwy/SR 5)	MP 2 - SW 312 St (Campbell Dr)	Widen from 4 to 6 lanes Includes interchange improvement: MP 0 - US 1 (South Dixie Hwy/SR 5)	\$89.83	\$7.28	\$169.24
16	Turnpike Extension (SR 821)	MP 17 - SR 874 (Don Shula Expy)	MP 39 - I-75 (SR 93)	TSM&O improvements	\$121.00		\$230.94

MIAMI-DADE TPO EXPRESSWAY AUTHORITY

MAP ID	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TOTAL PROJECT COSTS (2018 \$)	2020-2024 TIP FUNDING	PROJECT COST FUNDED IN 2045 LRTP(YOE \$)
PLAN PERIOD I							
1	SR 836 (Dolphin Expy)	SR 836 (Dolphin Expy) W of NW 82 Ave	NW 97 Ave	Interchange Modification at NW 87 Ave	\$103.35	\$12.36	\$14.32
2	SR 836 (Dolphin Expy)	SR 821 (HEFT)	SR 836 (Dolphin Expy)	New SR 836 (Dolphin Expy) & SR 821 (HEFT) Ramp Connections	\$57.35	\$56.26	\$15.75
3	SR 836 (Dolphin Expy)	SR 836 (Dolphin Expy) & NW 57 Ave	SR 836 (Dolphin Expy) & NW 17 Ave	Operational, capacity, and interchange improvements	\$194.18	\$18.14	\$16.18
4	SR 836 (Dolphin Expy) & I-95 (SR 9)	SR 836 (Dolphin Expy) & NW 17 Ave	I-95 (SR 9)	SR 836 (Dolphin Expy) & I-95 (SR 9) Interchange Improvements	\$238.77	\$153.67	\$19.18
5	SR 874 (Don Shula Expy)	SW 128 St	SR 874 (Don Shula Expy)	Ramp Connector	\$108.98	\$32.27	\$7.95
6	SR 924 (Gratigny Expy) Pkwy Partial Interchange at NW 67 Ave	SR 924 at NW 67 Ave		SR 924 Interchange at 67 Ave	\$32.39	\$30.62	\$2.03
PLAN PERIOD II							
7	Kendall Pkwy / SR 836 (Dolphin Expy) SW Extension	SR 836 (Dolphin Expy) terminus at NW 137 Ave & NW 12 St	SW 136 St	SR 836 (Dolphin Expy) SW Extension/ Kendall Pkwy; New Multimodal corridor	\$1,092.00	\$896.40	\$548.62
8	SR 112 (Airport Expy)	SR 1212 at NW 37 Ave		New SR 112 (Airport Expy)/NW 37 Ave ramp connections	\$15.07		\$15.42
9	SR-874 (Don Shula Expy)/SW 72 St (Sunset Dr) Interchange	SW 874 (Don Shula Expy) at SW 72 St (Sunset Dr)		SR 874 (Don Shula Expy)/ SR 986 (Sunset Dr/ SW 72 St) Interchange	\$13.39		\$14.12
PLAN PERIOD IV							
10	SR 924 (Gratigny Expy) Pkwy West Extension	SR 826 (Palmetto I-75 (SR 93)	SR-821 (HEFT)	New Extension of SR 924 (Gratigny Expy) Pkwy West to SR 821 (HEFT), including access ramps to: West to SR 924, and I-75 (SR 93) N	\$327.88		

MIAMI - DADE TPO STATE FACILITIES (NON-SIS)

MAP ID	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TOTAL PROJECT COSTS (2018 \$)	2020-2024 TIP FUNDING	PROJECT COST FUNDED IN 2045 LRTP(YOE \$)
PLAN PERIOD I							
1	I-195 (SR 112) Texas U-Turn	NW 12 Ave (SR 933)	NW 10 Ave	Express Lanes Access for Miami Beach			\$21.42
2	I-195 (SR 112) Bus On Shoulders (Roadway Improvements)	I-95 (SR 9)	SR 907 (Alton Rd)	New Express Bus Service	\$7.81	\$4.72	
3	Miami Gardens Dr (SR 860/ NW 186 St)	I-75 (SR 93)	NW 57 Ave	Widen 4 to 6 lanes		\$1.65	\$70.21
4	I-195 (SR 112) Frontage Rd & Ramp Realignment (Miami Design District)			New Road		\$5.77	
5	SR 994 (Quail Roost Dr)	SW 137 Ave	SW 127 Ave	Widen 2 To 4 lanes			\$15.77

MIAMI - DADE TPO STATE FACILITIES (NON-SIS)

MAP ID	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TOTAL PROJECT COSTS (2018 \$)	2020-2024 TIP FUNDING	PROJECT COST FUNDED IN 2045 L RTP(YOE \$)
PLAN PERIOD II							
6	I-95 (SR 9) Interchange	SW 7 St and 8 St (Tamiami Trail/ SR 90/US 41)		Modify Interchange			\$131.43
7	SR 934 (NE/ NW 79 St)	West of I-95 (13 Ct)	Biscayne Bay (Oneway Pair)	Traffic Flow Change and Complete Streets			\$67.23
8	SR 934 (NE/ NW 81/82 St)	West of I-95 (13 Ct)	Biscayne Bay (Oneway Pair)	Traffic Flow Change and Complete Streets			\$54.91
9	I-195 (SR 112) Corridor Improvements	NW 12 Ave (SR 933)	SR 907 (Alton Rd)	Operational and Capacity (PD&E & Design)		\$19.00	\$343.20
10	SR 9336 (SW 344 St/Palm Dr)	SW 182 Ave	SW 192 Ave	Widen 2 to 4 lanes			\$10.43
PLAN PERIOD III							
11	SR 9 (I-95) Corridor	South of Miami Gardens Dr (SR 860/NW 186 St)	Broward County Line	Planning Study Segment 5			\$313.54
12	SR 5 (US 1/Dixie Hwy)/ Grade Separations	NE 163 St		East/West Grade Separated Overpass (GSO) over the FEC Rail Line			\$75.64
13	SR 5 (US 1/Dixie Hwy)/ Grade Separations	NE 186 St		East/West Grade Separated Overpass (GSO) over the FEC Rail Line			\$75.64
14	SR 953/NW 42 Ave (LeJeune Rd) /Iron Triangle			Modify Interchange I			\$34.04
PLAN PERIOD IV							
15	SR 9 (I-95) Corridor	North of I-395 (SR 836)	South of NW 62 St (Dr. Martin Luther King Jr. Blvd)	Planning Study Segment 2			\$1,140.29
16	SR 9 (I-95) Corridor	South of NW 62 St (Dr. Martin Luther King Jr. Blvd)	South of GGI	Planning Study Segment 3			\$1,111.10
17	SR 9 (I-95) Corridor	South of GGI	Sout of SR 860 (Miami Gardens Dr)	Planning Study Segment 4			\$65.02
18	I-95 (SR 9) Corridor	SR 5 (US 1/ Dixie Hwy)	South of I-395 (SR 836)	Planning Study Segment 1			\$100.00

MIAMI - DADE TPO NON-STATE FACILITIES

MAP ID	FACILITY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	TOTAL PROJECT COSTS (2018 \$)	2020-2024 TIP FUNDING	PROJECT COST FUNDED IN 2045 LRTP(YOE \$)
PLAN PERIOD I							
2	Medley Freight Access Roadway Improvements	US 27/Okeechobee Rd (SR 25)	Medley	Bridge widening and canal improvements	\$0.26		\$2.27
7	SW 344 St (Palm Dr/SR 9336)	US 1 (South Dixie Hwy/SR 5)	SW 172 Ave	Widen from 4 to 6 lanes	\$2.12	\$0.75	\$1.65
PLAN PERIOD II							
24	SW 107 Ave (SR 985)	SR 994 (Qual Roost Dr)	SW 160 St	Add 2 lanes and reconstruct	\$12.00		\$16.50
PLAN PERIOD III							
39	SW 117 Ave	SW 152 St (Coral Reef Dr)	SW 104 St (Killian Pkwy)	Widen to 6 lanes	\$23.18		\$77.71
44	US 27/Okeechobee Rd (SR 25)	NW 42 Ave (LeJeune Rd)		Improve access at intersection; Iron Triangle	\$0.26		\$0.41
PLAN PERIOD IV							
47	SW 137 Ave	SW 84 St	SW 56 St (Miller Dr)	Widen to 6 lanes	\$5.71	\$29.03	

BROWARD MPO TRANSIT

REF. ID	PROJECT SPONSOR	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	TOTAL COST (2019\$)	TOTAL PROJECT COST IN YOE
3	Broward County	Hollywood/ Pines Blvd Rapid Bus	Flamingo Rd (Pembroke Pines) to Hollywood (Young Circle)	Implement 10-15 min limited stop bus service, mixed traffic or semi- exclusive Business Access and Transit (BAT) lanes, level boarding stations, use of Transit Signal Priority (TSP)/Queue Jump technologies, mobile ticketing	\$64,557,779	\$83,925,113
4	Broward County	University Dr Rapid Bus	Coconut Creek (Sample Rd) to Miami- Dade Co (Golden Glades)	Implement 10-15 min limited stop bus service, mixed traffic or semi- exclusive BAT lanes, level boarding stations, use of TSP/ Queue Jump technologies, mobile ticketing.	\$115,696,114	\$175,858,093
5	SFRTA	Tri-Rail Rolling Stock		Fund 1/3 of cost to replace rolling stock for Tri-Rail, including 6 new locomotives and 10 new bi-level coaches	\$24,333,333	\$47,450,000
6	SFRTA	Tri-Rail Mobile Ticketing and Fare Verification		Fund Mobile Ticketing and Fare Verification Equipment	\$2,625,000	\$5,118,750

BROWARD MPO TRANSPORTATION IMPROVEMENT PROGRAM: ROADWAY CAPACITY PROJECTS

FM	DESCRIPTION	WORK MIX	TOTAL PROJECT COST IN YOE
4443011	Add One Lane to NB off ramp At Sample Rd / TPK Interchange (SR 91, MP 69)	Interchange - Add Lanes	\$1,433,848
2307241	Andrews Ave. Ext From Pompano Park Place to S. of Atlantic Blvd	Add Lanes and Reconstruct	\$94,480
4439561	Atlantic Blvd Interchange Improvements (Sawgrass Expressway MP 8)	Interchange Improvement	\$56,253,452
4233932	Broward /I-95 Express Bus Purchase & Station Improvements	Intermodal Hub Capacity	\$4,370,980
4363081	EB SR-54 to SB SR-93/I-75 on ramp	Interchange ramp (New)	\$8,450,699
4372242	Extend Aux Lane Along TPK NB entrance ramp from Sawgrass (MP 71.6-71.9)	Add Auxiliary Lane(s)	\$2,027,017
4060991	Hollywood Blvd / TPK (SR820 / SR91) Interchange Modification (MP 49)	Interchange Improvement	\$162,440
4208093	I-595/SR-862/ P3 from E of I-75 to W of I-95	Add Lanes and Reconstruct	\$447,297,954
4327091	I-75/SR-93 E side ramp Improvements at Griffin Rd	Interchange Improvement	\$16,891,874
4093542	I-95/I-595 Express Lanes Direct Connect, I-95 from Stirling to Broward Blvd	Interchange - Add Lanes	\$15,605,951
4378511	NW 136Th Ave at SR-84, SIS Facility Improvements	Add Turn Lane(s)	\$111,433
4439551	Oakland Park Blvd Interchange Improvements (Sawgrass Expressway MP 3)	Interchange Improvement	\$2,500
4440101	PD&E Express Lane Direct Connect Between Sawgrass (SR-869) & I-75 Interchange	PD&E/EMO Study	\$2,501,500
4357631	PD&E Widen Sawgrass Expressway S of Sunrise to S of US-441 (MP 0.5 to 18)	PD&E/EMO Study	\$2,000,000
4422121	PD&E Widen TPK From I-595 to Wiles Rd (8 to 10 Lanes) (MP 53-70)	PD&E/EMO Study	\$150,000
4369801	Pembroke Road from Douglas Rd (SW 89 Ave) to SR-817/University Dr	PD&E/EMO Study	\$2,495,047
4419561	Pembroke Rd from US-27 to SW 160Th Ave	PD&E/EMO Study	\$885,000
4419251	Pine Island Rd from SR-818/Griffin Rd to Nova Dr	Add Lanes & Reconstruct	\$25,010,414
4399391	SR-25/US-27 at boat ramps	Add Special Use Lane	\$755,192
4419551	SR-5/US-1 at SR-838/Sunrise Blvd	PD&E/EMO Study	\$2,000,000
4435891	SR-5/US-1 SB on ramp to WB I-595	Widen/Resurface Exist Lanes	\$6,992,287
4435911	SR-7/US-441 at Oakes Rd	Intersection Improvement	\$4,442,911
2277741	SR-7/US-441 from N of Hallandale Beach to N of Fillmore St	Add Lanes and Reconstruct	\$3,428,930
4405701	SR-817/University Dr at Sheridan St	Add Turn Lane(s)	\$1,055,000
4399111	"SR-820/Hollywood Blvd at SR-9/I-95 Interchange and S. 28th Ave"	Interchange Improvement	\$3,255,602
4449771	SR-820/Pines Blvd from US-27 to NW 196th Ave	PD&E/EMO Study	\$2,700,000
4080462	SR-820/Pines Blvd at SR-823/Flamingo Rd	PD&E/EMO Study	\$2,610,000

BROWARD MPO TRANSPORTATION IMPROVEMENT PROGRAM: ROADWAY CAPACITY PROJECTS

FM	DESCRIPTION	WORK MIX	TOTAL PROJECT COST IN YOY
4433091	SR-842/Broward Blvd from NW/SW 7th Ave to E of SR-5/US-1/Fed Hwy	Intersection Improvement	\$732,767
4361111	SR-858/Hallandale Beach Blvd E of RR Crossing #628290-Y to W of Ansin Blvd	Add Right Turn Lane(s)	\$27,103
4398911	SR-869/SW 10th St from W of SR-845/Powerline Rd to W of Military Trail	Add Managed Lanes	\$434,375,951
4358086	SR-9/I-95 at Cypress Creek Rd Interchange (East Side)	Interchange Improvement	\$1,570,260
4369581	SR-9/I-95 at SR-834/Sample Rd from S of NB Exit ramp to N of NB Entrance Ramp	Interchange Justification/ Modification	\$22,037,921
4355131	SR-9/I-95 at SR-842/Broward Blvd	Interchange - Add Lanes	\$21,071,102
4355141	SR-9/I-95 at Sunrise Blvd Interchange Improvement	Interchange Improvement	\$31,617,554
4369621	SR-9/I-95 at Copans Rd from S of NB exit ramp to N of SB to WB exit ramp	Interchange Justification/ Modification	\$23,799,710
4391711	SR-9/I-95 at Davie Blvd	Interchange - Add Lanes	\$2,585,000
4391721	SR-9/I-95 at SR-816/Oakland Park Blvd	Interchange - Add Lanes	\$2,585,000
4331088	SR-9/I-95 from Miami-Dade/Broward County Line to Palm Beach County Line	Preliminary Engineering for Future Capacity	\$4,250,000
4309321	SR-9/I-95 from N of SW 10th St to S of Hillsboro Blvd	Interchange Improvement	\$1,548
4331084	SR-9/I-95 from S of SR-842/Broward Blvd to N of SR- 870/Commercial Blvd	Add Special Use Lane	\$393,900
4369031	SR-9/I-95 from S of SR-858/Hallandale Bch Blvd to N of Hollywood Blvd	PD&E/EMO Study	\$13,267,907
4331086	SR-9/I-95 from S of SW 10th St to Broward/Palm Beach County Line	Add Special Use Lane	\$2,725,500
4391701	SR-9/I-95 from S of Sheridan St to N of Griffin Rd	Interchange - Add Lanes	\$3,030,000
4369641	SR-9/I-95 from S of SW 10th St to N of Hillsboro Blvd	Interchange - Add Lanes	\$34,433,758
4417231	SR-9/I-95 NB off-ramp to EB I-595	Add Lanes and Rehabilitate Pavement	\$288,722
4358082	SR-9/I-95 SB C/D Rd from Cypress Creek Rd to SR- 817/Commercial Blvd	Widen/Resurface Existing Lanes	\$5,905,101
4378324	SR-93/I-75 from Sheridan St to Griffin Rd Aux Lanes	Add Auxiliary Lane(s)	\$4,628,834
4151521	SR-93/I-75 Interchange @ SR-820 Pines Blvd from N of Miramar Pkwy to N of Pines Blvd	Interchange - Add Lanes	\$2,142,342
4215481	SR-93/I-75 Interchange @ Royal Palm Blvd from Griffin Rd to N of SW 14 St	Add Lanes and Reconstruct	\$2,124,600
4215486	SR-93/I-75 Interchange @ Royal Palm Blvd from Griffin Rd to Royal Palm Blvd	Add Lanes and Reconstruct	\$15,636,640
4215487	SR-93/I-75 Interchange @ Royal Palm Blvd from S Royal Palm Blvd to S SW 14 St	Add Lanes and Reconstruct	\$8,801,398
4307635	SR-93/I-75 Miami-Dade/Broward County Line to I-595	Preliminary Engineering for Future Capacity	\$25,000
4061031	Sunrise Blvd / TPK Interchange Modification (SR 838 / SR 91) (MP 58)	Interchange Improvement	\$37,100
4061561	SW 10th St/TPK (SR91) Interchange Modification (MP 71)	Interchange Justification/ Modification	\$2,318
4193361	TPK ramps from I-595 to Griffin Rd SB Work	Add Lanes and Reconstruct	\$386,000
4317561	University Dr from NW 40th St to Sawgrass Exp	Add Lanes and Reconstruct	\$21,318,027
4293281	Widen HEFT from NW 57th Ave to Miramar Plaza (MP 43-47) (4 to 8 Lanes) W/EI	Add Managed Lanes	\$2,079,128
4372241	Widen Sawgrass Exp from SR-7 to Powerline Rd (MP 18-21) (6 to 10 Lanes) W/EI	Add Lanes and Reconstruct	\$34,925,593
4354611	"Widen Sawgrass Exp from N of Atlantic to SR-7 (MP 8-18) (6 to 10 Lanes) (W Exp Lanes)"	Add Lanes and Reconstruct	\$195,229,607
4371551	Widen Sawgrass Exp from S of Sunrise to S of Atlantic (MP 0.5-6.6) (6 to 10 Lanes) W/Exp	Add Lanes and Reconstruct	\$277,913,192
4233736	Widen Spur (SR91) from Broward County to TPK Ext (SR821) (MP 3.3 to 3.6) 6 to 8 Lanes	Add Lanes and Reconstruct	\$1,500
4060951	Widen TPK (SR91) - HEFT (SR821) to N of Johnson St (MP 47-51) (6 to 10 Lanes) W/Exp	Add Lanes and Reconstruct	\$7,456,400
4060954	Widen TPK (SR91) from N of Johnson St to Griffin Rd (MP 51-53) (6 to 10 Lanes) W/Exp	Add Lanes and Reconstruct	\$5,100,000
4159271	Widen TPK (SR91) from Sawgrass to Palm Beach County Line (MP 71-73) (6 to 8 Lanes) W/EI	Add Lanes and Reconstruct	\$5,001,111

BROWARD MPO ROADWAY							
REF. ID	PROJECT SPONSOR	JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	TOTAL COST (2019\$)	TOTAL PROJECT COST IN YOE
1	Turnpike	Turnpike	Southern Turnpike Mainline/SR- 91	MP 71 - Sawgrass Expwy/ SR-869 to MP 73 - Broward/ Palm Beach County Line	Provide one auxiliary lane in each direction.	\$23,963,559	\$28,277,000
2	FDOT	State SIS	"I-95 @ Hillsboro Blvd"		Modify interchange.	\$341,500,847	\$402,971,000
3	FDOT	State SIS	I-95 @ I-595		Add 2 lanes to northbound I-95 off- ramp to eastbound I- 595.	\$1,286,441	\$1,518,000
4	FDOT	State SIS	I-75 @ Pines Blvd		Modify interchange.	\$56,989,831	\$67,248,000
5	Broward MPO	State	"SR-845/ Powerline Rd"	Palm Beach Co Line to SW 10th St	Widen from 4 to 6 lanes.	\$25,997,536	\$30,677,093
6	Broward MPO	State	"SR-822/ Sheridan St"	US-1 to Dixie Hwy	Widen from 4 to 6 lanes.	\$43,551,562	\$51,390,843

BROWARD MPO ROADWAY							
REF. ID	PROJECT SPONSOR	JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	TOTAL COST (2019\$)	TOTAL PROJECT COST IN YOE
7	FDOT	State SIS	SW 10th St	W of Powerline Rd to W of Military Trail	Add managed lanes.	\$538,357	\$666,000
8	FDOT	State SIS	"I-95 @ Broward Blvd"		Modify interchange.	\$98,825,802	\$126,821,000
9	FDOT	State SIS	I-95 @ Davie Blvd		Modify interchange.	\$41,271,910	\$58,637,000
10	FDOT	State SIS	I-95 @ Griffin Rd		Modify interchange.	\$274,216,060	\$406,298,000
11	FDOT	State SIS	I-595 Managed Lanes	E of I-75 to W of I-95	Continue payout agreement for managed lanes on I- 595.	\$975,311,642	\$1,553,047,000
12	Turnpike	Turnpike	Southern Turnpike Mainline/SR- 91	MP 47 - Turnpike Ext/ SR-821 to MP 51 - Johnson St	Widen to 10 lanes with express lane; includes interchange improvements at MP 47 - Turnpike Extension @ SR-821 and MP 49 - Hollywood Blvd/Pines Blvd @ SR-820.	\$152,630,769	\$198,420,000
13	Turnpike	Turnpike	Southern Turnpike Mainline/SR- 91	MP 51 - Johnson St to MP 53 - Griffin Rd/SR 818	Widen to 10 lanes with express lane; includes interchange improvement at MP 53 - Orange Dr/Griffin Rd/SR-818.	\$146,563,077	\$190,532,000
14	Turnpike	Turnpike	Southern Turnpike Mainline/SR- 91	MP 71 - Sawgrass Expwy/ SR-869 to MP 73 - Broward/ Palm Beach County Line	Widen to 10 lanes with express lane.	\$65,331,538	\$84,931,000
15	Turnpike	Turnpike	Sawgrass Expressway/ SR-869	"MP 18 - US 441/ SR-7 to MP 22 - Powerline Rd"	"Widen from 6 to 10 lanes with express lanes; includes interchange improvements at MP 18 - US 441 @ SR-7; MP 19 - Lyons Rd; MP 21 - Southern Turnpike Mainline/SR -91/SW 10th St."	\$405,922,308	\$527,699,000
16	FDOT	State	"I-95 @ Oakland Park Blvd"		Modify interchange.	\$42,378,796	\$63,496,000
17	Broward MPO	State	Hollywood Blvd	US-1 to SR-A1A	Conduct study to determine resiliency improvements.	\$1,500,000	\$1,500,000
18	Broward MPO	State	SR-A1A	South of Arizona St to Hallandale Beach Blvd	Conduct study to determine resiliency improvements.	\$1,500,000	\$1,500,000
19	Broward MPO	State	US-1/SR-5	Las Olas Blvd to Davie Blvd	Conduct study to determine resiliency improvements.	\$1,500,000	\$1,500,000
20	Broward MPO	State	US-1	Broward Blvd to Las Olas Blvd	Conduct study to determine resiliency improvements.	\$750,000	\$750,000

BROWARD MPO ROADWAY							
REF. ID	PROJECT SPONSOR	JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	TOTAL COST (2019\$)	TOTAL PROJECT COST IN YOE
22	Broward MPO	State	US-1	Pembroke Rd to Hallandale Beach Blvd	Conduct study to determine resiliency improvements.	\$1,000,000	\$1,000,000
23	Broward MPO	State	Hallandale Beach Blvd	US-1 to SR-A1A	Conduct study to determine resiliency improvements.	\$1,500,000	\$1,500,000
25	City of Deerfield Beach	State	SE 10th St	Dixie Hwy to US-1	Conduct multimodal feasibility study.	\$750,000	\$750,000
26	Broward MPO	State	"County Line Rd/ HEFT Extension"	I-95 to Florida's Turnpike	Conduct multimodal feasibility study.	\$1,500,000	\$1,500,000
27	SFRTA	State	"Pompano Beach FEC- SFRC Connection"		Construct track connection between FEC rail corridor and SFRC at Pompano Beach.	\$77,700,000	\$77,700,000
28	FDOT	State	Griffin Rd	Old Griffin Rd intersection	Construct interim reconfiguration of north approach to intersection.	\$4,440,000	\$4,440,000
29	Town of Davie	State	Florida's Turnpike Interchange @ Griffin Rd/ Orange Dr		Construct improvements to interchange.	\$51,240,000	\$51,240,000
30	Broward MPO	State	Oakland Park Blvd @ SR-7		Construct center turn overpass.	\$99,900,000	\$99,900,000
31	FDOT	State	US-1/SR-5	McNab Rd/15th St to Cypress Creek Rd/62nd St	Add eastbound left- turn lane.	\$2,450,980	\$2,450,980
32	City of Coral Springs	State	University Dr @ Royal Palm Blvd		Add dual left-turn lanes on University Dr southbound at Royal Palm Blvd.	\$1,035,990	\$1,035,990
33	Town of Hillsboro Beach	State	"SR-A1A @ Hillsboro Blvd"		Reconfigure intersection; additional EB to NB turn lane, allow through movement EB to WB, and extend left-turn lane NB to WB.	\$6,822,751	\$6,822,751
34	FDOT	State	"US 1/I-595 Westbound On-Ramp"		Improve intersection alignments along US- 1 and add additional lane to US-1/I-595 WB on-ramp.	\$8,880,000	\$8,880,000
35	City of Hallandale Beach	State	Hallandale Beach @ NE 14th Ave		Implement dual left- turn lane from EB Hallandale Beach Blvd to NB NE 14th Ave.	\$3,714,781	\$3,714,781
36	Broward MPO	State	South Florida Rail Corridor @ Copans Rd		Construct grade separation at railroad crossing.	\$52,458,600	\$52,458,600
42	City of Hallandale Beach	Non-State	SE 9th St FEC Rail Crossing Realignment	Dixie Hwy to US-1	Construct grade separation over railroad crossing. Add EB to NB left-turn lane at US-1.	\$1,898,432	\$1,898,432
43	City of Miramar	Non-State	Pembroke Rd	SW 160th Ave to SW 184th Ave	Widen from 2to 4 lanes with median, bicycle lanes, sidewalks, lighting, landscaping, hardscape, and irrigation systems.	\$31,413,000	\$31,413,000
44	City of Parkland	Non-State	University Dr	Old Club Rd to Loxahatchee Rd	Widen from 2 to 4 lanes with bike lanes and sidewalks.	\$11,501,130	\$11,501,130
45	Turnpike	Turnpike	Southern Turnpike Mainline/SR- 91	"MP 54 - I-595 to MP 70 - Wiles Rd"	"Conduct study to widen from 6/8 to 10/12 lanes with express lane; includes interchange improvements at MP 62 - Commercial Blvd @ SR-870; MP 67 - Coconut Creek Pkwy/ Martin Luther King Blvd/ Blount Rd; MP 69 - Sample Rd @ SR-834. Includes new interchanges at MP 61 - Oakland Park Blvd and MP 63 - Cypress Creek Rd."	\$2,990,789	\$4,546,000

BROWARD MPO ROADWAY

REF. ID	PROJECT SPONSOR	JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	TOTAL COST (2019\$)	TOTAL PROJECT COST IN YOE
46	FDOT	State SIS	I-95	S of Hallandale Beach Blvd to N of Hollywood Blvd	Add highway capacity.	\$202,219,737	\$307,374,000
47	FDOT	State SIS	I-95 @ Stirling Rd		Modify interchange.	\$5,265,132	\$8,003,000
48	FDOT	State SIS	I-95	S of Commercial Blvd to N of Cypress Creek Rd	Add highway capacity.	\$132,963,158	\$202,104,000
49	FDOT	State SIS	US-27	Krome Ave (Miami- Dade County) to Evercane Rd (Hendry County)	Implement corridor management/ITS.	\$23,635,526	\$35,926,000
50	City of Tamarac	State	"SR-7 @ Commercial Blvd"		Construct urban interchange.	\$328,560,000	\$499,411,200
53	City of Pembroke Pines	Non-State	Sheridan St	196th Ave to US- 27	Widen from 2 to 4 lanes (includes sidewalk on one side).	\$13,237,489	\$20,120,984
57	FDOT	State SIS	I-95	SR-84 to S of Broward Blvd	Add highway capacity.	\$279,476,518	\$540,170,000
58	FDOT	State SIS	I-95	N of Broward Blvd to Sunrise Blvd	Add highway capacity.	\$40,522,119	\$76,824,000
59	FDOT	State SIS	US-27	Pembroke Rd to SW 26th St (N of Griffin Rd)	Add service-frontage- connector and distributor system and new interchanges.	\$78,861,565	\$151,234,000
60	FDOT	State SIS	US-27	Krome Ave (Miami- Dade County) to Broward/ Palm Beach County Line	Add freight capacity.	\$320,574,467	\$620,311,000
61	Broward MPO	State	South Florida Rail Corridor @ Sample Rd/ SR-834		Construct grade separation at railroad crossing.	\$52,458,600	\$102,294,270
62	Broward MPO	State	"FEC Rail Corridor @ Sample Rd/SR -834"		Construct grade separation at railroad crossing.	\$52,458,600	\$102,294,270
63	Broward MPO	State	FEC Rail Corridor @ Commercial Blvd/SR-870		Construct grade separation at railroad crossing.	\$52,458,600	\$102,294,270
64	Broward MPO	State	Pines Blvd @ Flamingo Rd		Construct center turn overpass.	\$99,900,000	\$194,805,000
65	Broward MPO	State	Atlantic Blvd @ Powerline Rd		Construct center turn overpass.	\$99,900,000	\$194,805,000
66	Broward MPO	State	University Dr @ Pines Blvd		Construct center turn overpass.	\$99,900,000	\$194,805,000
67	City of Hallandale Beach	State	Hallandale Beach Blvd Bypass		Add EB to NB left- turn lane at US-1.	\$71,501,760	\$139,428,432
68	Broward MPO	State	South Florida Rail Corridor @ Atlantic Blvd/SR-814		Construct grade separation at railroad crossing.	\$52,458,600	\$102,294,270
69	Broward MPO	Non-State	South Florida Rail Corridor @ NW 62nd/ Cypress Creek		Construct grade separation at railroad crossing.	\$52,458,600	\$102,294,270
71	Town of Southwest Ranches	Non-State	Griffin Rd		Widen Griffin Rd from 2 to 4 lanes (include new bike lanes, install solar lighting from I-75 to US- 27).	\$21,843,338	\$42,594,509

PALM BEACH TPA PRIORITY PROJECTS

L RTP #	FM	PROJECT LIMITS	PROJECT DESCRIPTION	2020-2024 TIP (FUNDING)	PROJECT COST FUNDED
TPA001	2296584	Atlantic Ave from SR 7 to Lyons Rd	Widen 2L to 4L	\$25,134	\$0
TPA002	4405751	Atlantic Ave from Lyons Rd to Jog Rd	Widen 4L to 6L	\$21,403	\$81,910
TPA003		Atlantic Ave from Military Trl to US 1	Enhanced transit & assoc. multimodal improvements	\$0	\$2,095
TPA004		Boynton Beach Blvd from Military Trl to US 1	Enhanced transit & assoc. multimodal improvements	\$0	\$2,394
TPA005		Congress Ave from Yamato Rd to Okeechobee Blvd	Enhanced transit & assoc. multimodal improvements	\$0	\$1,576
TPA006	4353432	FEC Railway from 15th St in WPB to Martin County	Construct supplemental safety measures	\$751	\$0
TPA007		Forest Hill Blvd from SR 7 to US 1	Enhanced transit & assoc. multimodal improvements	\$0	\$5,506
TPA008		Glades Road from Butts Rd to US 1	Enhanced transit & assoc. multimodal improvements	\$0	\$1,556
TPA009		"Lake Worth Rd from SR 7 to US 1 SR 7 from Lake Worth Rd to Forest Hill Blvd"	Enhanced transit & assoc. multimodal improvements	\$0	\$6,584
TPA010		Military Trl from Glades Rd to PGA Blvd	Enhanced transit & assoc. multimodal improvements	\$0	\$2,254
TPA011	4417581	"Okeechobee Blvd from SR 7 to US 1 SR 7 from Forest Hill Blvd to Okeechobee Blvd"	Enhanced transit & assoc. multimodal improvements	\$3,750	\$91,310
TPA012		Hooker Highway from SR 715 to SR 80	Widen 2L to 4L	\$0	\$23,940
TPA015	4297671	Tri-Rail Northern Layover Facility on SFRC E of I-95 in Mangonia Park/WPB	Construct new layover and light maint. facility	\$8,000	\$0
TPA017	4170316	Tri-Rail Coastal Link on FEC railway from Boca Raton to West Palm including stations in Boca Raton, Delray Beach, Boynton Beach, Lake Worth and West Palm Beach	New Commuter Rail passenger service	\$2,500	\$0
TPA018	4170317	Tri-Rail Coastal Link on FEC railway from West Palm to Jupiter Including stations in West Palm Beach, Riviera Beach, Lake Park, Palm Beach Gardens, and Jupiter	New Commuter Rail passenger service	\$1,350	\$0
TPA019		Tri-Rail Extension on CSX/SFRC from Mangonia Park to Blue Heron Blvd, including a new station at the VA Hospital in Riviera Beach	Commuter Rail passenger service extension	\$0	\$1,100
TPA021		US 1 from Boynton Beach Blvd to PGA Blvd	Enhanced transit & assoc. multimodal improvements	\$0	\$5,052
TPA022		US 1 from Palmetto Park Rd to Boynton Beach Blvd	Enhanced transit & assoc. multimodal improvements	\$0	\$5,526
TPA023	4417571	US 27 Connector from US 27 to SR-715/Hooker Hwy	New 2L	\$250	\$45,237
TPA024		Passenger Station on FEC railway @ Palmetto Park Rd in Boca Raton	Passenger Rail station	\$0	\$17,315
TPA025		Passenger Station on FEC railway @ PGA Blvd in Palm Beach Gardens	Passenger Rail station	\$0	\$20,965

PALM BEACH TPA COUNTY

L RTP #	FM	SIS	PROJECT LIMITS	PROJECT DESCRIPTION	2020-2024 TIP (FUNDING)	PROJECT COST FUNDED
PBC006			45th St at Military Trl	Intersection improvements	\$0	\$6,500
PBC029	4330641	2012517	Congress Ave from Northlake Blvd to Alt AIA	New 3L	\$9,000	\$0
PBC020	4378781	2012504	Forest Hill Blvd at Military Trl	Intersection improvements	\$11,781	\$0
PBC047			Indiantown Rd from Island Way to Central Blvd	Intersection improvements	\$0	\$7,842
PBC055			Lantana Rd from High Ridge Rd to Andrew Redding Rd	Widen 5L to 6L	\$0	\$6,375
PBC065			Military Trl from Linton Blvd to Lake Ida Rd	Intersection improvements	\$0	\$4,500
PBC073			Northlake Blvd from SR 7 to Beeline Hwy	Widen 4L to 6L	\$0	\$3,480
PBC074			Northlake Blvd from I-95 to Congress Ave	Intersection improvements	\$0	\$3,480
PBC094			"Powerline Rd from Broward County Line to Palmetto Park Rd"	Widen 4L to 6L	\$0	\$8,288

PALM BEACH TPA FDOT

L RTP #	FM	SIS	PROJECT LIMITS	PROJECT DESCRIPTION	2020-2024 TIP (FUNDING)	PROJECT COST FUNDED
TPK001	4397411		Turnpike @ Hypoluxo Rd	New Interchange	\$2,000	\$0
TPK002	4182141		Turnpike from Broward County to Glades Rd	Widen 6L to 10L with managed lanes	\$10,855	\$389,807
TPK003	4171321		Turnpike from Glades Rd to Atlantic Ave	Widen 6L to 10L with managed lanes	\$9,820	\$676,430
TPK004	4371691		Turnpike from Atlantic Ave to Boynton Beach Blvd	Widen 6L to 10L with managed lanes	\$10,521	\$332,975
TPK005	4061435		Turnpike from WPB Service Plaza to Okeechobee Blvd	Widen 4L to 8L with managed lanes	\$349,230	\$0
TPK006	4061436		Turnpike from Okeechobee Blvd to SR-710/Beeline Hwy	Widen 4L to 8L with managed lanes	\$0	\$182,124
TPK007	4157481		Turnpike from SR-710/Beeline Hwy to Indiantown Rd	Widen 4L to 8L	\$26,156	\$495,314
SIS001		3407	Beeline Hwy/SR-710 from Blue Heron Blvd to Congress Ave	Intersection & TSMO Improvements	\$0	\$28,715
SIS002	4192511		Beeline Hwy/SR-710 from Blue Heron Blvd to Northlake Blvd	Widen 4L to 6L	\$123,242	\$0
SIS003	4127331		I-95 @ 10th Ave North	Modify Interchange	\$8,913	\$23,142
SIS004	4365191		I-95 @ 45th St	Construct Diverging Diamond Interchange	\$19,474	\$14,629
SIS005	4369631		I-95 @ 6th Ave South	Modify Interchange	\$17,047	\$0
SIS006	4397591		I-95 @ Belvedere Rd	Add 2nd NB to EB right turn lane	\$3,946	\$0
SIS007	4441211	3416	I-95 @ Belvedere Rd	Modify Interchange - Southbound Ramp	\$355	\$64,407
SIS008	4132651		I-95 @ Central Blvd	Construct New Interchange	\$9,149	\$78,471
SIS021	4358041		I-95 @ Boynton Beach Blvd	Modify Interchange	\$56,619	\$0
SIS009	2319321		I-95 @ Gateway Blvd	Modify Interchange	\$20,748	\$41,860
SIS036	4124204		I-95 @ Glades Rd	Modify Interchange	\$3,286	\$0

PALM BEACH TPA FDOT

L RTP #	FM	SIS	PROJECT LIMITS	PROJECT DESCRIPTION	2020-2024 TIP (FUNDING)	PROJECT COST FUNDED
SIS010	4132571		I-95 @ Hypoluxo Rd	Modify Interchange	\$3,464	\$17,185
SIS011	4397581		I-95 @ Indiantown Rd	Signalize NB Ramp, Add EB Lane on Indiantown	\$8,248	\$0
SIS012	4132581		I-95 @ Lantana Rd	Modify Interchange	\$10,481	\$19,786
SIS013	4353841		I-95 @ Linton Blvd	Modify Interchange	\$2,537	\$0
SIS014	4353842		I-95 @ Linton Blvd	Modify Interchange	\$12,925	\$0
SIS015	4358031		I-95 @ Northlake Blvd	Add turn lanes, lengthen ramps, access mgmt	\$54,541	\$0
SIS016	4397551		I-95 @ Okeechobee Blvd	Add right turn from EB Okeechobee Blvd to SB I-95	\$1,157	\$0
SIS017	4132601		I-95 @ Palm Beach Lakes Blvd	Modify Interchange	\$1,486	\$12,993
SIS018	4435901		I-95 @ PGA Blvd	Add Auxiliary Lane to SB on-ramp	\$999	\$6,552
SIS019	4355161		I-95 @ Southern Blvd	Modify Interchange	\$7,775	\$8,403
SIS020	4372791		I-95 @ Woolbright Rd	Modify Interchange	\$26,429	\$12,714
SIS025	4442021	3399	I-95 from Linton Blvd to Southern Blvd	Add managed lanes (potentially convert HOV, add 2 managed Lanes (12 total + aux))	\$2,500	\$765,416
SIS027	4442022	3400	I-95 from Southern to Congress Ave (overpass)	"Add managed lanes (potentially convert HOV, add 2 managed Lanes (12 total + aux))"	\$5,400	\$135,877
SIS037	4442023	3401	I-95 from Congress Ave (overpass) to Blue Heron Blvd	Add managed lanes (potentially convert HOV, add 2 managed Lanes (12 total + aux))	\$0	\$269,257
SIS026	4132522	3402	I-95 from S of Indiantown Rd to Martin County	"Add highway capacity (potentially widen 6L to 8L)"	\$125	\$54,057
SIS028	4378681		Southern Blvd @ SR-7	Add EB and WB Right & Left Turn Lanes	\$3,488	\$5,411
SIS029		3395	Southern Blvd @ SR-7	Modify Interchange	\$0	\$56,022
SIS030	4363071		Southern Blvd @ Forest Hill Blvd	Add turn lane	\$312	\$0
SIS038	4351581		Southern Blvd @ Sansbury Way	Modify Intersection	\$343	\$0
SIS031		3396	Southern Blvd from US-27 to I-95	Corridor Management, ITS	\$0	\$21,886
SIS032		3393	"Southern Blvd from W of Binks Forest Drive to W of Royal Palm Beach Blvd"	"Add highway capacity (potentially widen 6L to 8L)"	\$0	\$30,396
SIS033		3394	Southern Blvd from W of Royal Palm Beach Blvd to I-95	Add highway capacity	\$0	\$6,000
SIS034		3390	US 27 from Broward County to Hendry County	Add freight roadway capacity	\$0	\$641,701
SIS035		3391	"US 27 from Krome Avenue (Miami-Dade County) to Evercane Road (Hendry County)"	Corridor Management, ITS	\$0	\$35,926

PALM BEACH TPA FDOT PROJECTS

L RTP #	FM	SIS	PROJECT LIMITS	PROJECT DESCRIPTION	2020-2024 TIP (FUNDING)	PROJECT COST FUNDED
TPK001	4397411		Turnpike @ Hypoluxo Rd	New Interchange	\$2,000	\$0
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SIS001		3407	Beeline Hwy/SR-710 from Blue Heron Blvd to Congress Ave	Intersection & TSMO Improvements	\$0	\$28,715
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PALM BEACH TPA FDOT PROJECTS						
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SIS035		3391	"US 27 from Krome Avenue (Miami-Dade County) to Evercane Road (Hendry County)"	Corridor Management, ITS	\$0	\$35,926

SYSTEM PERFORMANCE NOW AND IN THE FUTURE

ROADWAY INVESTMENTS

NETWORK ENHANCEMENTS

The projects in the 2045 Cost Feasible Plan increases highway capacity by about 12 percent in lane miles, with Miami-Dade County having a slightly higher increase compared to Palm Beach and Broward Counties. More than half of the capacity increase is on limited access roadways, which include freeways, toll roads, and other uninterrupted roadways.

HIGHWAY PERFORMANCE

As a region, vehicle-miles of travel is expected to increase by about 30 percent from 2015 to 2045. This is consistent with the similar expected percentage growth in population in the region. As is the case with expected population growth, the percentage growth in VMT is higher in Miami-Dade County than in the other two counties; this effect appears to be dampened somewhat by the higher congestion levels in Miami-Dade County.

When looking at VMT by facility type and by jurisdiction, freeways showed the smallest increase reflecting the higher volumes and capacity constraints on existing freeways. In Miami-Dade and Broward Counties, all remaining HOV lanes yet to be converted to managed lanes will be converted. The same will occur for not all, but a majority of remaining HOV lanes in Palm Beach County. These conversions nearly double the amount of lane-miles for toll roads throughout the region. Tables 6 through 9 summarizes system performance.

TABLE 08 ROADWAY SNAPSHOT – LANE MILES ADDED BY JURISDICTION

COUNTY	2015	2045	DIFFERENCE	PERCENTAGE DIFFERENCE
Miami-Dade	6,000	6,900	900	+15%
Broward	5,000	5,400	400	+10%
Palm Beach	5,100	5,600	600	+11%
TOTAL	16,000	17,900	1,900	+12%

TABLE 09 ROADWAY SNAPSHOT – LANE MILES ADDED BY FACILITY TYPE

FACILITY TYPE	2015	2045	DIFFERENCE	PERCENTAGE DIFFERENCE
Limited Access	3,400	4,500	1,100	+33%
High Speed Arterials	8,600	9,100	500	+6%
Low Speed Roadways	4,000	4,300	300	+7%
TOTAL	16,000	17,900	1,900	+12%

TABLE 10 SUMMARY OF VMT BY JURISDICTION, 2015 BASE AND 2045 COST FEASIBLE SCENARIOS

COUNTY	2015	2045	PERCENTAGE DIFFERENCE
Miami-Dade	46,384,000	60,705,000	+31%
Broward	37,784,000	48,534,000	+28%
Palm Beach	31,993,000	41,353,000	+29%
TOTAL	116,161,000	150,592,000	+30%

TABLE 11 SUMMARY OF CHANGE IN VMT BY JURISDICTION AND FACILITY TYPE

COUNTY	FREEWAYS	UNINTERRUPTED ROADWAYS	HIGH SPEED ARTERIAL	LOW SPEED ARTERIAL	HOV LANES	TOLL ROADS	ALL FACILITIES
Miami-Dade	+4%	+140%	+21%	+31%	-100%	+68%	+31%
Broward	+15%	+37%	+24%	+35%	-100%	+92%	+28%
Palm Beach	+11%	+55%	+31%	+35%	-77%	+107%	+29%
TOTAL	+10%	+71%	+25%	+32%	-84%	+82%	+30%

Large changes in HOV Lanes and Toll Roads is due to conversion to a Managed Lanes system



MAJOR HIGHWAY PROJECTS

Major highway projects in the regional cost feasible network by county included:

MIAMI-DADE COUNTY

- › Elevate Okeechobee Road over NW 116 Way and Miami Canal, interchange improvements
- › SR 826 (Palmetto Expy.) eastbound Ramp to SR 9A/ I-95 NB
- › SR 826 (Palmetto Expy.), add lanes & reconstruct from I-75 North of Canal C-8 Bridge
- › SR 836 (Dolphin Expy.)/I-395, bridge replacement/add lanes from west of I-95 to MacArthur Causeway Bridge
- › SR 25 (Okeechobee Rd), depress mainline and add service road from east of NW 116 Way to east of NW 87 Avenue
- › SR 826 (Palmetto Expy.), managed lanes from US 1 to SR 836
- › I-95 from US 1 to Broward County Line, managed lanes/capacity/operations
- › Florida's Turnpike, Golden Glades Interchange improvements
- › Florida's Turnpike, widen from Golden Glades Interchange/I-95 to SR 821
- › Kendall Pkwy/SR 836 (Dolphin Expy.) SW extension, new multimodal corridor
- › SR 924 (Gratigny Expy.) Parkway West, new extension to SR 821

BROWARD COUNTY

- › Modify interchange of I-95 at Hillsboro Boulevard
- › Modify interchange of I-95 at Griffin Road
- › I-595 managed lanes, east of I-75 to west of I-95
- › Sawgrass Expressway/SR-869, widen from 6 to 10 lanes with express lanes and interchange improvements
- › Construct interchange, SR-7 at Commercial Boulevard
- › Add highway capacity on I-95 from SR-84 to south of Broward Boulevard
- › Add freight capacity to US 27 from Miami-Dade County to Palm Beach County

PALM BEACH COUNTY

- › Florida's Turnpike managed lanes
- › I-95 managed lanes from Linton Blvd. to Southern Boulevard
- › Add freight roadway capacity to US 27 from Broward County to Hendry County

TRANSIT INVESTMENTS

TRANSIT NETWORK ENHANCEMENT

Transit route miles significantly increased as a region, with Miami-Dade County anticipated to increase the most. Due to the recent Broward County sales surtax approval, it is expected that Broward's transit network will increase more than indicated in the 2045 MTP.

TRANSIT RIDERSHIP

Transit boardings are forecast to increase over time. Transit ridership is affected not only by the transit service provided but also the impact of congestion on mode shifts.

TABLE 12 HIGH-CAPACITY TRANSIT AND COMMUTER/EXPRESS SERVICE ROUTE MILES ADDED

TRANSIT OPERATOR	2015	2045	CHANGE	PERCENTAGE DIFFERENCE
Commuter Rail	71	85	14	+19%
Urban Rail	24	35	11	+45%
BRT/LRT	0	149	149	+100%
Express Routes	328	465	137	+42%
TOTAL	424	735	311	+73%



MAJOR TRANSIT INVESTMENTS

Major transit projects included in the Cost Feasible Plan network included:

MIAMI-DADE

- › Implement Bus Rapid Transit (BRT) along South Dade Transitway
- › North Corridor, Elevated Fixed Guideway Rapid Transit connecting MLK Station to Unity Station
- › Kendall Corridor, Rapid Transit connecting the West Kendall Transit Terminal to the Dadeland area Metrorail Stations
- › Beach Corridor, Rapid Transit connecting Midtown/Miami CBD to Miami Beach Convention Center area.
- › East-West Corridor, Rapid Transit connecting western Miami-Dade County to downtown Miami via the MIC
- › Flagler Corridor, Implement Bus Rapid Transit Service from Tamiami Station to Downtown Intermodal Terminal
- › Northeast Corridor, additional Heavy Rail operations extending from the City of Miami's urban core north to the City of Aventura's northern edge at the County line
- › Bus Express Rapid Transit corridors (BERT)

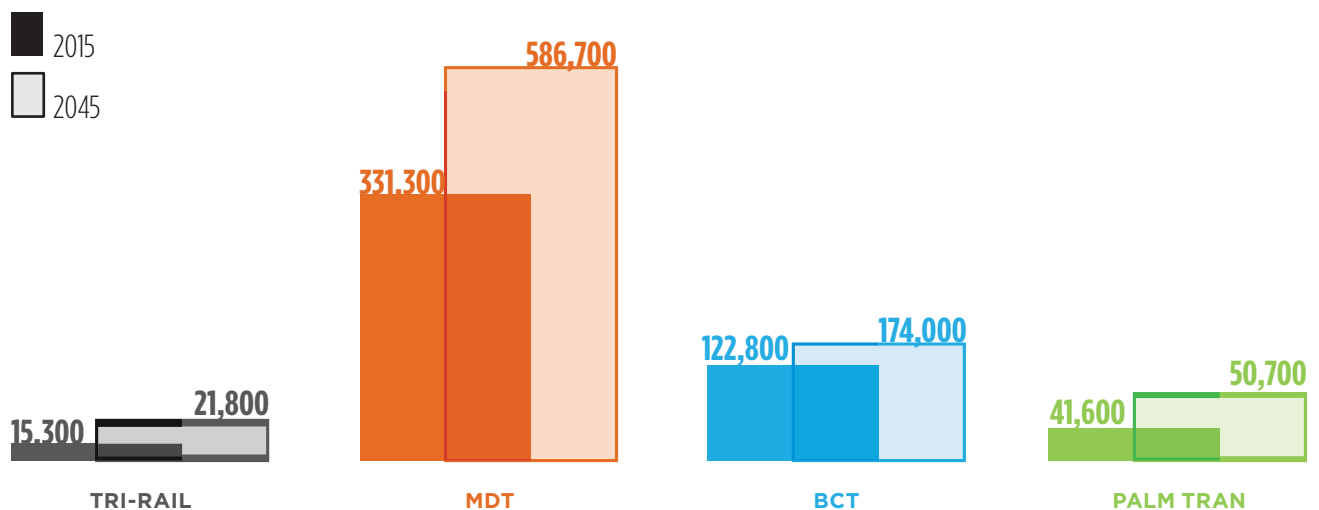
BROWARD

- › University Drive Rapid Bus, Coconut Creek (Sample Road) to Miami-Dade County Line (Golden Glades Interchange)
- › Hollywood/Pines Blvd. Rapid Bus, Flamingo Road (Pembroke Pines) to Hollywood (Young Circle)

PALM BEACH COUNTY

- › No major transit investments; however, committed funding for several transit planning corridor studies related to the 561 Plan

FIGURE 30 REGIONAL TRANSIT BOARDINGS BY OPERATOR

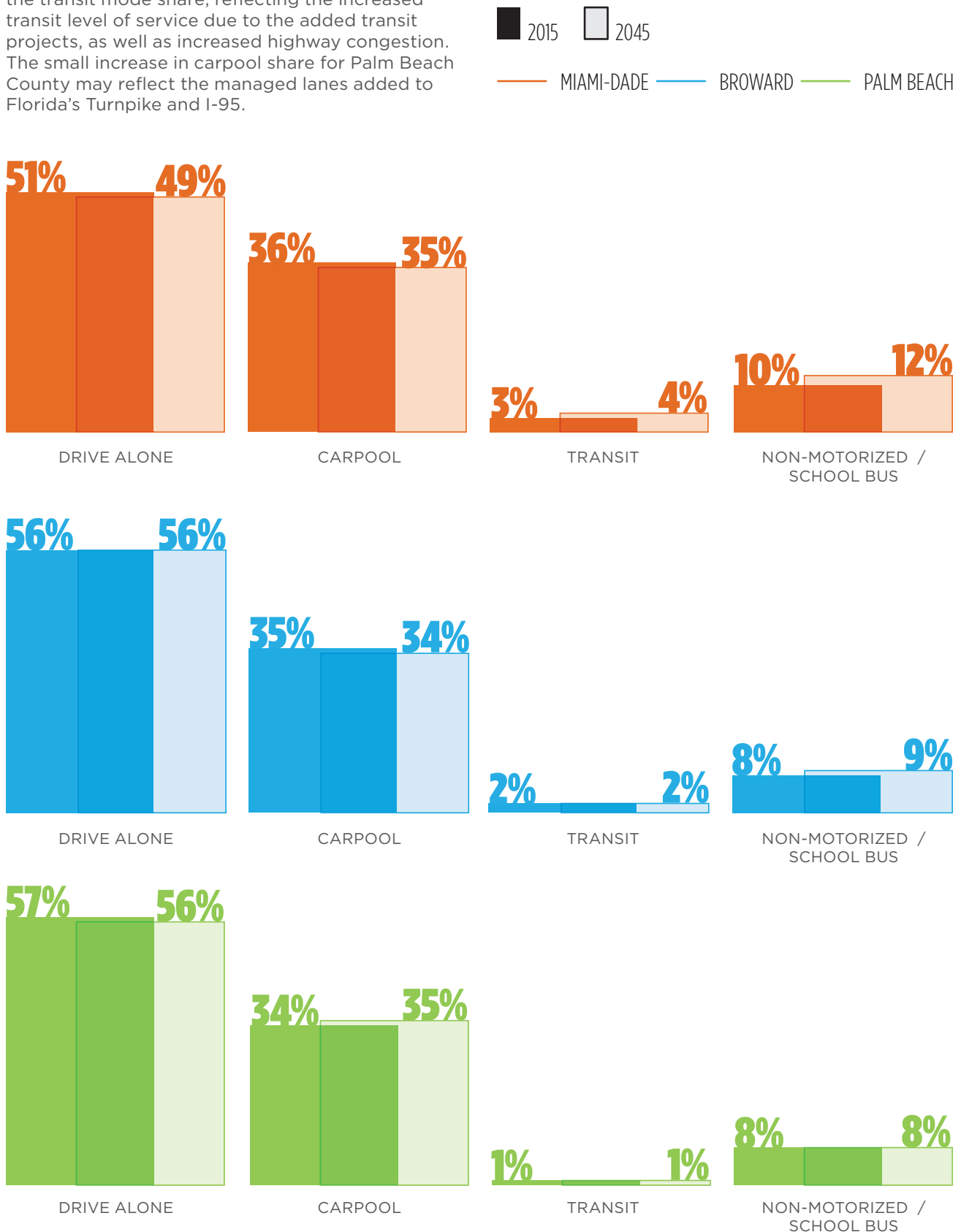


Based on the Southeast Florida Regional Planning Model version 8.0

MODE CHOICE

The 2045 Cost Feasible Plan network will increase the transit mode share, reflecting the increased transit level of service due to the added transit projects, as well as increased highway congestion. The small increase in carpool share for Palm Beach County may reflect the managed lanes added to Florida's Turnpike and I-95.

FIGURE 31 2015 BASE YEAR MODE CHOICE AND 2045 COST FEASIBLE MODE CHOICE



Based on the Southeast Florida Regional Planning Model version 8.0

AVERAGE TRIP LENGTH

Overall, there is a very slight decrease in average trip length. Average home to work distances are expected to decrease slightly while trip lengths for other purposes are expected to show small increases. The small differences may be due to the fact that work trips are more likely to occur in the peak when the existing congestion in the region is expected to increase even more by 2045.



FIGURE 32 AVERAGE REGIONAL TRIP DISTANCES BY PURPOSE (MILES)

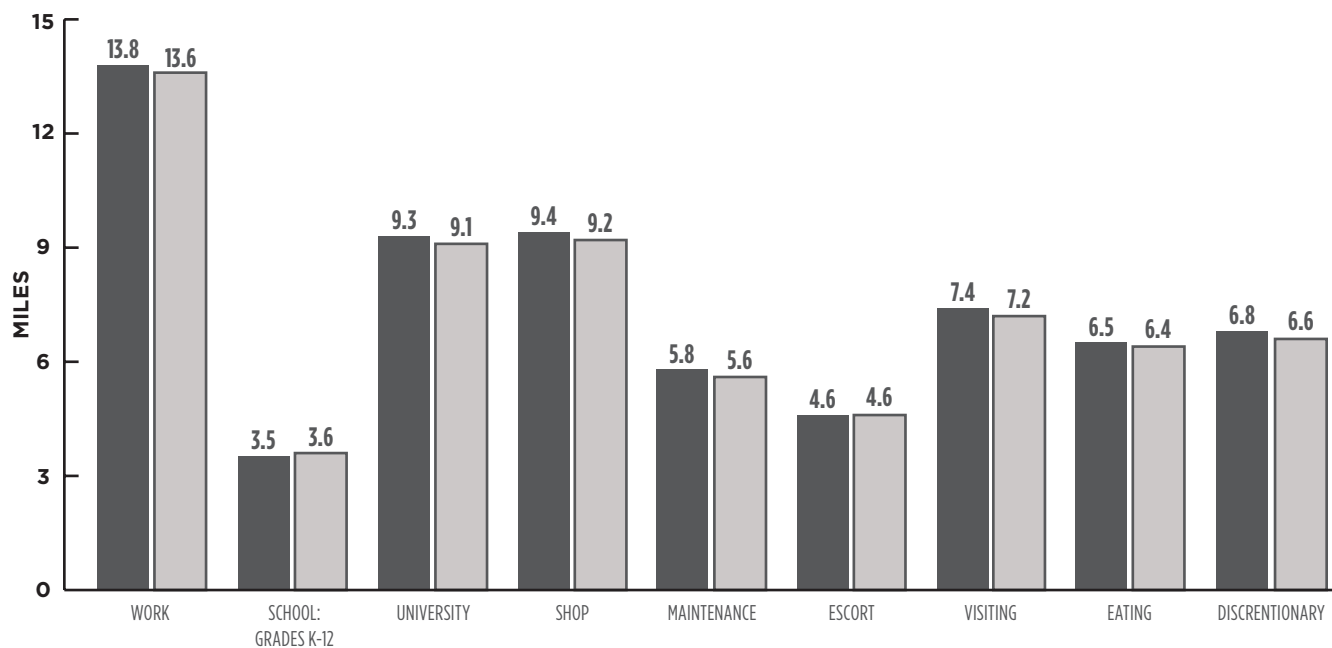
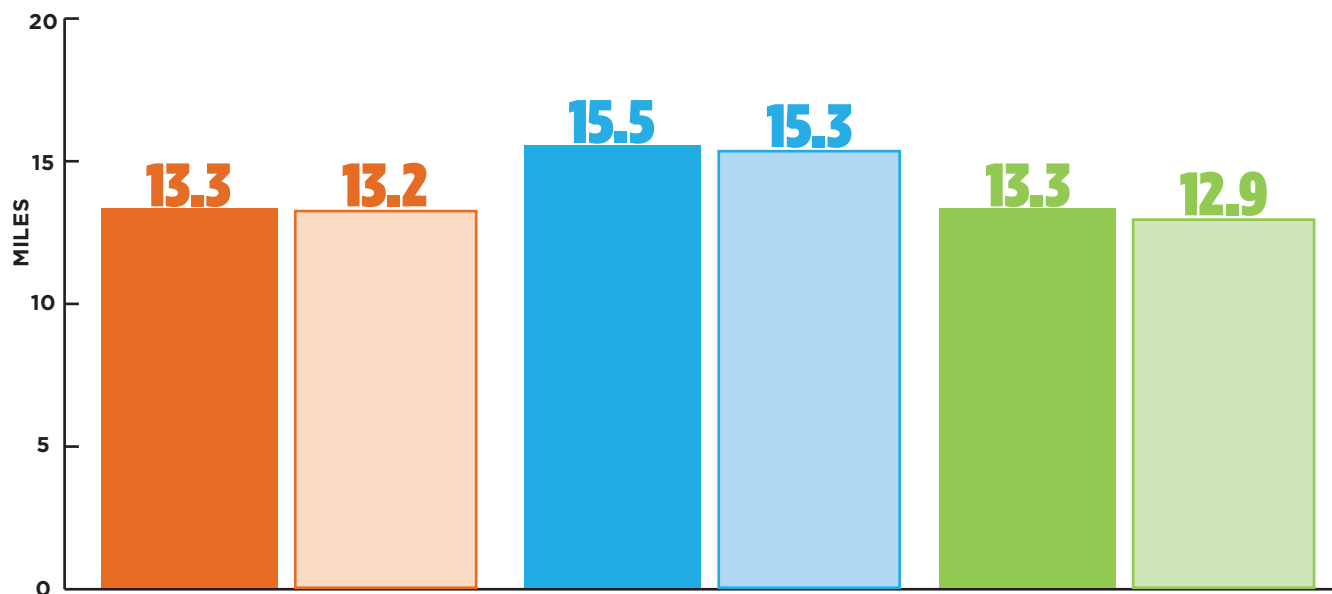


FIGURE 33 AVERAGE WORK TRIP DISTANCE BY COUNTY (MILES)



Maintenance trips are defined as picking up/dropping off passengers, personal business/services, and/or medical appointments.

Based on the Southeast Florida Regional Planning Model version 8.0



PRIORITIES & POLICIES

PRIORITIES & POLICIES

It is evident from the MPOs' respective 2045 MTPs that transit investments as well as supporting transit infrastructure such as sidewalks and bicycle facilities are desired. However, the challenge of being able to prioritize funding to those desires still exists for Southeast Florida. The MPOs' Needs Plan compared to the Cost Feasible Plan indicates a disconnect between what we want to invest in versus what we are able to invest in given current funding program limitations.

Figure 34 summarizes the amount of Surface Transportation and Transportation Alternatives funding each MPO has to use at their discretion. In addition to the limitations placed on funding programs in terms of what types of investments they can be spent on, the lack of funding is further exacerbated by the fact that only a small portion of transportation revenue allotted for MPOs to prioritize at their discretion based on community, partner, and Board desires.

A majority, 75-85%, of the region's future revenue (for new capital investments) is going towards roadway capacity-related projects. Miami-Dade TPO however is maximizing opportunities to use existing transportation funding sources while developing local and federal partnerships to ultimately fund and implement the smart plan. Overtime, the allocation of the Broward County sales surtax on multimodal projects will result in a closer alignment between priorities and investment decisions. The Palm Beach TPA's 561 plan, although currently unfunded, aims to ultimately create a multimodal system in Palm Beach County.

BELOW SUMMARIZES HOW EACH MPO ALLOCATED THE SURFACE TRANSPORTATION - URBANIZED (SU) AND TRANSPORTATION ALTERNATIVES (TALU) FUNDS ACROSS VARIOUS TRANSPORTATION INVESTMENT TYPES.

MIAMI-DADE TPO

Transit and Transit-Supportive Infrastructure identified through the SMART Plan is the #1 priority.

BROWARD MPO

- 20% Roadway
- 10% Transit
- 15% Systems Management/Safety
- 25% Complete Streets & Localized Incentives
- 10% Mobility Hubs

PALM BEACH TPA

- 13% Transit
- 73% Complete Streets/Pedestrian and Bicycle
- 14% Roadway

FIGURE 34 **AMOUNT OF FLEXIBLE FUNDING FOR MPO PRIORITIES**

\$ Miami-Dade
\$912 Million

\$ Broward
\$538 Million

\$ Palm Beach
\$462 Million

The amount of funding the MPOs can influence the most is less than 5% of the total revenue available.

SE FLORIDA PROSPERITY PLAN: BETTER REGION. BETTER LIFE.

In the past several MTP cycles, the Southeast Florida region has been desiring to further fund and advance a multimodal transportation system that may better serve a fast-growing urbanized area that has, for the most part, been “built-out” from a land availability standpoint as well as a roadway capacity standpoint for years, if not decades. This has been a common theme in the

PREFERRED SCENARIO

BETTER REGION. BETTER LIFE.

The Online Scenario Modeler gave the region the ability to explore and vote on their preferred future scenario. In four months of voting mid-June through mid-October of 2013 the site was visited by over 100 people a week. Thousands got a chance to comment and weigh in on the scenarios throughout the scenario modeling process.



**TREND: STAY THE
COURSE**

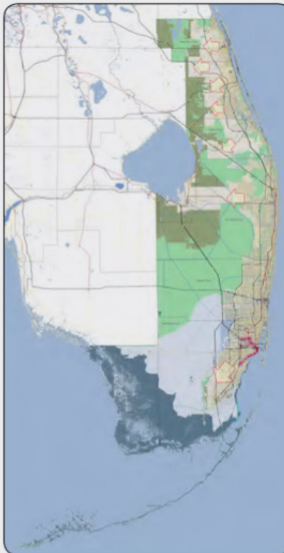
SUBURBAN EXPANSION

STRATEGIC UPGRADES

REGION IN MOTION



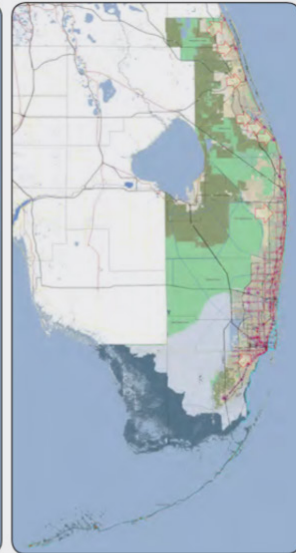
4%



19%



4%



73%

MPOs MTPs over the years, as well as evident in the Seven50 Prosperity Plan completed in 2014.

Seven50 (“seven counties, 50 years”) is a blueprint for growing a more prosperous, more desirable Southeast Florida during the next 50 years and beyond. The plan was developed to help ensure a vibrant and resilient economy, and stewardship of the fragile ecosystem in what is quickly becoming one of the world’s most important mega-regions.

Seven50 engaged a host of leading experts and thousands of citizens across the seven-county

region of Southeast Florida (Monroe County to Indian River County) to create a dynamic plan to guide decision-making as our region grows and evolves.

The greater Southeast Florida region spoke in 2013, and then too agreed that a more resilient multimodal system is where we will find our best future.

PREFERRED SCENARIO: REGION IN MOTION

A significant percentage of the roughly 3 million new residents by 2060 are accommodated in walkable, transit oriented development centers along existing rail lines such as the FEC and CSX lines which extend from south of Miami to Sebastian and beyond. Neighborhoods and communities are better connected to rail transit by streetcar or bus. Public streets are upgraded to provide a balance between all users of the rights of way: cars, buses, transit, cyclists, and pedestrians. Diverse transportation options keep the growing region in motion.

At the new walkable centers a range of building types and densities are developed to avoid monotonous places with one building type and an overwhelming scale. A diversity of housing also allows a variety of people in different stages of their lives to live together, generating more complete, stable, and active communities. The region begins to attract more young, highly paid, information-economy workers who seek walkable urban environments.

Climate change adaptation becomes a high priority and not just along the coast. Sea’s rise effect on regional drainage becomes a priority. Numerous areas along the coast are protected against some effects of sea level rise with increased investments including stormwater system enhancement, back-flow preventers, increased natural and constructed coastal defences, and other investments. Current Everglades restoration projects are completed and regional and state cooperation bolster the efforts to help mitigate the effects of saltwater intrusion into the water supply for additional years.

Region in Motion Metric Summary

Transit Investment:

High transit investment: North/South Major TODs along FEC line and CSX line (heavy rail/premium transit), East/West Minor TODs along inter-county transit lines (streetcars, bus rapid transit).

Percentage of Trips By Transportation Option (Mode Share):

Car (60%), Transit (20%), Bike (10%), Walk (10%)

Distance To Transit:

75% of households will live within walking distance (1 mile) of transit.

Distance To Schools: 75% of households will live within walking distance (1 mile) of a public school.

Distance To Parks:

90% of households will live within walking distance (1 mile) of a park.

Vehicle Emissions/Pollution:

7.4 million vehicular trips contribute to air pollution yet fossil fuel emissions are *reduced* by 40% of today.

Transportation Costs:

Total percent of Household Income Spent on Transportation Costs: 10%

Housing Costs:

Total percent of Household Income Spent on Housing Costs: 33%

Health/Obesity Rates:

The rate of obesity is 17%, less than many regions around the US and in Florida. Transportation choices & walkable areas help avoid the rate increase.

Artists in the Workplace:

An increase in artistic employment from 1.5% to 3.34%, establishing Southeast Florida as a creative enclave comparable to New York, Portland, and Boston.

Creative Class In The Workforce:

The creative class makes up 35% of the total working population, bringing the region average up to the top 50 of the US. Other regions within the top 50 include Washington D.C., Atlanta, New York, Los Angeles, and Chicago.

Migration:

More people will choose to live in the southern counties than is currently projected under the trend scenario due to multimodal transportation and redevelopment investments in the southern counties of Miami-Dade, Broward and Palm Beach.

Farmland

190 square miles of farmland protected over the trend scenario. The majority of the farmland protected is in the northern counties of St. Lucie, Martin, and Indian River.

New Roads & Infrastructure to Build & Maintain:

7.3 billion in public investment is saved on new roads and utilities over the trend scenario.

POLICIES AND FUNDING

PROGRESS BEING MADE

Transportation-related partnerships, collaboration, hard work, passion, perseverance, and education over the past several years have been moving the region in a direction more aligned with our goals. Because of this strong foundation, the region finds itself in a prime position to seek further change that will have everlasting impact towards a different future, that is more multimodal, accessible, connected, and safe for all users.

2020 SMART PLAN OVERVIEW

BACKGROUND

Miami-Dade County is the most populous county in Florida, representing 2.7 million residents. Miami is a global hub representing not only the “Gateway of the America’s”, but also the nation’s southeast capital for international freight and cargo, as well as the number one passenger cruise port in the world.

HISTORY

On February 16, 2016, the Miami-Dade TPO Governing Board unanimously approved a policy to set as “highest priority” the advancement of rapid transit corridors and transit supportive projects for the county. TPO staff and Governing Board members then embarked on a peer exchange whereby they visited similar urban areas who have successfully implemented their respective comprehensive transit plans. During this time, the TPO Board established the TPO Transit Solutions Committee (TSC), TPO Fiscal Priorities Committee (FPC), and the TPO Governance Committee (GC) “to improve transit mobility options and increase the capacity of our public transportation infrastructure.” The TPO TSC immediately began obtaining and considering input from transportation partner agencies, elected officials, and the public at large for a plan that they then developed and recommended for approval by the full TPO Board. Then on April 21, 2016, the TPO Governing Board unanimously endorsed the Strategic Miami Area Rapid Transit “SMART” Plan, which constitutes a program of rapid transit projects (TPO Resolution #26-16).

THE SMART PLAN

The SMART Plan is a bold infrastructure investment program of projects containing six (6) rapid transit corridors: Beach Corridor; East-West Corridor; Kendall Corridor; North Corridor; Northeast Corridor; and the South Dade Transitway. Another critical component of the SMART Plan is a network of express buses, known as Bus Express Rapid Transit (BERT) (see following map). The BERT system will connect the SMART rapid transit corridors on limited access facilities. Together, this network aims to significantly improve

transportation mobility, provide a world-class transit system that will support economic growth and competitiveness in the global arena.

The SMART Plan represents a vision for our region that is both strategic and far-reaching, creating a system of multiple transportation options by leveraging existing infrastructure, and integrating technology at the highest levels. The Plan is comprehensive, proactive, and supports the future population and employment growth anticipated in our region. An estimated 1.7 million people live within a 2-mile radius of the SMART Plan alignments, representing approximately 63% of the most populous county in Florida. This innovative approach effectively expands the reach of transit in Miami-Dade County and beyond.

LOCAL FUNDING

Miami-Dade voters approved the half penny sales surtax in 2002 to demonstrate a local commitment to mass-transit expansion. This dedicated funding source is available to match State and Federal funds for the implementation of the SMART Plan. The Miami-Dade TPO, in coordination with Miami-Dade County Department of Transportation & Public Works (DTPW) and Florida Department of Transportation (FDOT) District Six, have fully funded all six (6) rapid transit environmental studies. In addition, the TPO has prioritized allocating over \$900 Million of their Federal Surface Transportation Block Grant SU funds at \$30 million a year for a period of thirty (30) years to bolster their local funds to advance the development of the corridors. Other local funding sources include the Transportation Infrastructure Improvement District (TIID) Tax Increment Finance funds projected at a value of over \$1.8 Billion over 40 years, and Joint Development Revenue from existing Metrorail Transit Oriented Development valued at over \$130 Million. State and Federal funding partnerships will be critical to deliver these projects.

STUDIES AND LOCALLY PREFERRED ALTERNATIVES

As stated above under local funding, rapid transit environmental studies, also known as Project Development and Environmental (PD&E) Studies, were initiated for all six corridors by FDOT District Six and DTPW beginning in 2017. The PD&E Studies are serving as the next step in the planning process to evaluate the implementation of a cost-effective, premium transit system and infrastructure within the corridors as part of an overall interconnected premium transit network. A focus on providing multimodal street improvements to accommodate premium transit service has been, and is being determined through an evaluation of transit options – mode, alignment, station stop locations, etc.

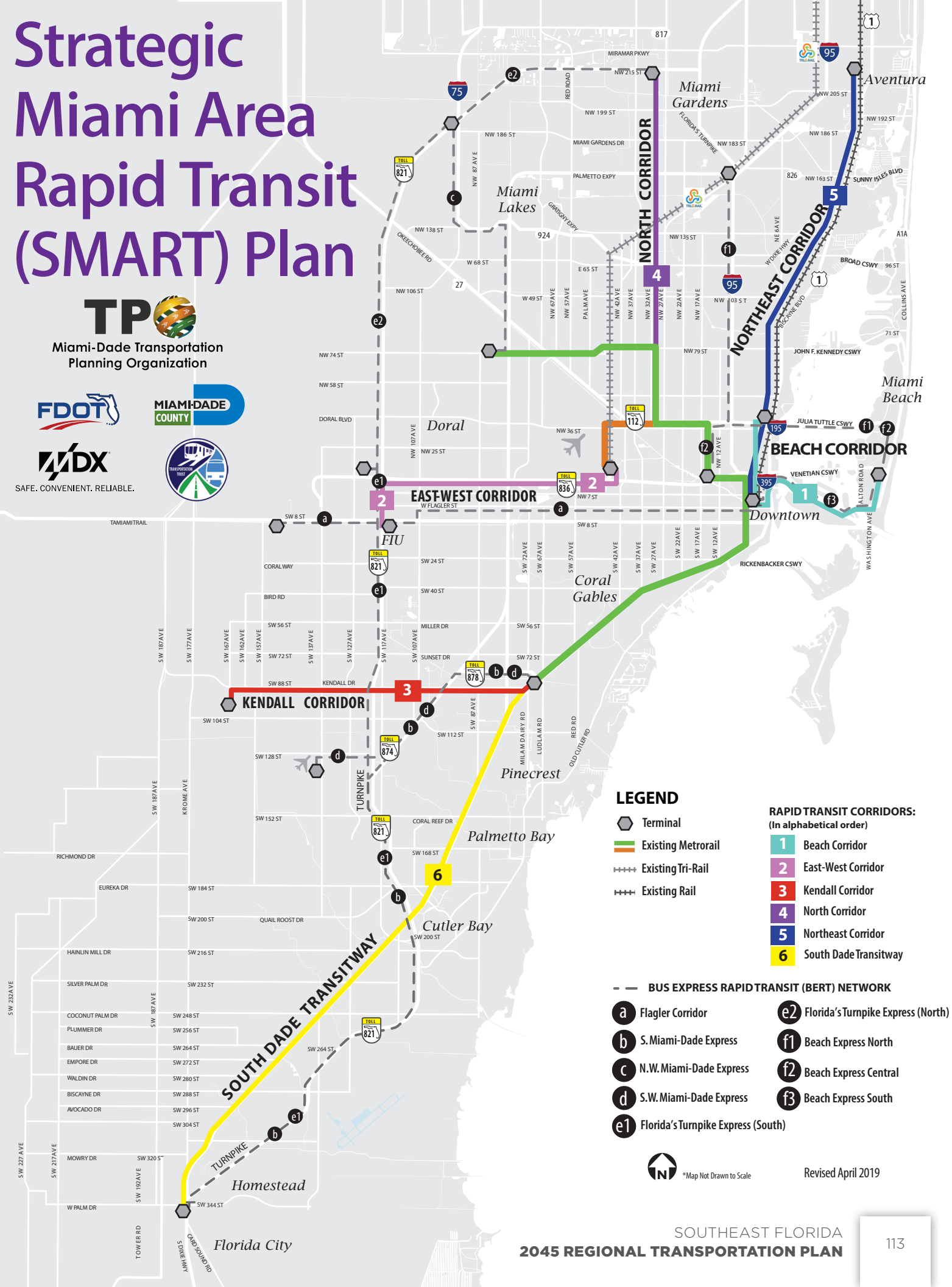
Strategic Miami Area Rapid Transit (SMART) Plan



Miami-Dade Transportation
Planning Organization



SAFE. CONVENIENT. RELIABLE.



LEGEND

- Terminal
- Existing Metrorail
- Existing Tri-Rail
- Existing Rail

RAPID TRANSIT CORRIDORS: (In alphabetical order)

- 1** Beach Corridor
- 2** East-West Corridor
- 3** Kendall Corridor
- 4** North Corridor
- 5** Northeast Corridor
- 6** South Dade Transitway

BUS EXPRESS RAPID TRANSIT (BERT) NETWORK

- a** Flagler Corridor
- b** S. Miami-Dade Express
- c** N.W. Miami-Dade Express
- d** S.W. Miami-Dade Express
- e1** Florida's Turnpike Express (South)
- e2** Florida's Turnpike Express (North)
- f1** Beach Express North
- f2** Beach Express Central
- f3** Beach Express South



*Map Not Drawn to Scale

Revised April 2019

To complement the PD&E Studies, the Miami-Dade TPO simultaneously embarked upon Land Use Scenario & Visioning Planning (LUS&VP) for all six corridors, because transit supportive land use plays a critical role in the success of major rapid transit investments. Two series of charrettes were conducted for each of the six corridors. The first series assisted in the scenario development exercise for the task associated with land use scenarios development and testing. The second series then focused on each of the corridors' visioning work. These exercises developed a land use scenario plan for each of the six SMART Plan corridors, and provided the technical basis for the development of transit supportive land uses. Examining this interrelationship has been key to achieving community goals through the integration of transportation land use planning and development of strategies.

As a result of PD&E and LUS&VP work, recommended locally preferred alternatives (LPA) have been presented to the community and adopted by the Miami-Dade TPO Governing Board. During the summer of 2018, the TPO Board adopted Bus Rapid Transit (BRT) as the LPA for the South Dade Transitway. Then following in the winter 2018-19, the TPO Board adopted Elevated Fixed Guideway as the LPA for the North Corridor. In the fall of 2019, this LPA was further refined and adopted with Heavy Rail Technology.

SMART PLAN DEMONSTRATION PROGRAM

Pursuant to Resolutions #14-18 and # 29-18, the Miami-Dade TPO, in partnership with the FDOT, Miami-Dade County DTPW, CITT, South Florida Regional Transportation Authority (SFRTA), and numerous local municipalities have coordinated to advance the SMART Plan with the opening of numerous SMART Plan Demonstration Program services to provide congestion relief in the short-term. This program is a vision of the Miami-Dade TPO Governing Board to provide immediate solutions for the critical first and last mile connections, while expanding access to transit. Demonstration projects focus on increasing first and last mile connectivity to existing and future SMART Plan transit stations, and on-demand and enhanced integration of transit services at county and municipal levels.

BROWARD COUNTY PENNY SURTAX

Broward County voters approved a 30-year, one percent sales surtax for transportation in November 2018. The sales surtax took effect on January 1, 2019. The first distribution of sales surtax revenues was received by Broward County from the Department of Revenue in March 2019. More than 1,100 projects are contained in the Transportation Surtax Plan: over 400 are County roadway and transit improvements and over 700 are municipal-requested. Broward's project-based plan was reviewed by transportation and financial experts and addresses five goals that target the community's biggest transportation problems:

CREATE CONNECTIVITY

This goal addresses a few issues:

- › Deploying Connected Vehicle (CV) infrastructure to reduce congestion
- › Bridging infrastructure to allow better access to a destination, such as a road connecting two existing roads, or a bridge breaching the gap between existing infrastructure or completing the path of a sidewalk
- › Better first-/last-mile connections to transit services
- › Fiber optic backbone

TRAFFIC SYSTEM MANAGEMENT

Help relieve traffic congestion by:

- › Incorporating intersection improvements that include additional turn and thru lanes, and light synchronization
- › Expanding the ITS systems improves traffic management capabilities, thus increasing traffic flow and reducing bottlenecks
- › Building multimodal infrastructure
- › Roadway widening

IMPROVE TRANSIT SERVICE

Improve transit service by:

- › Incorporating full funding for existing Municipal Community Shuttles and new expanded service
- › Incorporating full funding for high-demand, specialized transportation services for persons with disabling conditions (Paratransit)
- › Creating a more reliable, responsive and accessible Transit Service System that includes new fleet vehicles (including electric), restoration of service, increase in frequency, expansion of service hours, additional shelters, mobile ticketing, free WiFi and download of Library materials, and ADA enhancements.

ENHANCE MULTIMODAL OPTIONS

Expand the availability and safety of multimodal transportation where residents and visitors have various options to get around in addition to driving such as:

- › Walking
- › Biking
- › Using public transit
- › Skating
- › Scooters

The plan is also designed to add more green, open space for walking, biking, and recreation across the county.

ECONOMIC DEVELOPMENT AND BENEFITS

Economic development and benefits will result from the 30% for 30 Years certified small business enterprise goal on eligible sales surtax projects by assuring tax dollars stay in our communities and benefit local businesses. An annual estimated \$53 million for Broward's certified small businesses and an estimated \$1.59 billion competitive procurement opportunities over 30 years are expected.

- › The 30% for 30 Years program funds and supports capacity-building and technical assistance to ensure small businesses are competitive for sales surtax funding.
- › Increased direct, indirect and induced jobs in many sectors including high-wage industries with approximately 30,000 new jobs are anticipated over 30 years.
- › Apprenticeships and other programs directed at areas with high unemployment and under employment rates aim to use sales surtax-funded projects as a path to make employability more equitable, which benefits everyone who lives in Broward County.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY/TRI-RAIL

The South Florida Regional Transportation Authority, Tri-Rail's parent, is collaborating with the Florida East Coast Railway (FEC), which owns the Brightline commuter service, to provide direct service to the Miami Central Terminal. Rail partners have invested \$70 million to establish the Tri-Rail Downtown Miami Link, funding 26 trains and nine miles of new rail infrastructure. The 450-person trains will provide a one-seat ride to and from downtown Miami and the West Palm Beach area, with stops up and down the coast.



VIRGIN TRAINS/BRIGHTLINE

Virgin Trains USA, operating as Brightline until mid-2020, began public operations between West Palm Beach and Fort Lauderdale January 2018 and May 2018 between West Palm Beach and Miami.

As of November 2019, it is the only privately owned and operated intercity passenger railroad in the United States. The service runs along the Florida East Coast Railway (FEC) between Miami and West Palm Beach, with an intermediate stop at Fort Lauderdale. Construction of a new rail line servicing Orlando is expected to be completed in 2022.



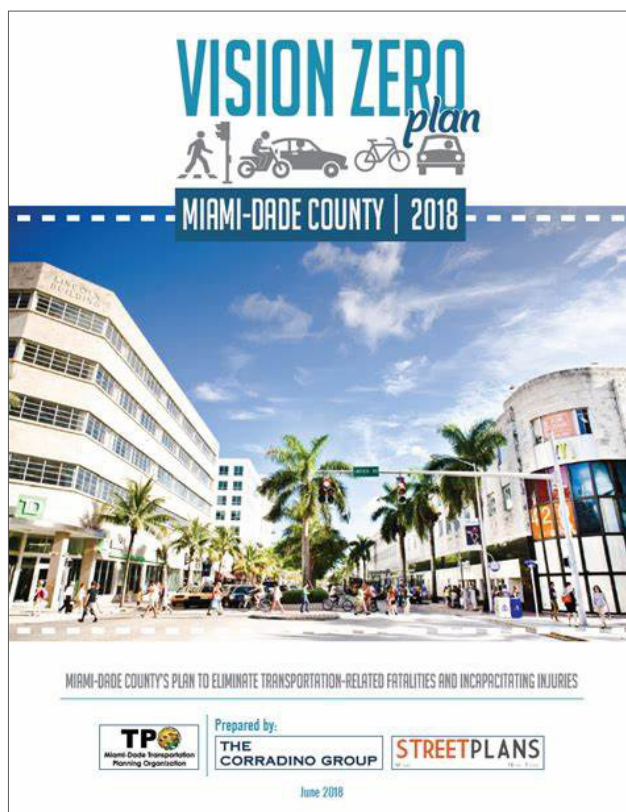
VISION ZERO

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it is gaining momentum in major American cities.

MIAMI-DADE COUNTY VISION ZERO PLAN

The 2018 Miami-Dade Vision Zero Plan is a systematic approach to implementing safety countermeasures and policies to reduce, and ultimately eliminate fatalities and serious injuries related to mobility in Miami-Dade County. Key objectives of this Plan include: establishing a methodology by which crash statistics can continue to be used to determine priorities for crash locations improvements; measuring the ongoing progress of the Plan; providing a means to engage local government and citizenry; and offering specific guidance on proven safety countermeasures.

In keeping with the goal of Vision Zero, and based on a thorough review of the state-of-the-art, this Plan proposes the total elimination of all traffic-related deaths and serious injuries by the year 2030, which recognizes that progress will take time. Some efforts may not yield visible results immediately. Stakeholders need to bring both a strong sense of urgency to their efforts, as well as a focus on sharing and measuring efforts as they develop longer-term investments in safety.



BROWARD MPO BICYCLE AND PEDESTRIAN SAFETY ACTION PLAN

The Broward MPO adopted the Bicycle and Pedestrian Safety Action Plan in 2018 as an effort to make Broward's streets safer to walk and bike. The purpose of the action plan is to analyze historical bicycle and pedestrian crash data and identify crash patterns in order to develop recommendations and countermeasures to improve Broward's unsafe bicycle and pedestrian environment. Broward MPO staff worked alongside a diverse stakeholder group, known as the "Advocacy Team," to guide this effort and participate in the data analysis and field reviews. As part of the plan, the Advocacy Team conducted a complete review of all bicycle and pedestrian crashes over the past five years in the Broward region and identified five crash hot spots to focus the analysis. The Advocacy Team classified these hot spots into five different typologies (urban intersection, suburban intersection, urban corridor, suburban corridor, and beach access corridor) as a way to expand the application of the crash analyses countywide. Additionally, the team conducted on-site field visits to survey the bicycle and pedestrian environment and identified a priority list of action items to pursue based on feedback from the data and analysis. Based on data analysis, field reviews, and feedback received from the Advocacy Team, the plan established the following Calls to Action: Set the Stage, Create Safe Streets, Prevent Aggressive Behavior, and All Hands on Deck. These actions have been prioritized and will be moved forward through the latest MTP and MPO programming efforts.



PALM BEACH TPA VISION ZERO

In February 2018 and again in 2019 and 2020, the Palm Beach TPA Governing Board adopted targets of zero traffic-related fatalities and serious injuries. In April 2019, the TPA adopted a Vision Zero Action Plan to progress toward these targets grounded in six key principles:

- › Traffic-related fatalities and serious injuries are preventable and unacceptable.
- › Human life takes priority over mobility.
- › Human error is inevitable, so the transportation system should allow for it to happen without death or serious injury.
- › A system-level approach to safety should be adopted to effect change.
- › Safe human behaviors, education, and enforcement are essential contributors to a safe system.
- › High speed is a primary cause of traffic death and serious injury; it should be managed with sensitivity to vulnerable road users.



VISION ZERO NETWORK IN SOUTHEAST FLORIDA

The Vision Zero Network is a collaborative campaign aimed at building the momentum and advancing this game-changing shift toward safe, healthy, equitable mobility for all. The Network brings together local leaders in health, traffic engineering, police enforcement, policy and advocacy to develop and share strategies, policies and practices that make Vision Zero a reality. For the Southeast Florida region both West Palm Beach and Fort Lauderdale are part of this network.

STATEWIDE EFFORT TOWARD ZERO DEATHS

Across the state, Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted their own version of the national vision, “Driving Down Fatalities,” in 2012. The Strategic Highway Safety Plan (updated in 2016) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. Currently being updated, the data-driven SHSP focuses on 13 Emphasis Areas which reflect ongoing and emerging highway safety issues in Florida.



COMPLETE STREETS GUIDELINES AND POLICIES

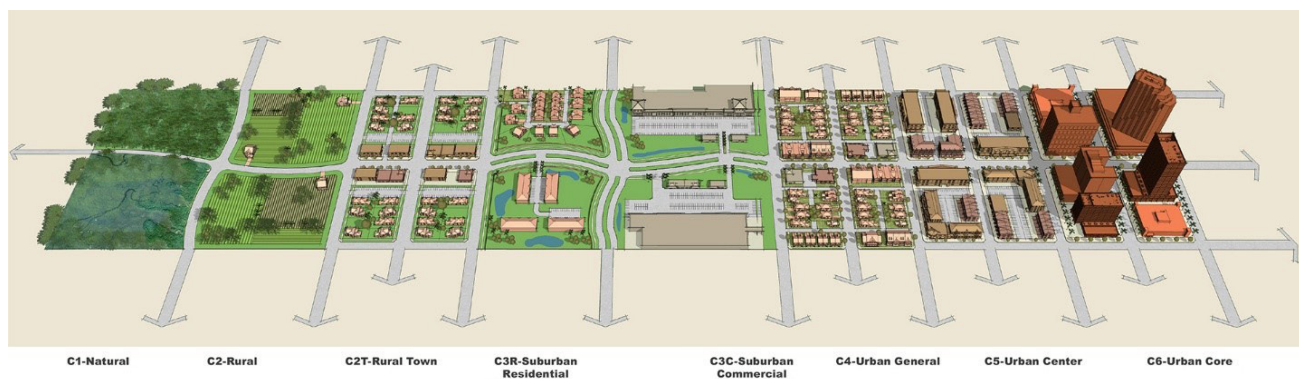
Each county and MPO in the region has developed Complete Streets Guidelines-- some have even won awards! These guidelines serve as the “DNA” of streets and help to determine how walkable and bicycle-friendly neighborhoods and communities are, how conducive cities are to transit use, and how livable communities become. These documents offer a universal way to design streets and provides guidance for municipalities that decide to adopt these principles to create better streets for their businesses, residents and visitors. The guidelines prepared across the Southeast Florida region are based on universal complete streets principles that aim to design streets for people of all ages and physical abilities and accommodate all travel modes. The end result will include more livable neighborhoods with:

- › Healthier people (complete streets benefits include healthier hearts, minds, and bodies);
- › Increased social capital (more regular interactions with neighbors, visitors and business patrons); and
- › Increased active transportation (due to increased and improved facilities for walking, bicycling, and accessing public transportation).

CONTEXT CLASSIFICATION AND FDOT DESIGN MANUAL

In 2014, the Florida Department of Transportation adopted a policy calling for the planning, design, construction and operation of a context-sensitive system of complete streets to serve users of all ages and abilities. Existing FDOT design manuals, however, limited the ability of planners and engineers to fully embrace and implement complete streets. These manuals focused on design standards for roadways with design speeds of 45 mph or higher, and offered limited flexibility for planners and engineers looking to tailor innovative solutions to the diverse contexts, needs and places served by Florida’s state roadways.

To support FDOT’s Complete Streets policy, FDOT offices and districts worked together to create a context classification system to describe land use patterns throughout the state. This context classification system helps to emphasize the need to support all users within a complete network of streets, according to each street’s existing and desired future context and transportation characteristics. Each complete street will strike a different balance of user comfort based on these contexts and characteristics. The context classification system has been integrated into the Florida Design Manual and will, over time, influence and reshape the design of the transportation system throughout the state and Southeast Florida. The FDOT Design Manual (FDM), sets forth geometric and other design criteria, as well as procedures, for FDOT projects. The information contained within it applies to the preparation of contract plans for roadways and structures.



Source: FDOT Context Classification Transect

FLORIDA TRANSPORTATION PLAN

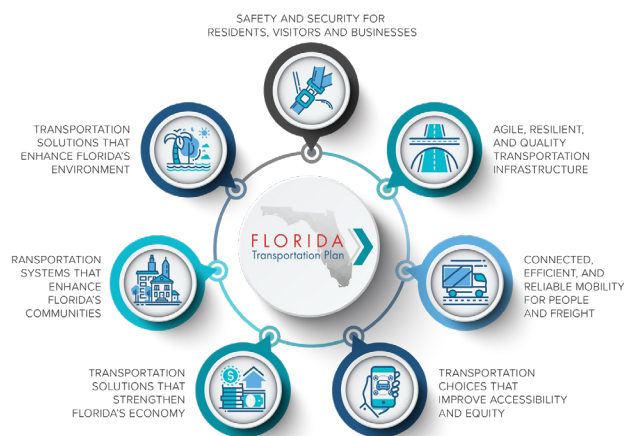
The Florida Transportation Plan (FTP) is the state's long-range plan guiding Florida's transportation future. The FTP is a plan for all of Florida – and affects every resident, business, and visitor.

The FTP is important because it not only sets a long-range vision for the future, but it guides transportation decisions today. It considers how we will:

- Attain our goal of zero fatalities on Florida's transportation system.
- Provide a more efficient and mobile transportation system.
- Meet the needs of a growing and changing population.
- Make our economy more competitive.
- Enhance the quality of life and environment of Florida's communities.
- Increase opportunities for access to transit and other modes of transportation.
- Address emerging issues such as the rapid changes in technology.

The FTP update is being guided by a diverse 30+ member Steering Committee representing the public, private, and civic sectors. That includes members from the Metropolitan Planning Organization Advisory Council.

Once the FTP update is completed, the Strategic Intermodal System Policy Plan update will follow - therefore being guided by the FTP update.



CLIMATE COMPACT

In January 2010, Broward, Miami-Dade, Monroe, and Palm Beach Counties united to form the Southeast Florida Regional Climate Change Compact as a way to coordinate mitigation and adaptation activities across county lines. Since then, the four Compact counties have advanced local and regional responses to—and preparations for—the effects of climate change, including sea level rise, flooding, and economic and social disruptions. They have expanded to work with a growing number of Federal, State, regional, municipal, nonprofit, academic, and private sector partners.

Today, the Compact represents a new form of regional climate governance designed to allow local governments to set the agenda for adaptation, while providing State and Federal agencies with access to technical assistance and support. The Compact's work is widely recognized as one of the nation's leading examples of regional-scale climate action, and it continues to serve as an exemplary mechanism for collaboration on climate adaptation and mitigation efforts.

The Compact calls on the counties to work cooperatively to:

- › Develop annual legislative programs for presentation to and approval by the respective County Boards, and jointly advocate for State and Federal policies and funding
- › Dedicate staff time and resources to create a Southeast Florida Regional Climate Action Plan, which outlines recommended mitigation and adaptation strategies to help the region pull in one direction and speak with one voice
- › Meet annually at the Southeast Florida Regional Climate Leadership Summit to mark progress and identify emerging issues

MUCH TO DO TO SEE SIGNIFICANT CHANGE

POLICIES CHANGES DESIRED AROUND TRANSIT, LAND USE, AND FUNDING

Determined through data and analysis as part of the RTP Scenario Planning activity, the following policy topics are desired for Southeast Florida.

REGIONAL TRANSIT IS KEY TO SUPPORT ANTICIPATED GROWTH AND LONG-TERM MOBILITY.

- › A regionally connected, high-capacity transit system is needed to change Southeast Florida's mobility outlook and move the number of people we are anticipating.
- › Demand for auto travel will continue to increase with limited opportunities for roadway expansion. Implementing a high-capacity transit system will provide Southeast Floridians with viable travel options.
- › A safe, complete, and well-connected first-/last-mile system is needed to support the high-capacity transit system.

INCREASED FLEXIBILITY WITHIN FUNDING PROGRAMS IS CRUCIAL.

- › The current state funding programs are too restrictive and do not allow for implementing transit investments in the manner needed to serve our rapidly growing urbanized area.
- › Greater flexibility with existing state transportation programs is needed to fund high-capacity transit investments and supporting infrastructure.
- › Each dollar spent on transit will have a greater impact on moving people than each dollar spent on highways.
- › Operations and maintenance of our highway system must continue.

COMPLEMENTARY LAND USE IS ESSENTIAL.

- › A major high-capacity transit investment in the region will not be successful without complementary land uses.
- › A majority of new development and redevelopment should occur around existing and future high-capacity transit routes.
- › Complementary land uses also make short walk/bike trips possible and further reduce the need for motorized transportation.

NEW REVENUE SOURCES ARE NECESSARY.

- › Our projected funding will not cover the cost of building, operating, and maintaining the desired regional high-capacity transit system.
- › We will need to seek additional funding sources at all levels (Federal, State, County, and Local) to build, operate, and maintain the regional high-capacity transit system.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY/ TRI-RAIL DEDICATED FUNDING

This is the time for South Florida to support enhanced regional transportation, and transit alternatives, in particular. A dedicated revenue source is imperative in enabling the SFRTA to move forward with efforts to plan, develop and implement an efficient regional transportation network, in partnership with Broward, Miami-Dade and Palm Beach Counties. As a united region, South Florida can greatly benefit from better-funded projects and increased mobility, which is key to the area's continued economic vitality and sustained quality of life!

REASSESS THE TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

The 2005 Legislature, as part of a major initiative to improve growth management planning and the provision of transportation infrastructure, created TRIP to help accomplish that objective.

TRIP was created to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The Florida Department of Transportation will pay up to 50 percent of the non-Federal share of project costs for public transportation facility projects.

Based on the needs of Southeast Florida and the activities completed as part of the 2045 RTP, this program should be reassessed for its uses and value in its current form. With the program's eligibility emphasis on capacity projects only, it places extreme limitations for the most urbanized areas in the state, such as Miami-Dade, Broward and Palm Beach Counties.

INFLUENCE ON THE FLORIDA TRANSPORTATION PLAN

The Florida Transportation Plan (FTP) is the state's long-range plan guiding Florida's transportation future. The FTP is a plan for all of Florida – and affects every resident, business, and visitor.

As a transportation partner, MPOs play a role in implementing the updated FTP. Therefore, the Southeast Florida region must be a main contributing partner in shaping the context and content of this plan in order to have the most influence and impact on the state's related transportation policies and funding framework. Specifically, the region may recommend that the adopted Regional Multimodal Corridor Network be considered as part of the strategic network; therefore, being eligible for additional funding. Suggesting a better balance of funds across modes for safety, mobility and access would also align well with the SEFTC mission and RTP priorities.



10

A CALL TO ACTION

A CALL TO ACTION

IT'S

TIME

TO

CHANGE

OUR MOBILITY FUTURE

Southeast Florida is growing by 1,000 residents per week. As it is today, our transportation system is imbalanced and bursting at the seams.

Our economy is losing billions of dollars annually due to congestion. The lack of well-connected transportation options impacts residents' access to jobs, visitors' access to local attractions and ultimately deters businesses locating to South Florida.

In these unparalleled times of pandemics and climate-fueled disasters, we must have a sense of urgency to transition our future to be more economically and environmentally resilient.

Other regions have responded to similar challenges, and in return, have experienced significant economic growth and a better quality of life simultaneously. We deserve the same.

This is our call to action to connect our transportation and land-use planning and to create higher returns on investments for our economy and society.



HERE'S WHAT WE KNOW AFTER ANALYZING OUR REGION FROM A TRANSPORTATION AND LAND USE PERSPECTIVE.

GROWING POPULATION

In 2018, drivers in the Miami urban area lost up to 105 hours in traffic annually¹ which cost our region \$4 billion with an annual cost to drivers of \$1,470. This will only worsen as Southeast Florida is projected to grow by over 50,000 people per year resulting in a 30% increase in population by 2045. Currently, the most prominent way to travel is by individual automobiles which significantly limits the number of people we can move. We must expand and improve first/last mile connections and high capacity public transportation to move people and to provide increased access to 21st century jobs and critical destinations for all.

LIMITED ACCESS

We have predominantly developed and designed our region around moving and storing cars. This mid-20th century suburban approach to land use and transportation is not sustainable in a twenty-first century economy. By not developing our land with a higher density, smart-growth² approach we lose the opportunity to save 38% on upfront infrastructure costs; reduce the cost of ongoing services like water, electric, and essential emergency services by a minimum of 10%; and to generate 10 times more tax revenue per acre³.

RESTRICTED REVENUE

In the adopted 2040 Regional Transportation Plan, only 16% of the funded projects were transit-related, whereas nearly 100% of the unfunded highest priority projects were transit-related. This imbalance is related to restrictions on uses of our current revenue for highway capacity projects. Although the 2045 Regional Transportation Plan shifts more funding to transit, it is still not the balance needed to meet Southeast Florida's anticipated growth. We need the flexibility to use our revenue for multimodal infrastructure consistent with Southeast Florida's urban context. This shift in our current business model is critical to implement our citizens' and businesses' priorities.

FUNDING SHORTFALL

The cost to build, maintain, and operate the urban infrastructure needed to move 7.5 million people exceeds the current funding available by \$10 billion. Existing sources alone cannot fulfill the transportation system our urbanized area's economy and environment needs to be prosperous and resilient in times of rapidly changing demographics, environment and need.

1 <http://inrix.com/scorecard/>

2 <https://smartgrowthamerica.org/>

3 <https://smartgrowthamerica.org/app/uploads/2016/08/building-better-budgets.pdf>

THERE IS A SOLUTION TO THIS PUZZLE, BUT IT ISN'T WIDER ROADS. IT'S A DIFFERENT SYSTEM.

Creating modern mobility policies will lay the foundation needed to improve access and equity, and move people freely throughout Southeast Florida. The following priorities were identified for new or improved policies.

REGIONAL TRANSIT SYSTEM

Investing in a well-connected, high-capacity transit system doubles the amount of access our residents have to places and destinations. Our youth, commuters, seniors, visitors, and businesses need this future system. Taking public transportation instead of owning a second vehicle can save (on average) more than \$9,823 a year, and for those who ride instead of driving the primary vehicle, it can save individuals a significant amount of money each month in avoided gas, maintenance, parking, and other expenses⁴. To put this in perspective, forgoing two vehicles in a household affords a family approximately an additional \$150,000 in mortgage capacity.

COMPLEMENTARY LAND USE

Moving people not only means getting them to and from their destinations, it can also equate to reducing the distance between destinations. To move more people within the same amount of space requires complementary land use, adjacent businesses and services and first-/last-mile connections to maximize its value. Equitable Transit-Oriented Development (TOD) not only generates ridership to reduce congestion but also eliminates the need for many trips and shows large economic benefits. For example, since 2005, more than 300 development projects along the Phoenix Valley Metro light rail line has attracted a total of \$10.1 billion of public (25%) and private (75%) investment to the area, 15 percent job growth, and 20 percent personal income per capita growth⁵ plus environmental and social benefits.

SHIFTING EXISTING RESOURCES TO TRANSIT

In 2016, US state and local governments spent \$175 billion on highways and roads, making it the sixth largest source of direct general spending⁶. Shifting current spending in Florida would create a \$9 billion investment opportunity for transit rather than roads. This shift would provide decision makers more flexibility in building higher capacity systems within the same public space, choosing projects with significantly higher returns on investment when looking at a standard 30-year lifecycle.

NEW REVENUE SOURCES

To build our 21st century transportation system, we all need to invest in it at the Federal, State and local levels. In Phoenix, Arizona, an initial \$2.9 billion public capital light rail investment (including a local tax voted on by citizens) generated \$8.1 billion of private capital investments. High-capacity transit and Transit Oriented Development (TOD) will attract business and local financial support. Public-private partnerships and innovative financing must be part of the solution.

4 <https://www.nationalexpresstransit.com/blog/9-benefits-of-public-transportation/>

5 https://planningtools.transportation.org/290/view-case-study.html?case_id=181

6 <https://www.urban.org/policy-centers/cross-center-initiatives/state-and-local-finance-initiative/state-and-local-backgrounders/highway-and-road-expenditures>

STRONGER MOBILITY FOR AN EXCEPTIONAL AND EQUITABLE ECONOMY

The Southeast Florida Regional Transportation Plan includes a regionally connected high-capacity transit (such as Bus Rapid Transit or Light Rail Transit) vision that closely mimics the needs identified in the adopted 2045 Metropolitan Transportation Plans for Miami-Dade, Broward, and Palm Beach Counties. It is comprised of 625 miles of high-capacity transit service and 1,170 miles of express bus service with nearly 1,160 stations, increasing access to jobs by five-fold. This new potential future transforms our regional economic competitiveness, and our citizens' quality of life and freedom of upward mobility.





THERE ARE MULTIPLE PIECES TO SOLVING THE PUZZLE OF HOW WE KEEP A RESILIENT SOUTH FLORIDA MOVING. WE NEED PARTNERSHIPS TO MAKE IT A REALITY. TO LEARN MORE ABOUT SUPPORTING THIS CALL TO ACTION VISIT **WWW.MOVEFLORIDAFORWARD.COM**.

