

Regional Long Range Transportation Plan for Southeast Florida

**Prepared by:
The Regional Long Range Transportation Plan Committee**

**Prepared for:
The Southeast Florida Transportation Council (SEFTC)**

July 11, 2006

INTRODUCTION

Emphasis on regional planning and collaboration in Florida has increased with the expansion and merger of urbanized areas crossing more county lines and the emergence of regional economies. In 2000, one in five Floridians commuted to a job in another county. Throughout Florida, economic development interests have forged regional partnerships in recognition of the need for and benefits of collaboration. This common regional element for the 2030 Long Range Transportation Plans (LRTPs) of the Palm Beach, Broward and Miami-Dade Metropolitan Planning Organizations (MPOs) is a key part of the evolving shift to regional-level thinking and action in Southeast Florida.

1. Background

The last decennial census in 2000 resulted in designation of the Miami Urbanized Area (UZA) encompassing the eastern parts of Miami-Dade, Broward, Palm Beach and southern Martin counties. Map 1 shows the boundary of the Miami UZA and the metropolitan planning area boundaries for the three existing MPOs in the new UZA. Two alternatives were considered for the three MPOs during the post-census MPO redesignation process:

- Consolidation into a single regional MPO
- Redesignation of the three MPOs separately but with enhanced regional planning and coordination requirements

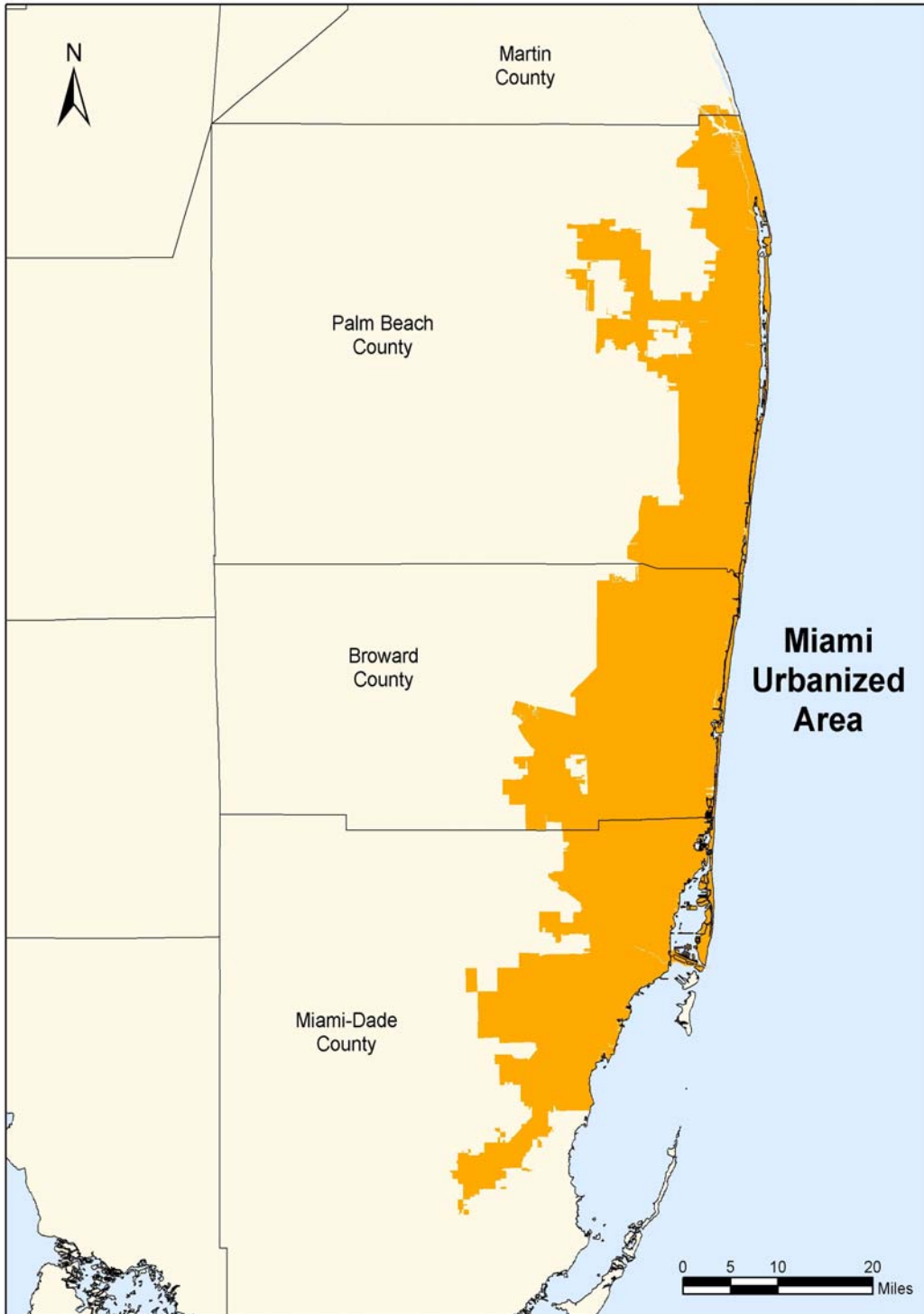
The three MPOs requested separate redesignation for the following reasons:

- The three areas had significantly different development strategies
- The counties are included in different FDOT Districts
- The three MPOs supported legislation for the creation of a Regional Transportation Organization, currently constituted as the South Florida Regional Transportation Authority
- The three counties have different organizational structures.

The three MPOs were also concerned with the loss of municipal representation that values the importance of the placement of local concerns and input related to transportation planning. The three MPOs were separately redesignated and agreed to develop and implement a coordinated transportation planning process. This enhanced level of coordination would be implemented through the following six actions:

- Development and implementation of a regional long range transportation plan (RLRTP) for the combined tri-county planning area
- Development and implementation of a regional prioritization process, yielding a single list of prioritized regionally significant projects for their tri-county planning area
- Development and implementation of a regional public involvement process to build public understanding and awareness of the region and regional transportation issues and opportunities
- Continuation of regional-level air quality planning efforts

Map 1
Miami UZA Boundary



- Generation of regional land use strategies with the South Florida and Treasure Coast Regional Planning Councils
- Development and utilization of performance measures to assess the effectiveness of these enhanced regional coordination efforts.

A common regional element was selected as the initial RL RTP for the three MPOs. This RL RTP would accommodate the work that was documented in the three individual 2030 Long Range Transportation Plans (LRTPs). These plans were adopted by the three respective MPOs in late-2004. A Regional Long Range Transportation Plan Committee was established in December 2003 to work on implementation of the commitments made by the three MPOs. This committee consists of staff representatives from the Palm Beach, Broward and Miami-Dade MPOs; the South Florida Regional Transportation Authority (SFRTA); Florida Department of Transportation Districts Four and Six; and the two Regional Planning Councils. Other key partners include the county transit operators and local municipalities.

This RL RTP committee evolved out of an informal series of coordination activities conducted in prior years. The Transportation Improvement Programs and Unified Planning Work Programs for the three MPOs are distributed each year for interagency review and comment. The MPOs have been working together for several years on Air Quality and Intelligent Transportation System (ITS) issues. Agency representatives from the three MPOs serve on other regional transportation planning committees, including the Model Task Force Committee, the SFRTA Planning Technical Advisory Committee, and steering committees for specific regional studies and projects.

The three MPOs formed the Southeast Florida Transportation Council (SEFTC) on January 9, 2006. SEFTC was formed to serve as a forum for coordination and communication among the three MPOs, the two FDOT Districts, the Florida Turnpike Enterprise, the SFRTA, and the two Regional Planning Councils. Membership in SEFTC includes the chairs of the three MPO Boards. Monroe County, the Martin and St. Lucie MPOs, and other agencies and organizations are involved in transportation planning and programs in cooperation with SEFTC in Southeast Florida. SEFTC duties are tied to the post-census commitments made by the three MPOs that are being implemented with assistance from the RL RTP Committee. The duties of the SEFTC include the development of:

- A regional long range transportation plan
- A process for prioritization of regional projects
- A regional public involvement process
- Performance measures to assess the effectiveness of enhanced regional planning and coordination efforts in delivering improvements to the regional transportation system

2. Regional Goals and Objectives with Measures of Effectiveness

One of the initial activities of the RL RTP Committee was development of a set of Regional Goals and Objectives to provide a basis for development of a regional transportation plan. As shown on Table 1, seven goals, supported by 16 objectives, were identified. These Regional Goals and Objectives are reflective of the Goals and Objectives adopted by each of the three

MPOs in their 2030 LRTPs. Quantitative Measures of Effectiveness were also developed to allow assessment of the region’s progress in meeting the Regional Objectives.

Work on performance measurement, including the establishment of threshold values for the Measures of Effectiveness, is a continuing activity for the RL RTP Committee and SEFTC.

3. Corridors of Regional Significance

The Corridors of Regional Significance shown in Map 2 were identified by the RL RTP Committee. These corridors were approved by SEFTC and the MPO Boards. It was agreed that each corridor had to be functionally classified as a Principal Arterial and had to have a “logical terminus.” The Regional Corridors encompass transit hubs or centers along or connected to these Principal Arterials. It also was agreed that future facilities (not yet built) would not be shown on the map until they are approved for design and construction after the completion of a PD&E study. The specific designation criteria are shown in Table 2. The regional network contains 55 regional corridors.

Table 2 – Regional Corridor Facility Criteria

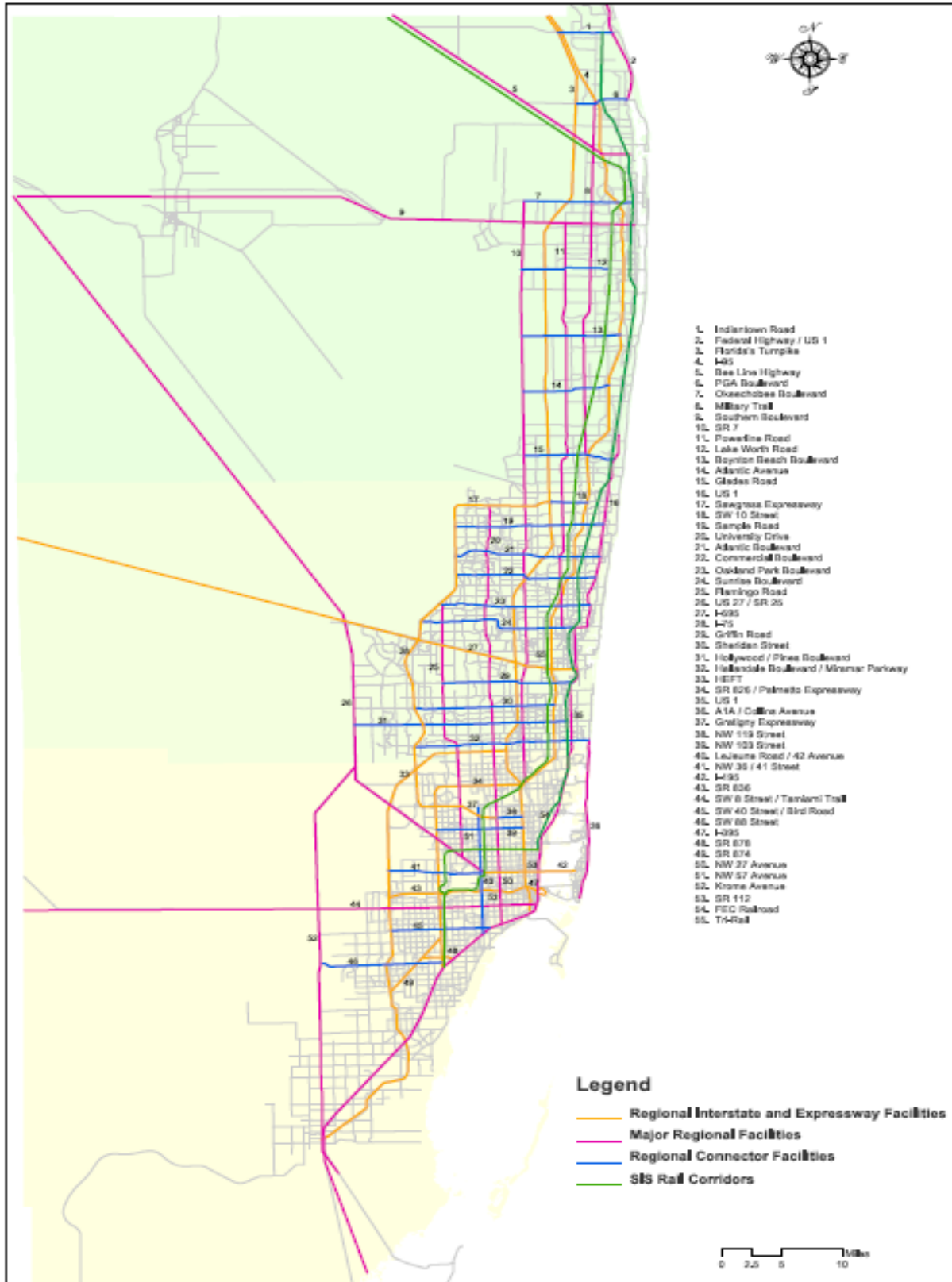
Facility	Functional Classification
Regional Interstate and Expressway Facilities	Urban or Rural Principal Arterials – Interstate and Expressway
Major Regional Facilities	Urban or Rural Principal Arterials – Others that Cross County Lines
Regional Connector Facilities	Urban or Rural Principal Arterials - with Two or more Connections to Regional Interstate and Expressway Facilities
SIS Rail Corridors	Rail Corridors Identified by FDOT as a portion of the Florida Strategic Intermodal System (SIS)

The definition of Regional Corridors was subsequently modified to include transit centers/hubs and transit infrastructure along Regional Corridors. In updates to this RL RTP study, emerging corridors and hubs on the Strategic Intermodal System (SIS) will be considered for inclusion as Regional Corridors.

Table 1 – Regional Goals and Objectives with Measures of Effectiveness

GOAL	OBJECTIVE	MEASURE
Improve Regional Transportation Systems and Travel		
1	1.1 Provide adequate capacity for regional travel demands.	Level of Service (LOS) on Regional Roadway / Corridors
		Transit Quality LOS on Regional Transit Facilities
	1.2 Improve transportation facilities' and services' regional connectivity.	Number of (existing and proposed) Park-and-Ride facilities
		Increase in number of lane-miles and transit route-miles added facilities connecting intermodal centers and regional corridors
Support Regional Economic Vitality		
2	2.1 Increase access to regionally significant employment areas and sites.	Number of(existing and proposed) improvements made to roadway facilities and number of transit route improvements and additions that increase access
	2.2 Enhance access to intermodal facilities for tourists, passengers and goods.	Number of (existing and proposed) roadway improvements to applicable SIS/FIHS facilities
		Level-of-Service on (SIS/FIHS)
		Levels of Service (LOS) on regional roadway and transit connections
Enhance Regional Social Benefits		
3	3.1 Provide equitable and environmentally-just travel facilities and services.	(Percent of) New/Improved facilities that have sidewalks incorporated
		(Percent of) New/Improved facilities that have bicycle facilities incorporated
	3.2 Increase accessibility to major health care, recreation, education, and cultural facilities.	Miles of lane additions and transit route miles within these pre-defined areas
		Level of Service (LOS) on access facilities to major health care, recreation, education, and cultural facilities
	3.3 Improve techniques for the management of auto/truck conflict.	
Mitigate Regional Environmental Impacts		
4	4.1 Minimize environmental impacts of transportation facilities, services, and operations.	Total VMT
		Total Fuel Use
		Daily NOx and VOC
Integrate Regional Transportation with Land Use and Development Considerations		
5	5.1 Provide for linkage of urban centers and intermodal facilities in the region.	(Number of) Improvements made to roadway facilities and (number of) transit route changes that increase access
		(Number of) Urban Centers and intermodal facilities and percent linked
	5.2 Endorse transportation improvement projects that improve sustainability.	(Number of) LRTP projects that support CDMP amendments
	5.3 Promote transit-oriented development (TOD).	(Number of) New Transit-Oriented Developments and Joint Development projects in the region
	5.4 Promote efficient transportation access to key regional, industrial and commercial areas.	
Optimize Sound Regional Investment Strategies		
6	6.1 Optimize use of existing funding sources.	“Balance Sheet” for LRTP Funding Sources and Uses
	6.2 Identify new funding sources.	(Inventory of) Potential funding sources
Provide for a safer and more secure transportation system for residents, businesses and visitors		
7	7.1 Ensure that evacuation plans for disasters are in place and up-to-date.	Consistency between LRTP and projects in individual county hurricane evacuation plans
	7.2 Consider and improve the safety and security of seaports, transit, and airport facilities.	Statements from seaports, transit agencies, and airports certifying that safety and security of these facilities is being addressed

Miami-Dade, Broward, and Palm Beach Counties Corridors of Regional Significance



4. Regionally Significant Project Lists

To identify regionally significant projects for implementation, Tables 3 and 4 were prepared. These tables contain project lists that were developed for the tri-county region. Proposed Highway Projects in Approved Cost Feasible LRTPs are shown on Table 3. Proposed Premium Transit Projects in Approved Cost Feasible LRTPs are shown in Table 4. Projects in the Transportation Improvement Programs for the three MPOs were included on these two tables because they are anticipated to be implemented within the next five years prior to implementation of the cost feasible projects in the LRTPs. These tables extract from the county Cost-Feasible Plans those projects that occur along the Regional Corridors.

The initial year (FY 2006/07) project list for implementation is shown in Table 5. This list was developed by the three MPOs, with participation by the SFRTA, and focuses exclusively on those projects on the regional network that are potentially eligible for new Transportation Regional Incentive Program (TRIP) funds. The purpose of the TRIP is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities and transit services identified and prioritized by regional partners. Thus, the TRIP program was identified as a funding source for regional roadway and premium transit projects. TRIP funding can account for 50% of the non-federal share of the capital cost of projects. This program grew out of the 2005 growth management legislation in Florida (Senate Bill 360).

To be eligible for TRIP funds, a project must meet the following criteria as per 339.2819 FS:

- Support transportation facilities that serve national, statewide or regional functions and function as an integrated regional transportation system
- Be identified in local government comprehensive plan capital improvement elements or implement long-term concurrency management systems
- Be in compliance with comprehensive policies relative to corridor management
- Be consistent with the Strategic Intermodal System (SIS) Plan
- Have a commitment for local, regional or private financial matching funds (50%).

Priority is to be given to projects that:

- Provide connectivity to the SIS
- Support economic development and the movement of goods in rural areas of economic concern
- Are subject to a local ordinance that establishes corridor management techniques
- Improve connectivity between military installations and the Strategic Highway Network of the Strategic Rail Corridor Network.

Also, roadway projects funded under the TRIP are required to meet FDOT level of service standards. The initial year project list is not prioritized because the total amount of TRIP funds sought does not exceed the total amount of TRIP funds available in Districts Four and Six for FY 2006/07 for the Palm Beach, Broward and Miami-Dade MPOs (\$139 million).

Development and implementation of a regional project prioritization process (that is not tied to any particular funding source and that occurs over a longer time frame) is a step to be completed as a part of ongoing and evolving regional planning and coordination efforts for the tri-county region.

Table 3 - Tri-County Proposed Highway Projects, in Approved LRTPs, on SIS and Non-SIS corridors

Facility #	NAME	FROM	TO	DESCRIPTION	Project Cost (\$000s)	Phasing
1	Bee Line Hwy	PB/Martin Co. Line	Existing 4 lanes	2 -4 lanes	\$18,353.4	2009-2015
2	Bee Line Hwy	Existing 4 lanes	Seminole Pratt-Whitney Rd.	4-6 lanes	\$2,500.6	2016-2025
3	Florida's Turnpike	PB/Martin Co. Line	PGA Blvd	4-6 lanes	\$220,000	2009-2015
	Florida's Turnpike	PGA Blvd	Atlantic Ave	4-8 lanes	\$14,000	2016-2025
	Florida's Turnpike **	Atlantic Ave	PB/Broward Co. Line	6-8 lanes	\$65,000	2016-2025
4	I-95	PB/Martin Co. Line	Indiantown Rd.	6-8 lanes	\$14,490	2016-2025
	I-95	Indiantown Rd.	Linton Blvd.	6-10 lanes	\$579,326	2016-2025, 2026-2030
5	Bee Line Hwy	PGA Blvd	Northlake Blvd.	4-6 lanes	\$9,457.1	2009-2015
	Bee Line Hwy	Northlake Blvd.	Military Trail	4-8 lanes	\$8,658.1	2009-2015,2016-2025
	Bee Line Hwy	Military Trail	Old Dixie Hwy.	2-4 lanes	\$20,122.9	2009-2015,2016-2025
6	Southern Blvd.	Seminole Pratt-Whitney Rd.	Forest Hill Blvd.	4-6 lanes	\$9,623.9	2009-2015,2016-2025
7	SR-7/ US 441	Lake Worth Rd	Lantana Rd.	4-8 lanes	\$4,976	2016-2025
	SR-7 / US 441	Boynton Beach Blvd.	Atlantic Ave	4-6 lanes	\$12,591.4	2016-2025
	SR-7 / US 441	Clint Moore Rd.	PB/Broward Co. Line	6-8 lanes	\$28,368.7	2009-2015,2016-2025
8	Boyton Beach Blvd.	Old Boynton Rd.	I-95	6-8 lanes	\$11,302.1	2026-2030
9	Atlantic Blvd.	SR-7	Florida's Turnpike	2-6 lanes	\$42,450	2009-2015
	Atlantic Blvd.	Florida's Turnpike	W of Jog Rd.	4-6 lanes	\$5,983.3	2009-2015
10	I-95	Linton Blvd.	PB/Broward Co. Line	6-10 lanes	\$72,886	2016-2025
11	Glades Rd.	Lyons Blvd.	I-95	6-8 lanes	\$37,513.1	2009-2015
12	Powerline Road	Glades Road	PB/Broward County Line	4-6 lanes (6 lanes divided)	\$9,916.5	2016-2025
13	University Drive	NW 40 St (Cardinal)	Holmberg Road	4-6 lanes (6 lanes divided)	\$24,958	2016-2025
14	Florida's Turnpike	Sawgrass Expressway	Broward/PB County Line	6-8 lanes (8 lanes divided)	\$26,700	2009-2015
15	Powerline Road	SW 10 St.	Broward/PB County Line	4-6 lanes (6 lanes divided)	\$18,391	2009-2015
16	SW 10th St.	Powerline Rdoad	Military Trail	4-6 lanes	\$11,016	2016-2025
17	I-95	Commercial Blvd.	Broward/PB County Line	8-10 lanes	\$189,800	2016-2025

Table 3 - Tri-County Proposed Highway Projects, in Approved LRTPs, on SIS and Non-SIS Corridors

Facility #	NAME	FROM	TO	DESCRIPTION	Project Cost (\$000s)	Phasing
18	Atlantic Blvd.	Sawgrass Expressway	Coral Springs Drive	4-6 lanes (6 lanes divided)	\$15,514	2016-2025
19	Atlantic Blvd.	Cypress Rd.	Federal Hwy (US 1)	Restripe for 6 lanes divided	\$1,000	2016-2025
20	McNab Rd./Commercial Blvd.	Sawgrass Expressway	Nob Hill Road	Corridor / transit improvement	\$10,000	2016-2025
21	I-595	I-75	US-1	Causeway improvements	\$235,900	2016-2025
22	I-595	I-75	University Drive	Ramp modifications / 3 cross-street overpasses	\$144,000	2009-2015
23	I-75	Broward/MD County Line	I-595	Add reversible lanes	\$230,500	2026-2030
24	Sheridan St.	SW 148th Ave.	Douglas Road	4-6 lanes (6 lanes divided)	\$33,496	2009-2015
25	SR-7 / US 441	N of Hollywood Blvd.	South of Stirling Road	4-6 lanes (6 lanes divided)	\$152,536	2009-2015
	SR-7 / US 441	at Atlantic Blvd		Intersection Improvement	\$10,000	2009-2015
26	Pines Blvd.	Flamingo Rd.	University Drive	6-8 lanes (8 lanes divided)	\$27,142	2009-2015
	Pines Blvd.	At Flamingo and University		New Interchanges	\$20,000	2016-2925
27	Hollywood Blvd.	I-95	Dixie Highway	Restripe for 6 lanes divided	\$2,000	2016-2025
28	Miramar Pkwy	Palm Ave.	SR 7 / US 441	4-6 lanes (6 lanes divided)	\$44,822	2016-2025
29	Hallendale Beach Blvd.	SR-7 / US 441	I-95	4-6 lanes (6 lanes divided)	\$28,361	2026-2030
30	SR 826 - HOV	I-75	Golden Glades Interchange	One HOV lane in each direction	\$390.3	2021-2030
31	Turnpike - Golden Glades Plaza			3 express & 3 manual lanes	\$54,721.9	2016-2020
32	I-75	SR 826	NW 138th St.	Implement Master Plan	\$143,600	2021-2030
33	Krome Avenue	NW 8th St.	US 27	2-4 lanes	\$68,790.3	Fiscal Year 2009
34	HEFT	I-75	Florida's Turnpike	6-8 lanes+ 2 auxiliary lanes	N/A	2021-2030
35	SR 826 (Palmetto Expwy)	N of FEC RR	S of NW 103rd St.	Add lanes and reconstruct (8-10 lanes)	\$55,042.3	Fiscal Year 2008
36	SR-823 / NW 57th Ave.	NW 138th St.	SR 25 (Okeechobee Rd)	4-6 lanes	\$75,054.1	Fiscal Year 2010
37	I-95	Ives Dairy Rd.	South of I-395	Add reversible lanes	\$40,440.6	2011-2015
38	SR 25 (Okeechobee Rd.)	E of W 12th Ave.	W 19th St.	4-6 lanes and reconstruct	\$50,324	2005-2009
39	SR 826 (Palmetto Expwy)	N of NW 25th St.	NW 47th St.	8-10 lanes and reconstruct	\$59,274	Fiscal Year 2007

Table 3 - Tri-County Proposed Highway Projects, in Approved LRTPs, on SIS and Non-SIS Corridors

Facility #	NAME	FROM	TO	DESCRIPTION	Project Cost (\$000s)	Phasing
40	SR 112 / Airport Expy	NW 21st St.	SR 112 / NW 27th Ave.	Reconstruct SR 112/NW 36 St/Le Jeune Interchange	\$229,500	2011-2020
41	SR 836 / I-395	NW 14th St.	MacArthur CSWY	Corridor Improvement; C-D Road; R/W	\$197,781	Fiscal Year 2010
42	SR 836 (Dolphin Expwy)	HEFT	SR 826 / SR 836	4 lane divided express lanes in median of SR 836 connecting to MIC, MIA, HEFT (South) and SR-112	\$105,454	Fiscal Year 2010
43	SR 826 (Palmetto Expwy)	SW 2nd St.	SW 16 th St.	8-10 lanes and reconstruct	\$59,046.3	Fiscal Year 2010
	SR 826 (Palmetto Expwy)	SW 16th St.	SW 32nd St.	8-10 lanes and reconstruct	\$46,289.8	Fiscal Year 2010
44	SR 826 (Palmetto Expwy)	N of Sunset Dr. (SW 72 St)	SW 32nd St.	Add lane in each direction and reconstruct Bird Rd/Miller Dr.	\$175,641.7	2011-2015
45	Kendall Rd / SW 88th St.	SW 177th Ave.	SW 157th Ave.	Widen to 6 lanes	\$3,800	2011-2015
46	SR 874 (Don Shula Expwy)	Kendall Rd.	SR 826 (Palmetto Expwy)	Interchange improvements including new bridge over SR 874 from SR 878 and SB CD Rd to Kendall Dr. (includes DR 874/878 Interchange)	\$199,000	2016-2020
47	HEFT	SW 117 / SR 874	SR 874 / Kendall Drive	12 lanes + 3 lane CD / 8 lanes	\$155,003	CST, FY 07/08
48	HEFT	SW 216 th St.	SW 200 th St.	Widen to 6 lanes	To be Determined	2016-2020
49	HEFT	SW 200 th St.	US 1	Widen to 8 lanes	To be Determined	2016-2020
50	HEFT	US 1	N of Eureka Dr.	Widen to 10 lanes	\$40,106.0	CST, FY 09/10
	HEFT	Eureka Dr.	SW 117th St.	Widen to 12 lanes	\$59,057.0	CST, FY 09/10
51	HEFT	US 1 (southern terminus of HEFT)	SW 216th St.	4-6 lanes	To be Determined	2016-2020
52	Krome Ave.	SW 136 St.	SW 8 St.	Flexible Pavement Reconstruction	\$28,226	To be Determined
	Krome Ave.	SW 296 St.	SW 136 St.	Flexible Pavement Reconstruction	\$47,363.3	2011-2015
53	Krome Ave.	US 1	SW 296 St.	Flexible Pavement Reconstruction	\$20,836	2011-2015
	Krome Ave.	US 1	SW 296 St. Truck By-Pass	Flexible Pavement Reconstruction & By-Pass	\$22,828.5	2011-2015
54	SR 5 / US-1	Card Sound Rd.	HEFT	Improve exiting 2 lanes	\$2,558.7	2008-2009
55	NW 36 Street	Grade Separation at	intersection with NW 72 Ave.	Flyover structure with 2-lanes in each direction	\$10,000	2021-2030

Table 3 - Tri-County Proposed Highway Projects, in Approved LRTPs, on SIS and Non-SIS Corridors

Facility #	NAME	FROM	TO	DESCRIPTION	Project Cost (\$000s)	Phasing
56	Golden Glades Multimodal Ctr	Regional hub facility	and parking lots	Hub at intersection of I-95, SR-9, SR 826, Turnpike	\$36,000	2010-2015
57	Intelligent Transportation System	ITS deployments along	Corridors Regional Significance	CCTV, Roadway sensors, VMS, wireless communic.	To be Determined	2005-2009
MARCH 7th-2006 PROPOSED AMENDMENT ADDITIONS TO AUGUST 8TH, 2005 APPROVED REGIONAL PROJECT LISTINGS						
E+C	Okeechobee Blvd	SR - 7	Florida's Turnpike	6-8 lanes (8 lanes divided)	\$8,000	FY 06
E+C	Okeechobee Blvd	West of Clear Lake	Australian Ave	6-8 lanes (8 lanes divided)	\$3,400	FY 06
E+C	SR-710	Dixie Hwy	US-1	0 - 4 lanes (4 lanes divided)	\$5,198	FY 06
E+C	I-95	S of PGA Blvd	S of Donald Ross Rd	6 - 10 lanes (10 lanes divided)	\$47,245	FY 08
E+C	I-95	S of Donald Ross Rd	Indiantown Rd	6 - 10 lanes (10 lanes divided)	27,007	FY 09-15
E+C	I-95	Broward County Line	Linton Blvd	8 - 10 lanes (10 lanes divided)	146,440	FY 16-25
	Palm Tran	Various Corridors (including regional)		Purchase buses	346,000	FY 06-30
	Palm Beach County	Various State Roads	Interchanges and Intersections		350,000	FY 06-30
1	SR 7	Dade County Line	N of Hallandale Beach Blvd	Add 2L (6LD)	\$26,609	FY06/07
2	SR 7	N of Hallandale Bch Blvd	N of Fillmore St Blvd	Add 2L (6LD)	\$111,255	FY09/10
3	SR 7	N of Fillmore St	South of Stirling Road	Add 2L (6LD)	\$15,800	FY09/10
4	SR 7	South of Stirling Road	0.6 miles south of Griffin Road	Add 2L (6LD)	\$15,963	FY07/08
5	SR 7	0.6 miles south of Griffin Rd	0.3 miles south. of Griffin Road	Add 2L (6LD)	\$1,433	FY07/08
6	Miramar Pkwy	Flamingo Road	Red Road	Add 2L (6LD)	\$1,500	FY06/07
7	Sheridan Street	University Drive	Pine Island Road	Add 4L (6LD)	\$2,400	FY09/10
8	Powerline Ext (7/9 Con)	Sunrise Blvd	NW 6 St	New Connector	\$9,176	FY 08/09
9	FTPCK	HEFT	Johnson Street	Add 2L (8LD)	\$67,170	FY06/07
10	FTPCK	Johnson Street	Griffin Road	Add 2L (8LD)	\$60,860	FY 06/07
11	FTPCK	N. Atlantic Blvd	Sawgrass Expressway	Add 2L (8LD)	\$84,854	FY06/07
12	FTPCK	Sawgrass Expressway	PB County Line	Add 2L (8LD)	\$12,725	FY 08/09
13	Sawgrass Expressway	Atlantic Blvd	Coral Ridge Drive	Add 2L (6LD)	\$41,939	FY 05/06
14	I-595	E. of Nob Hill	Pine Island Road	Interchange Imp	\$2,750	FY 08/09
15	I-595	Flamingo Road	E. of Nob Hill Road	Interchange Imp	\$42,312	FY 09/10
16	I-595	W. of Pine Island Road	E. of University Drive	Interchange Imp	\$3,190	FY 08/09

Table 3 - Tri-County Proposed Highway Projects, in Approved LRTPs, on SIS and Non-SIS Corridors

Facility #	NAME	FROM	TO	DESCRIPTION	Project Cost (\$000s)	Phasing
17	I-595	WB I-595	WB SR 84	New Ramp	\$6,981	FY 05/06
18	I-595	SR-7 FTPK Interchange		Interchange Imp	\$9,090	FY 07/08
19	I-595	SB I-95	WB I595	Interchange Imp	\$6,250	FY 09/10
20	I-75	At Miramar Pkwy		Interchange Imp	\$8,531	FY 09/10
21	I-95	Commercial Blvd	S of Atlantic Blvd	Add 2L (10LD)	\$6,540	FY07/08 [PE]
22	I-95	South of Sample Road	15/54 Street	Add 2L (10LD)	\$4,540	FY07/08[PE]
23	I-95	Pompano	Deerfield Beach Area	Add 2L (10LD)	\$5,340	FY07/08 [PE]
24	I-95	Oakland Park Blvd	Palm Beach County Line	PD&E	\$6,507	FY 05/06
1	Military Trail/Andrews Ave Ext	S. of Atlantic Blvd	SW 3 Street	Add 2L (4LD)	\$28,051	2009-2015
2	University Drive	NW 40 St (Cardinal)	Holmberg Road	Add 2L (6LD)	\$24,958	2016-2025
3	Florida's Turnpike	Sawgrass Expressway	Broward/Palm Beach County Line	Add 2L (8LD)	\$26,700	2009-2015
3	Powerline Road	SW 10 St.	Broward/Palm Beach County Line	Add 2L (6LD)	\$18,391	2009-2015
4	SW 10th Street	Powerline Road	Military Trail	Add 2L (6LD)	\$11,016	2016-2025
5	I-95	Commercial Blvd.	Broward/Palm Beach County Line	8-10 lanes	\$189,800	2016-2025
6	Atlantic Blvd.	Sawgrass Expressway	Coral Springs Drive	Add 2L (6LD)	\$15,514	2015-2025
7	Atlantic Blvd.	Cypress Road	Federal Hwy (US 1)	Rest ripe for 6 lanes divided	\$1,000	2015-2025
8	McNab Rd./Commercial Blvd.	Sawgrass Exwy	Nob Hill Road	Corridor / transit improvement	\$10,000	2015-2025
9	I-595	I-75	US-1	Causeway improvements	\$235,900	2015-2025
10	I-595	I-75	University Drive	Ramp modifications / 3 cross-street overpasses	\$144,000	2009-2015
11	I-75	Broward/MD County Line	I-595	Add reversible lanes	\$230,500	2025-2030
12	Sheridan Street	SW 148th Avenue	Douglas Road	Add 2L (6LD)	\$33,496	2009-2015
13	SR-7 / US 441	N of Hollywood Blvd.	S of Stirling Road	Add 2L (6LD)	\$152,536	2009-2015
14	SR-7 / US 441	at Atlantic Blvd		Intersection Improvement	\$10,000	2009-2015
15	Pines Blvd.	Flamingo Road	University Drive	Add 2L (8LD)	\$27,142	2009-2015
16	Pines Blvd.	At Flamingo and University		New Interchanges	\$20,000	2016-2925

Table 3 - Tri-County Proposed Highway Projects, in Approved LRTPs, on SIS and Non-SIS Corridors

Facility #	NAME	FROM	TO	DESCRIPTION	Project Cost (\$000s)	Phasing
17	Hollywood Blvd.	I-95	Dixie Hwy	Rest ripe for 6 lanes divided	\$2,000	2016-2025
18	Miramar Pkwy	Palm Avenue	SR 7 / US 441	Add 2L (6LD)	\$44,822	2016-2025
19	Hallandale Beach Blvd.	SR-7 / US 441	I-95	Add 2L (6LD)	\$28,361	2025-2030
20	Pembroke Road	SW 160 Avenue	US-27	New 4LD	\$32,307	2009-2015
21	University Dr. Ext.	N. of Holmberg Road	Palm Beach County Line	New 4LD	\$7,074	2009-2015
1	SW 8 Street Grade Separation	over SW 87 Avenue		Grade Separation	\$20,000	2005-2009
2	SW 8 Street Grade Separation	over SW 107 Avenue		Grade Separation	\$20,000	2005-2009

Table 4 -Tri-County Proposed Transit Projects, in Approved LRTPs, on SIS and Non-SIS corridors

Facility #	NAME	FROM	TO	DESCRIPTION	Project Cost (\$millions 2003)
1	Tri-Rail	Mangonia Park (current terminus)	Jupiter	Heavy Rail	199
2	Tri-Rail	PGA Blvd.	Mangonia Park (current terminus)	Heavy Rail	100
3	Rapid Bus Transit	Wellington Green Regional Mall	Downtown West Palm Beach	Rapid Bus	17.5
4	Rapid Bus Transit	Broward / PB County line	FAU / Boca Raton	Rapid Bus	17.5
5	SR 7 Transit Bridge	Broward/ MD County Line	Broward/ PB Co. line	BRT / Rapid Bus	61.9
6	Sample Rd.	Sawgrass Expwy	Pompano Square Mall	Rapid Bus	66.8
7	FEC RR Transit Corridor	Broward/ MD County Line	Broward/ PB Co. line	LRT	453.7
8	University Dr.	Broward/ MD County Line	Sample Rd.	Rapid Bus	90.4
9	Oakland Park Blvd.	Sawgrass Mills Mall	Downtown	Rapid Bus	89.2
10	Central Broward East-West Transit Corridor	Sawgrass Mills Mall	FLL International Airport	LRT	630.8
11	Pines/Hollywood Blvd.	SW 160th Ave.	Young's Circle	Rapid Bus	102.2
12	North Corridor	MLK Metrorail Station	MD/Broward County line	Heavy Rail (Premium Transit)	633.4
13	Northeast Corridor	Downtown Miami	MD/Broward County line	Heavy Rail (Premium Transit)	1,180.3
13-A	Biscayne Blvd BRT	Miami's Downtown	M-D / Broward County line	Interim Premium Bus Service	13
14	East-West Corridor (Orange Line)	Florida International University (FIU)	Miami Intermodal Center (MIC)	Heavy Rail (Premium Transit)	1,085.3
	East-West Corridor	Miami Intermodal Center (MIC)	Downtown Miami (Gov't Center)	Heavy Rail (Premium Transit)	758.2
14-A	E/W Interim Premium Bus Service	HEFT (special use lanes)	I-95 (special use lanes)	Interim Premium Bus Service	8
15	MIC-Earlington Heights Connection	Earlington Heights Metrorail Station	Miami Intermodal Center (MIC)	Heavy Rail (Premium Transit)	108.8
16	Douglas Rd. Connector	Douglas Rd. Metrorail Station	Miami Intermodal Center (MIC)	Heavy Rail (Premium Transit)	297
17	Kendall Corridor (E-W segment)	Dadeland North Metrorail Station	SW 157th Ave	Bus Rapid Transit (Premium Trans)	236
	Kendall Corridor (N-S segment)	SW 88th St.(Kendall Drive)	Florida International University (FIU)	Bus Rapid Transit (Premium Trans)	
18	South Corridor	Dadeland South Metrorail Station	SW 344th St (Florida City)	Heavy Rail (Premium Transit)	272.8

Table 4 - Tri-County Proposed Transit Projects, in Approved LRTPs, on SIS and Non-SIS Corridors

MARCH 7th-2006 PROPOSED AMENDMENT ADDITIONS TO AUGUST 8TH, 2005 APPROVED REGIONAL PROJECT LISTINGS					
Facility #	NAME	FROM	TO	DESCRIPTION	Project Cost (\$millions 2003)
1	Transit Bridge	Miami-Dade County Line	I-595	New BRT Service	\$51,852
2	Route 18 Limited	Miami-Dade County Line	Palm Beach	New Bus Service	\$10,000
3	Central Transit	Sawgrass Mills	Ft Lauderdale International Airport	New LRT	\$603,000
4	FEC Corridor	Miami-Dade County Line	Palm Beach	New Service (partially funded)	\$453,697
5	University Dr	Miami-Dade County Line	Palm Beach	New Service Limited Stops	\$90,437
6	Sawgrass Exwy	I-595	Palm Beach	New Express Service	\$16,196
7	Powerline Rd	Downtown Fort Laude	Palm Beach	New Express Service	\$30,966
8	I-75	Miami-Dade County Line	I-595	New Express Service	\$36,013
9	Sample Road	US-1	Sawgrass Exwy	New Rapid Bus	\$19,346
10	Atlantic Blvd	FEC	Sawgrass Exwy	New Express Service	\$12,645
11	McNab Rd	FEC	Sawgrass Exwy	New Express Service	\$90,437
12	Oakland Pk Blvd	US-1	Sawgrass Mills	New Rapid Bus	\$89,183
13	Sunrise Blvd	Downtown Fort Laude	Sawgrass Mills	New Express Service	\$47,630
14	Pines Blvd	US-1	W. of I-75	New Rapid Bus	\$102,160
15	People Mover	Fort Lauderdale Airport	Port Everglades	Automated People Mover	\$1,150,000

Table 5 – Regional Projects for TRIP Funding for FY 2006-07

Regional Project Description	Project Type	Total Cost (in \$1000)	TRIP Funds (in \$1000)
NW 57 Avenue/Red Road/SR 823 - from NW 116 Street/W 63 Street to NW 138 Street/W 84 Street	Add 2-lanes (from 4 to 6 lanes)	\$15,100	\$7,550
Kendall Drive/SW 88 Street/SR 94 - from SW 157 Avenue to SW 177 Avenue/SR 997	Add 2-lanes (from 4 to 6 lanes)	\$3,800*	\$1,900
NW 36 Street/SR 25 – Grade Separation over NW 72 Avenue/SR 969	Grade Separation Overpass Construction	\$32,000	\$16,000
SW 8 Street/Tamiami Trail/SR 90 – Grade Separation over SW 87 Ave/SR 973	Grade Separation Overpass Construction	\$32,000	\$16,000
Bus Rapid Transit (BRT) on Kendall Drive/SW 88 Street/SR 94 - from the Dadeland North Station to SW 167 Avenue	BRT implementation	\$10,000	\$5,000
Bus Rapid Transit (BRT) on Biscayne Boulevard/SR 5/US 1 - from Aventura Mall to the Omni Terminal	BRT implementation	\$18,500	\$9,250
Special Use Lanes - Premium Transit Service on Expressway Right shoulder:			
Dolphin/SR 836 (from 107 Avenue to Downtown Miami - special use lanes only on limited segments)	Premium Transit Service Implementation on expressway right shoulder	\$4,000	\$1,250
Palmetto/SR 826 (from Pembroke Lake Mall to Palmetto Metrorail Station - special use lanes from NW 67 to NW 74 Street)			
Turnpike (from west Kendall to Downtown Miami - special use lanes from SW 88 Street /Kendall Drive to SR 836)	Premium Transit Service Implementation on expressway right shoulder	\$2,000	\$1,000
Don Shula/SR 874 (from west Kendall to Dadeland North Metrorail Station - special use lanes from SW 104 Street to Snapper Creek/SR 878)	Premium Transit Service Implementation on expressway right shoulder	\$4,000	\$1,250
Snapper Creek/SR 878 (from west Kendall to Dadeland North Metrorail Station - special use lanes from Don Shula/SR 874 to US 1)			
SR 7 - from Miami-Dade/Broward County line to N. of Hallandale Beach Blvd	Add 2L and Reconstruct 4L (6LD)	\$72,195	\$26,609
Federal Highway - from Sample Road to Aventura Mall	New Limited Stop	\$1,980	\$990
Transit Centers & Infrastructure	Capital	\$1,983	\$991
Bus Stop/Bus Bays	Capital	\$1,500	\$750
Lauderhill Mall Transit Center	Transit Center Site Development	\$2,600	\$500
Eligible intersections	Intersection Improvement	\$11,317	\$3,555
Palm Tran Transit	Purchase 10 Buses	\$3,500	\$1,750
Okeechobee Blvd - from SR 7 to East of Florida's Turnpike	Add 2L and Reconstruct 6L	\$44,060	\$15,380
Atlantic Avenue – from W of Lyons Road to Starkey Avenue	Add 2L and Reconstruct 2L	\$16,000	\$6,000
Infrastructure improvements at Delray Beach, Fort Lauderdale Airport, and Pompano Beach Tri-Rail stations	Design	\$1,156	\$578
Infrastructure construction to provide direct connection for Tri-Rail and Metrorail riders	Design	\$364	\$182
Construction of additional pedestrian overpass to connect the Golden Glades Intermodal Center to business Park west of the CSX tracks	Plan/Design	\$782	\$391
Development of a station-area transit-oriented-development plan for 18 Tri-Rail stations	Plan	\$500	\$250