



SOUTHEAST FLORIDA REGIONAL
Transportation Plan
2035

**Technical Memorandum #1:
Document Summary**

FINAL

September 2009



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

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Section 1
Introduction

Introduction

A set of thirty (30) documents that pertain to the regional transportation system and existing and forecast travel activities in the three-county area have been selected for review as a part of the 2035 RL RTP development. The approved list of documents (approved by RTTAC in July 2008) have been reviewed and summarized in terms of regional impact and relevance to the RL RTP. Each document is summarized by three categories: (1) Overview (includes goals, objectives, measures of effectiveness, findings and recommendations, etc.), (2) Relevancy to the 2035 RL RTP, and (3) Inconsistencies with the 2035 RL RTP. Table 1 summarizes the list of reviewed documents.

Table 1 Document Review List Summary

Obtained by KAI (Y/N)?	Title	Author	Publisher	Date
Focus Area 1: Legal Mandates				
Y	1. SAFETEA-LU	FHWA	FHWA	2005
Focus Area 2: Statewide Transportation Plans				
Y	2. 2025 Florida Transportation Plan	FDOT	FDOT	December 2005
Y	3. Florida Strategic Highway Safety Plan	Cambridge Systematics	FDOT	September 2006
Y	4. Florida SIS Plan	FDOT	FDOT	January 2005
Focus Area 3: Airports Master Plans/System Plans				
Y	5. Florida Aviation System Plan – Southeast Florida Metropolitan Region Overview	FDOT	FDOT	2007
Y	6. Fort Lauderdale-Hollywood International Airport Master Plan	LFA, Jacobs Consultancy Inc.	Broward County Board of County Commissioners	2006
N	7. Miami International Airport Master Plan	-	-	-
Y	8. Palm Beach International Airport Strategic Master Plan Study	Ricondo & Associates	PBC	January 2001
Focus Area 4: Seaport Plans and Studies				
N	9. Port of Miami Master Plan	-	-	-
Y	10. Port of Miami Freight Access Study	Cambridge Systematics	MDC MPO	February 2007
Y	11. Port Everglades Master Plan	TranSystems Corporation	BC	August 2001
Y	12. Port of Palm Beach Plan 2005-2015	CH2M Hill	Port of Palm Beach District	February 2006
Y	13. South Florida Inland Port Feasibility Study	Cambridge Systematics	FDOT	June 2007
Focus Area 5: Transit Plans and Studies				
Y	14. Draft SFRTA Strategic Regional Transit Plan, Draft SFRTA TDP - FY 2008-2012 Minor Update	Carter Burgess	SFRTA	December 2007/ September 2007

Obtained by KAI (Y/N)?	Title	Author	Publisher	Date
Y	15. Tri-Rail Parking and Circulation Study	Kimley-Horn & Associates	SFRTA	August 2007
Y	16. Palm Beach County TDP 2006-2016	CUTR	Palm Tran	-
Y	17. Broward County Transit Development Plan Annual Progress Report 2008-2012 DRAFT	Broward County MPO	Broward County MPO	September 2007
N	18. Miami-Dade Transit TDP	-	MDT	On-going, Sept. 2008
Focus Area 6: Freight and Goods Movement Studies				
Y	19. Palm Beach County Freight and Goods Movement Study	Cambridge Systematics	PBC MPO	Summer 2006
Y	20. Broward County Freight and Goods Movement Study	Cambridge Systematics	BC MPO	July 2002
Y	21. Miami-Dade Trends in Heavy Truck Traffic Management Study	Cambridge Systematics	MDC MPO	February 2005
Y	22. Florida Statewide Freight and Goods Mobility Plan	Cambridge Systematics	FDOT	September 2007
Y	23. Atlantic Commerce Corridor Study	Cambridge Systematics	USDOT	Update On-going
Focus Area 7: Long Range Transportation Plans (LRTPs)				
Y	24. RL RTP (adopted 2006)	RTTAC	RTTAC	July 2006
Y	25. Palm Beach County LRTP 2030	Leftwich	PBC MPO	December 2004
Y	26. Broward County LRTP 2030	KAI	BC MPO	December 2004 / July 2007
Y	27. Miami-Dade LRTP 2030	Gannett Fleming	MDC MPO	November 2004
Focus Area 8: Freeway Master Plans				
Y	28. Miami-Dade Expressway Authority Master Plan	MDX	MDX	On-going
Y	29. Florida's Turnpike Enterprise Master Plan Annual Update 2008-2030	FTE	FTE	March 2008
Focus Area 9: Other				
N	30. SERPM Documentation	-	-	-

Section 2
Document Assembly
Overview

Document Assembly Overview

Nine transportation focus areas were reviewed for the 2035 RL RTP document assembly review. The nine focus areas were: *Legal Mandates; Statewide Transportation Plans; Airport Master Plans/System Plans; Seaport Plans and Studies; Transit Plans and Studies; Freight and Goods Movement Studies; Long Range Transportation Plans; Freeway Master Plans; and Other*. From these nine areas, 30 individual searches were performed of which 25 reviews were conducted. Documents were reviewed in terms of regional impact and relevance to the 2035 RL RTP. In addition, documents were reviewed for any potential conflicts among the studies or inconsistencies that must be addressed and resolved by the RTTAC. In summary, the nine areas reviewed contained the following relevant information that should be considered as the 2035 RL RTP is developed and adopted:

Focus Area 1: Legal Mandates

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU builds on TEA-21, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure. The MPO's are required to meet the SAFETEA-LU eight planning factors. It is recommended that the RL RTP also follow the SAFETEA-LU planning factors to ensure consistency and compatibility between the regional and local efforts.

Focus Area 2: Statewide Transportation Plans

Three statewide plans are relevant to the RL RTP: the 2025 Florida Transportation Plan, the Florida Strategic Highway Safety Plan, and the Florida Strategic Intermodal System (SIS) Plan. As the 2035 RL RTP GOM's are developed, the goals, objectives, and measures of effectiveness from the three statewide plans should be cross-referenced for compatibility assurance. The regional network is predominantly made up of the SIS network, and safety is the highest priority of transportation agencies across the state; therefore, these documents will provide valuable insights that may be considered at the regional project evaluation level.

Focus Area 3: Airport Master Plans/System Plans

Four documents were selected for review under the Airport focus area; however, only three documents were reviewed since KAI was unable to obtain the Miami International Airport (as an alternative, information was collected off the MIA website). Based on the review, the three international airports in the region are planning to or are currently expanding. Due to the anticipated growth, the 2035 socioeconomic special generator zdata should be expected to increase from the model base year socioeconomic data. In addition, similar to SIS goals and objectives, the 2035 RL RTP will want to consider connections to these SIS hubs during the needs and cost feasible plan evaluations.

Focus Area 4: Seaport Plans and Studies

Five documents were selected for review under the Seaport focus area; however, only four were reviewed since KAI was unable to obtain the Port of Miami Master Plan. Based on the review, the three seaports in the region are planning to or are currently experiencing growth and/or expansion. Due to this, the 2035 socioeconomic special generator zdata should be expected to increase from the model base year socioeconomic data. In addition, similar to SIS goals and objectives, the 2035 RL RTP will want to consider connections to these SIS hubs during the needs and cost feasible plan evaluations.

Focus Area 5: Transit Plans and Studies

Five documents were selected for review under the Transit focus area; however, only four were reviewed since the Miami-Dade County TDP is currently undergoing an update. For the four documents that were reviewed, in general the goals are consistent with the regional plan; however, some of the objectives are more directed toward a local level plan, not a regional plan. The SFRTA Strategic Transit Plan will be a valuable tool for the regional needs and cost feasible plan development. For the TDP's, the goals, objectives, and performance measures should be considered in the development of the 2035 RL RTP GOM's. In addition, the projects listed within the TDP's should be considered in the 2035 RL RTP existing-plus-committed network and the needs and cost feasible plans.

Focus Area 6: Freight and Goods Movement Studies

Five documents were reviewed under the Freight focus area. An update of the Atlantic Commerce Corridor Study is pending and will be obtained from Cambridge Systematics upon completion to ensure compatibility with the RL RTP. Improved freight movement is a regional goal and will continue to be in the 2035 RL RTP update. It is essential that the three county's freight plans be considered in the development of the 2035 RL RTP GOM's and need and cost feasible plans. In addition, coordination between the regional freight study performed by Cambridge Systematics and FDOT D4 and the regional team will need to occur throughout the duration of the 2035 RL RTP.

Focus Area 7: LRTPs

The RL RTP adopted in 2006 is the foundation of the 2035 RL RTP. This document will be referenced throughout the entire 2035 update. Constant communication must exist between the regional consultants and the RTTAC throughout the project to determine where concerns lay with the 2006 plan.

The three county 2030 LRTP's are critical to the 2035 RL RTP. The regional team will maintain constant communication among all three counties to ensure that schedules are coordinated and that all parties understand how each county is moving forward. In particular, the county goals, objectives and measures of effectiveness are critical to the 2035 RL RTP GOM's development. Travel demand modeling efforts among the three counties must also be coordinated due to the merger of the three county models into one regional model, SERPM.

Focus Area 8: Freeway Master Plans

Two documents were reviewed under the Freeway focus area. It is important to incorporate the Florida's Turnpike and Miami-Dade Expressway plans into the 2035 RL RTP as both of these facilities are in the Corridors of Regional Significance network. No inconsistencies were identified, but the programmed and proposed projects should be incorporated and considered in the existing-plus-committed network and needs and cost feasible plans, respectively.

Focus Area 9: Other

SERPM documentation was not reviewed as a part of this document assembly review effort. All SERPM documentation will be reviewed by Cambridge Systematics as an on-going effort throughout the development of the 2035 RL RTP. Both KAI and CS have been and will remain active in the RTTAC Modeling Subcommittee to ensure consistent modeling efforts are agreed to and applied throughout the three county region. In addition, CS is active on the FUSTMS users online group and remains up-to-date on SERPM issues, changes, and updates.

The following section of this report contains the detailed review and summary of each document. Summaries include the document purpose, and information relevant to the RL RTP such as goals, objectives and measures of effectiveness, needs, and financial feasibility. Document findings and recommendations are also summarized, where applicable.

Section 3
Document Summaries

Document Summaries

This section summarizes the individual document review findings. The organization of each document review is: *overview*, *relevancy to the 2035 RL RTP*; and *inconsistencies with the 2035 RL RTP*.

LEGAL MANDATES

1. SAFETEA-LU

Overview

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure. The MPO's are required to meet the SAFETEA-LU planning factors; these factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and;
8. Emphasize the preservation of the existing transportation system.

Relevancy to the 2035 RL RTP

All three county LRTP's are required to meet the SAFETEA-LU planning factors. To remain compatible and consistent, the RL RTP should also incorporate these factors.

Inconsistencies with the 2035 RL RTP

No inconsistencies were found between SAFETEA-LU planning factors and the RL RTP goals adopted in 2006.

STATEWIDE PLANS

2. 2025 Florida Transportation Plan

Overview

The Florida Transportation Plan (FTP) serves as Florida’s statewide transportation plan and identifies the goals and objectives for the next 20 years to address the needs of the entire state transportation system (for all of Florida, not just the Florida Department of Transportation). The focus of the FTP is identifying goals and strategies by defining roles, responsibilities, and accountability for implementing the FTP, with greater emphasis on regional transportation planning. Florida’s biggest transportation challenges are: capacity constraints, inadequate intermodal connectivity, continued safety concerns, threats and emergencies, balance between transportation and community livability, rising costs of transportation, and insufficient funding. As shown in Table 2, The 2025 FTP includes 5 long range goals and 32 objectives. The importance of performance monitoring was discussed, but specific measures were not identified.

Table 2 2025 FTP Goals, Objectives, and Implementation Strategies

Objectives	Implementation Strategies
Goal 1: A safer and more secure transportation system for residents, businesses, and visitors	
<ul style="list-style-type: none"> • Improve the safety of all modes of transportation • Reduce the rates of motor vehicle, bicycle, and pedestrian fatalities and serious injuries through design techniques and the application of engineering, education, enforcement, and emergency response strategies • Focus resources where opportunities for safety improvements are greatest, as identified by best available data and trends • Improve transportation system security 	<ul style="list-style-type: none"> • Include a safety improvement component in all aspects of transportation • Implement security policies and strategies • Improve safety of roads in rural and economically distressed areas • Improve communication compatibility • Support safe and efficient mobility of affected people, freight, services, and response personnel during emergencies • Ensure that national security transportation needs involving Florida’s military facilities can be met during normal and elevated security periods • Implement GIS capabilities for plotting crash data • Consider travel information needs for foreign visitors and non-English speaking residents where appropriate
Goal 2: Enrich quality of life and responsible environmental stewardship	
<ul style="list-style-type: none"> • Plan, develop, and implement transportation facilities and services with communities and agencies to enhance the livability of communities • Make decisions that conserve and optimize non-renewable resources, propose the use of renewable resources, and include strategies to decrease 	<ul style="list-style-type: none"> • Use effective public involvement and context sensitive design to support community visions and enhance quality of life • Increase access to and use of alternatives to single-occupant vehicles • Locate transportation facilities in appropriate and

Objectives	Implementation Strategies
<p>greenhouse gases and air pollutants</p> <ul style="list-style-type: none"> Accommodate transportation systems on a human scale (e.g., pedestrian, bicycle, transit, etc.) Improve coordination among land use and transportation Implement efficient strategies that support all system elements Provide opportunities for early and continuing proactive public involvement in the transportation decision making process Plan, design, and construct transportation facilities that preserves and restores the function of the natural environment 	<p>environmentally acceptable areas</p> <ul style="list-style-type: none"> Coordinate with all agencies to develop regional conservation and mitigation strategies
<p>Goal 3: Adequate and cost-efficient maintenance and preservation of transportation assets</p>	
<ul style="list-style-type: none"> Maintain all elements of the transportation system Eliminate the illegal operation of commercial vehicles exceeding loading limits Maximize the use of alternative, non-roadway modes to transport overweight and oversize loads 	<ul style="list-style-type: none"> Monitor system conditions to ensure all facilities are adequately maintained and preserved Emphasize state-of-the-art technologies and innovative contracting methods to increase system maintenance efficiency Create strong cooperative relationships to minimize pavement impacts due to overweight and oversize loads Analyze the process for permitting overweight loads Analyze penalties for overweight loads
<p>Goal 4: A stronger economy through enhanced mobility for people and freight</p>	
<ul style="list-style-type: none"> Mobility between regions, states, and nations Improve efficiency between facility and mode transfers Reduce delay and improve reliability of SIS facilities Preserve new SIS capacity for projected growth Expand the use of modal alternatives to SIS highways Set new criteria for identifying and developing new SIS facilities Mobility within regions Develop regional visions and action plans that integrate all facets of transportation investments Facilitate economic development in economically deprived areas by improving transportation access Mobility within communities Develop multimodal systems that support community visions Expand transportation choices Reduce per capita vehicle miles traveled by single occupant vehicles, especially during peak hours Ensure the transportation system is accessible to all users 	<ul style="list-style-type: none"> Fully implement SIS Strategic Plan and update the SIS designations every five years Protect global competitiveness and extend the capacity of SIS hubs by supporting facility upgrades Identify and invest in regionally significant facilities under the Transportation Regional Incentive Program (TRIP) Ensure SIS and regional programs gives attention to balance between community, mobility, and environmental needs Identify and invest in local infrastructure and services that support local visions Make optimal use of existing transportation facilities and services Promote more effective use of existing rail and water corridors to move both people and freight Introduce new modal options or develop new transportation hubs or corridors when existing facilities cannot meet mobility or connectivity needs Create institutional structures that support statewide, regional, and local mobility needs
<p>Goal 5: Sustainable transportation investments for Florida's future</p>	
<ul style="list-style-type: none"> Provide sufficient resources to reduce the identified backlog in transportation needs Establish transportation investment priorities Reduce the cost of providing and operating 	<ul style="list-style-type: none"> Provide greater choices and flexibility for raising sustainable transportation resources Maximize return of federal funds for all modes

Objectives	Implementation Strategies
<p>transportation facilities</p> <ul style="list-style-type: none"> Document the gap between funding resources and needs across all level sand all modes of transportation 	<ul style="list-style-type: none"> Provide incentives to encourage joint funding Encourage the use of tolls, user fees, and “market choices” Seek alternative revenue sources Address increasing right-of-way costs through corridor planning, corridor management, advance acquisition, and improvements Implement technological improvements Identify transportation needs, revenues, and short falls in regional, urban, transitioning, and rural areas

Relevancy to the 2035 RL RTP

The goals and objectives in the 2025 FTP should be compatible with the 2035 RL RTP.

Inconsistencies with the 2035 RL RTP

Using the RL RTP adopted in 2006 as a baseline, no inconsistencies were found between the two documents.

3. Florida Strategic Highway Safety Plan (SHSP)

Overview

“The purpose of Florida’s SHSP is to focus funding and other resources strategically on those problem areas where the opportunity for improvement is greatest, measured by reductions in fatalities and serious injuries. Improving the safety of Florida’s surface transportation system for residents and visitors is the unifying goal of Florida’s safety community and the overarching goal of Florida’s Strategic Highway Safety Plan (SHSP). The SHSP identifies strategic safety priorities in both public and private agencies and organizations at the national, state, regional, and local levels.”

The Florida Strategic Highway Safety Plan’s mission is that “the State of Florida, utilizing engineering, enforcement, education, and emergency management will focus resources where opportunities for safety improvements are greatest”. The Plan’s goal is to “To improve the safety of Florida’s surface transportation system by achieving a five percent annual reduction in the rate of fatalities and serious injuries beginning in 2007”.

The SHSP focused on four emphasis areas, which were derived from the 2025 FTP goals and objectives. The four emphasis areas include aggressive driving, intersection crashes, vulnerable road users (pedestrians, bicyclists, and motorcycles), and lane departure crashes. Also, in general terms, Emergency Response was highlighted in the plan. Goals, performance measures, objectives, and strategies were developed for each emphasis area. Below, Table 3 summarizes the goals, objectives and performance measures:

Table 3 Florida SHSP Emphasis Area Goals, Objectives, and Performance Measures

Goal	Objective	Performance Measure
General: Emergency Response		
Optimize emergency response system	<ul style="list-style-type: none"> • Incorporate emergency response data into the overall problem definition process. • Improve coordination with, and awareness of, emergency services. • Increase access to and the security of crash scenes. 	None identified.
Emphasis Area: Aggressive Driving		
Reduce the rate of fatalities and serious injuries involving aggressive driving	<ul style="list-style-type: none"> • Enhance and promote effective law enforcement programs to reduce aggressive driving • Increase training and education on the problem of aggressive driving • Identify and mitigate roadway features that may trigger aggressive driving 	<ul style="list-style-type: none"> • Rate of fatalities and serious injuries per 100M VMT involving aggressive driving • Proportion of all fatalities and serious injuries that involve aggressive driving
Emphasis Area: Intersection Crashes		
Reduce the rate of fatalities and serious injuries occurring at intersections	<ul style="list-style-type: none"> • Increase the safety of intersections for all users • Strengthen traffic enforcement at intersections • Increase educational efforts concerning intersection behavior, design and engineering 	<ul style="list-style-type: none"> • Rate of fatalities and serious injuries per 100M VMT involving intersection crashes • Proportion of all fatalities and serious injuries that involve intersections
Emphasis Area: Vulnerable Road Users: Pedestrian, Bicyclists, and Motorcycles		
Reduce the rate of fatalities and serious injuries involving vulnerable road users	<ul style="list-style-type: none"> • Provide local and state agencies with the data, skills, and tools to identify effective safety countermeasures for pedestrians, cyclists, and motorcyclists in the areas of engineering, education, enforcement, and emergency response. • Make strategic safety investments, focusing resources where opportunities for safety improvements are greatest for pedestrians, cyclists, and motorcyclists. • Establish mobility strategies that are consistent with pedestrian, cyclist, and motorcyclist safety. 	<ul style="list-style-type: none"> • Rate of fatalities and serious injuries per 100K population involving pedestrian and bicyclists • Rate of fatalities and serious injuries involving motorcycle riders per 100K licensed motorists

Goal	Objective	Performance Measure
Emphasis Area: Lane Departure Crashes		
Reduce the rate of fatalities and serious injuries involving lane departures	<ul style="list-style-type: none"> • Improve engineering practices to reduce lane departure crashes on limited access and rural two-lane roadways. • Improve public education to reduce lane departure crashes on limited access and rural two-lane roadways. • Improve law enforcement practices to reduce lane departure crashes on limited access and rural two-lane roadways. 	<ul style="list-style-type: none"> • Rate of fatalities and serious injuries per 100M VMT involving lane departure crashes • Proportion of all fatalities and serious injuries that involve lane departure crashes

The SHSP discusses implementation and that the greatest challenge will be coordinating the efforts of a multi-disciplinary group of agencies and organizations at all levels of jurisdiction across 67 counties and over 450 cities around a common set of goals and objectives. The planning level is the first step in ensuring the implementation of this initiative. Data availability and collection consistency is another challenge in the implementation of the emphasis area monitoring.

Relevancy to the 2035 RL RTP

Safety and security are SAFETEA-LU planning factors and are the top priority for our region. These initiatives should be incorporated into the 2035 RL RTP to the extent possible. The Florida SHSP should be the foundation for the safety assessment in the regional plan. Although some of the initiatives in the SHSP are directed toward a local level, there are measures which could be applied at a regional level. Ideally, the SHSP should be incorporated into the long range planning efforts as discussed in the Safety Highway Plan.

Inconsistencies with the 2035 RL RTP

Some of the emphasis areas are going to be difficult to assess at a regional level. Even at the local level the data may be inconsistent and incomplete.

4. Florida Strategic Intermodal System (SIS) Plan

Overview

“The SIS Strategic Plan provides policy direction for implementing the SIS and serves as the foundation for a new way of planning and managing Florida’s transportation system. Developed by the Florida Department of Transportation (FDOT) in cooperation with nearly 40 statewide transportation partners, as well as numerous regional and local partners, the SIS Strategic Plan outlines a fundamental shift in Florida’s transportation policy. This plan:

- o Redefines the state’s primary role in transportation

- Advances a multimodal approach to planning
- Links the state’s transportation planning and investment decisions to statewide economic policies
- Shifts from reactive to proactive planning of future transportation investments

The Plan includes the following key elements: system designation, a needs assessment, a prioritization process, and a finance strategy. The SIS Plan has been developed based on the following goals and objectives summarized in Table 4:

Table 4 SIS Plan Goals and Objectives

Goals	Objectives
1. A safer and more secure transportation system for residents, businesses and visitors.	<p>Extra weight for SIS projects that provide secondary benefits by improving safety and security. These may include projects that:</p> <ul style="list-style-type: none"> • Prevent or reduce incidents or facilitate incident response • Focus on facilities with high rates of incidents or that are at a high risk for incidents • Help meet national or industry safety or security standards
2. Effective preservation and management of Florida’s transportation facilities and services.	<p>Extra weight for SIS projects that provide secondary benefits by preserving existing infrastructure and services. These may include projects that:</p> <ul style="list-style-type: none"> • Eliminate structural or functional deficiencies • Eliminate size, height and weight obstacles • Preserve or enhance the ability of the SIS to serve its intended function of supporting interregional, interstate and international travel and transport
3. Increased mobility for people and for freight and efficient operations of Florida’s transportation system.	<p>Primary factors for influencing prioritization and project selection. Priority will be given to those projects that, through added capacity, new technology or more efficient operations:</p> <ul style="list-style-type: none"> • Improve connections between modes • Eliminate bottlenecks and unnecessary delay • Improve travel time reliability • Support modal choices for interregional travel and transport • Support growth in demand for interregional travel and transport
4. Enhanced economic competitiveness and economic diversification.	<p>Primary factors for influencing prioritization and project selection. Priority will be given to those projects that:</p> <ul style="list-style-type: none"> • Support statewide goals related to economic diversification and targeted industries that could benefit from strategic investments by the state • Support statewide economic growth but not the transfer of jobs or economic activity between regions within Florida • Reduce transportation and logistics costs • Improve access to worker, supplier and customer markets • Improve access to economic assets in rural areas • Support growth in trade and tourist flows
5. Enriched quality of life and responsible environmental stewardship.	<p>Proactive screening to ensure that SIS projects support community and environmental goals. Priority will be given to those projects that:</p> <ul style="list-style-type: none"> • Demonstrate a regional approach to coordinated transportation, land use and economic development planning • Reflect appropriate land uses around SIS facilities, including effective preservation of right-of-way • Incorporate design and access levels appropriate to the community and environment in which they are located • Preserve or enhance the built and natural environment

Relevancy to the 2035 RL RTP

A majority of the 2035 RL RTP's transportation network is the SIS. The goals and objectives are in-line with the RL RTP adopted in 2006. SIS network updates must be monitored for inclusion in the 2035 Regional Corridors of Significance update.

Inconsistencies with the 2035 RL RTP

Some changes have occurred between the 2005 SIS Plan and the present (late August 2008) plan updates. It will be necessary to stay aware of the SIS Plan updates and the SIS Cost Feasible Plan as the 2035 RL RTP is developed. However, if schedule conflict occurs, it is recommended the 2035 RL RTP incorporate the SIS Plan updates, etc. to the best extent possible but that it not hinder the schedule for the 2035 RL RTP.

AIRPORTS

5. Florida Aviation System Plan – Southeast Florida Metropolitan Region

Overview

“This paper presents an overview of the role played by airports in the economy and lifestyle of Southeast Florida. In addition to providing information to the public about the history and economy of the region and how the aviation system is supporting the regional demands and needs, the analysis is intended to aid local, regional, and state policymakers by identifying what the aviation system needs to do to support the projected growth within the region. The research was conducted in cooperation with the Continuing Florida Aviation System Planning Process (CFASPP).”

Relevancy to the 2035 RL RTP

Enplanement data and airport employment data is presented in the report and may be useful to compare against the 2035 socioeconomic data.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

6. Fort Lauderdale-Hollywood International Airport Master Plan

Overview

KAI was able to obtain a presentation on the Airport Master Plan Update, Phase 1 from October 2005. The presentation served as an executive summary of the findings (to date) from the FLL Master Plan Update process. The Phase 1 update process commenced with an approved motion by the Broward County Board of County Commissioners (BOCC) on December 9, 2003. Prior to the update, the FLL Master Plan was last updated in 1994.

The Master Plan update was broken down into two phases:

- Phase 1 – This phase was designed to complete a series of specific analytical tasks, included to address particular elements of the December 9, 2003 BOCC vote, and to develop options for FLL’s future development for consideration by the BOCC. These options were to be configured as choices, and would be used in a stakeholder outreach and a BOCC deliberation process to be included in Phase 2. Phase 1 was intended to include a presentation to the BOCC, provide preliminary findings, receive feedback on the findings from the BOCC, and then finalize the options for input to Phase 2.
- Phase 2 – This phase was designed to complete the stakeholder outreach process, report the results to the BOCC, assist the BOCC in decision-making regarding the adoption of a preferred plan, and commence the implementation process for the plan once it is adopted.

Currently, several designs are being completed for the development of Concourse A and a Cruise Bus Facility, a new International Terminal to replace Terminal 4, and double decking of the existing roadway. The County is also currently completing the federal Environmental Impact Statement (EIS) process to gain approval for the proposed extension to the South Runway. The EIS process has been completed for a people-mover system operating between the Airport and Port Everglades and an Intermodal Center east of the Airport along the people-mover route. The goal of the Airport Master Plan is to develop a comprehensive site plan for potential future airport facilities and to preserve individual parcels of the planned uses. The findings and recommendations of the Master Plan are summarized in Table 5.

Table 5 FLL International Airport Master Plan Summary

Findings
<ul style="list-style-type: none"> • Advisable to preserve the future North Parallel Runway option and limit term of lease agreements on the north-side at least until: <ul style="list-style-type: none"> ○ The South runway extension EIS is completed and all alternatives are fairly assessed; and, ○ The South runway extension, if approved, and other terminal related facilities are completed as part of a near-term development program • Goal of decommissioning the Crosswind Runway 13/31 may be more achievable if adopted in conjunction with a policy that preserves the option for a North Parallel Runway • If Crosswind Runway 13/31 is not decommissioned through the EIS, the County may have to pursue this goal through an alternate process
Recommendations
<p>Near Term:</p> <ul style="list-style-type: none"> • 15 to 22 additional gates depending on actual airfield performance • 4,000 to 5,000 additional parking spaces • Roadway improvements at T2 and T3 to relieve bottlenecks
<p>Long Term:</p> <ul style="list-style-type: none"> • Incremental development of 15 gates for a total of 94 gates (beyond near term gate additions) • 2,000 to 3,000 additional parking spaces (beyond near term additional parking spaces) • Centralize international gates on Westside of terminal area • Link terminal complex together, which provides more curb area for passenger pick-up and drop-off • Extend airside automatic people mover (APM) into midfield terminal complex • Transit and intermodal access to substitute for expected parking constraints

Relevancy to the 2035 RL RTP

Due to the expansion projects at the FLL Airport and anticipated growth, the 2035 socioeconomic special generator zdata should be expected to increase from the model base year socioeconomic data.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

7. Miami International Airport Master Plan

Overview

KAI was unable to obtain a copy of the Miami International Airport Master Plan; however, the MIA website was reviewed for relevant information. Table 6 summarizes the goals, costs, and capital improvement program projects (CIP) identified:

Table 6 Miami International Airport Information Summary

Goals
<ul style="list-style-type: none"> • Increase Miami-Dade Aviation System capacity • Enhance efficiency and safety • Reduce delays • Maximize non-aeronautical revenues • Modernize facilities • Support the needs of a dynamic airline industry • Increase air-cargo capacity
Costs
<ul style="list-style-type: none"> • The current amount of the CIP approved by the Board of County Commissioners is \$6.2 billion, not including a list of projects to be implemented in the future based on demand and affordability.
CIP Projects
<ul style="list-style-type: none"> • Terminal expanding from 3.5 million to 7.4 million square feet with 101 international gates and 27 domestic gates for a total of 128 gates with 555 ticket counters and 120 self service devices (SSD) • Separate Federal Inspection Services (FIS) locations in North, Central, and South Terminals will have the capacity to process 7,400 passengers per hour. • New Runway 8L-26R, taxiways, taxi-lanes, two new fire stations, additional parking • New International General Aviation Center and seventeen new cargo buildings totaling 2.7 million square feet • New South Terminal, with 27 gates and an adjoining cruise ship bus depot, a \$1.1 billion facility (started operations in 2007) • Partial completion of North Terminal, a \$2.8 billion one-mile long facility

Relevancy to the 2035 RL RTP

Due to the expansion projects at the Miami International Airport and anticipated growth, the 2035 socioeconomic special generator zdata should be expected to increase from the model base year socioeconomic data.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

8. Palm Beach International Airport 2001 Strategic Master Plan Study

Overview

The Palm Beach International Airport Strategic Master Plan Study was designed to provide a framework for decision-making given changing conditions, as opposed to defining a specific development plan for implementation over a particular time frame. Of most interest were defining an approach to enhance air service at the Airport and a framework to identify development decisions to accommodate the aviation demands imposed by communities served by the Airport. Table 7 summarizes the Airports Master Plan goals, objectives, and recommendations.

Table 7 Palm Beach International Airport 2001 Strategic Master Plan Summary

Goals	Objectives
<ul style="list-style-type: none"> • Develop an Airport Strategic Plan consistent with County's anticipated growth • Identify future development alternatives that improve LOS and efficiency offered by PBI A • Identify intermodal access and circulation improvements that will enhance ground transportation services and increase opportunities for growth in aviation-related services and industries and community-serving non-aviation industries and activities at PBI A 	<ul style="list-style-type: none"> • Identify cost-effective development options and land uses that maximize benefits • Develop integrated plan to guide short- and long-term improvements that is driven by demand, yet flexible enough to allow for adjustments • Provide a framework to implement necessary improvements in a cost-effective and business-like manner.
Findings	
<ul style="list-style-type: none"> • There is no evident capacity deficiency today or near-term with airport facilities • PBI A's CIP includes capacity enhancement projects to accommodate more aggressive near-term growth • Beyond near-term timeframe, future growth can be accommodated by selectively implementing pieces of the Composite Development Plan • Sufficient development flexibility exists at the Airport to allow future facilities to be developed consistent with needs from a variety of possible growth scenarios 	
Recommendations	
<p>Near Term:</p> <ul style="list-style-type: none"> • Potential expansion of existing Concourses B & C • New taxiway systems and airfield circulation improvements • Implementation of the New Maintenance Compound • Potential new aeronautical-use facilities (e.g., aircraft maintenance) and other collateral development • New Cargo Facilities • Terminal Extension 	
<p>Mid Term:</p> <ul style="list-style-type: none"> • Development of additional concourse and terminal facilities to the east of Concourse C • New cargo facilities • Additional public and employee parking facilities (garage and surface) • Potential off-airport property that may be acquired in the future for airport-support function(s) • Relocation and expansion of the south side general aviation/FBO facilities 	

Long Term:

- Relocation and expansion of the south side general aviation/FBO facilities (continued)
- Conversion of Runway 9R-27L to an air carrier runway
- Additional collateral development (as demand dictates)
- Expansion of the on-airport rental car facilities

Relevancy to the 2035 RL RTP

Due to the expansion projects at the Palm Beach International Airport and anticipated growth, the 2035 socioeconomic special generator zdata should be expected to increase from the model base year socioeconomic data.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

SEAPORTS

9. Port of Miami Master Plan

KAI could not obtain the Port of Miami Master Plan. However, the Miami-Dade County MPO is in close coordination with the Port. KAI will be coordinating with the MPO to ensure that the RL RTP includes Port activities (planned projects, socioeconomic data projections, etc.).

10. Port of Miami Freight Access Study

Overview

The purpose of the Port of Miami Freight Access Study was to explore the feasibility of developing a rail-only tunnel connection to the Port of Miami. Table 8 summarizes the potential improvements, findings, and recommendations.

Table 8 Port of Miami Freight Access Study Summary

Potential Access Improvements
<p>Rail Access Improvements</p> <ul style="list-style-type: none"> • On-Port Intermodal Container Transfer Facility (ICTF) with Existing At-Grade Rail Service • On-Port ICTF with New Tunnel – Traditional Long-Haul Intermodal Service • On-Port ICTF with New Tunnel – Short-Haul Shuttle Service • Other Potential Access Improvements • 6th Street Slip Ramp at Interstate 95 and Other Local Street Enhancements • Port of Miami Tunnel (Highway) <p>Operational Improvements</p> <ul style="list-style-type: none"> • Short-Sea Shipping/Barge Transfer to Port of Miami River

Key Findings
<p>Technical Feasibility</p> <ul style="list-style-type: none">• A grade-separated rail corridor, including an on-port ICTF, and a rail tunnel and trench, is technically possible and could be built within existing rights-of-way.
<p>Economic Feasibility</p> <ul style="list-style-type: none">• A conservative \$1 billion cost estimate was developed for the conceptual rail corridor required for traditional intermodal service.• Cost estimate would increase if a rail shuttle service was developed due to additional ICTF capacity, stricter operational requirements, and significant off port costs to grade separate the corridor.
<p>Environmental Feasibility</p> <ul style="list-style-type: none">• Environmental permitting and approval processes will be an obstacle for this project.• The EPA has already ruled that the proposed highway tunnel must use the bored approach and community leaders insist this hold true for the rail tunnel.• The bored approach uses a much larger footprint than immersed tube technology.
<p>Constructability</p> <ul style="list-style-type: none">• The conceptual design presented calls for the development of a below grade rail corridor directly underneath Port Boulevard. This could significantly restrict port access during construction.
<p>Funding Competition</p> <ul style="list-style-type: none">• The State of Florida has already committed funding for a portion of the \$1 billion highway tunnel project.• It is unlikely to assume a second \$1 billion project (railway option) would receive similar state support
<p>Rail Corridor Capacity</p> <ul style="list-style-type: none">• The capacity will be significantly impacted by the rail service selected (shuttle or limited long-haul).
<p>Political Support</p> <ul style="list-style-type: none">• There is limited support for development of a grade separated rail corridor connection to the Port of Miami.• Support from local and state leaders is critical for project advancement.
<p>Industry Support</p> <ul style="list-style-type: none">• Building shipper support for a rail corridor will be a challenge• On-port terminal operators are reluctant to sacrifice already limited acreage for any type of ICTF• Rail uncompetitive with truck in both cost and service• Rail shuttle service would add additional handling costs to the supply chain
Recommendations
<ul style="list-style-type: none">• Continue to support Port Access Initiatives• FTAC should continue to advocate for Port Access Improvements• Use the Truck Route Study to further explore port access• Investigate Opportunities for Reduced Passenger Traffic to the Port of Miami• Monitor Highway Tunnel Progress• Participate in key Regional Freight Initiatives

Relevancy to the 2035 RL RTP

The Port Tunnel of Miami is in the work program and must be incorporated into the 2035 Regional transportation network.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

11. Port Everglades Master Plan

Overview

KAI reviewed the 2001 Port Everglades Master Plan and the 2006 Port Everglades Master Plan Update, Draft Phase 1 presentation. Table 9 summarizes the 2001 goals, needs, recommendations, and cost feasibility of the Master Plan. Table 10 summarizes the 2006 update vision plans.

Table 9 Port Everglades Master Plan Summary

Goals
<ul style="list-style-type: none"> • Prepare a fully comprehensive five (5) year and ten (10) year Port Everglades Master Plan. • Develop a long term 2020 Vision Plan and prepare a fully comprehensive five (5) year and ten (10) year Port Everglades Capital Improvement Plan whose goal is to implement and achieve the tasks set forth within the five (5) year and ten (10) year Port Everglades Master Plan.
Needs
<ul style="list-style-type: none"> • The facility short-term needs required are related to berth enhancements that may be achieved through aggressive management of existing berth facilities. • Long-term future facility needs are related to both additional berth requirements and backlands expansion.
Recommendations
<p>Southport has the potential to accommodate most of the cargo projected in the 20-year horizon. Full expansion of Southport is required not only to meet the containerized cargo needs of the Port, but also to allow for future expansion of other business lines at Midport.</p>
<p>Near-Term (5-Year Plan):</p> <ul style="list-style-type: none"> • Northport: <ul style="list-style-type: none"> ○ Expansion of existing Terminal 4 ○ Erection of second Northport Parking Garage • Midport: <ul style="list-style-type: none"> ○ Extension of Pier 7 to expand cruise vessel berthing capability ○ Link Terminal 24 to Terminal 25 ○ Expand Terminal 24 ○ Relocate Customs station to Southport • Southport: <ul style="list-style-type: none"> ○ Expansion of Southport container yard by 45-acres to the south
<p>Long Term (10-Year Plan):</p> <ul style="list-style-type: none"> • Northport: <ul style="list-style-type: none"> ○ Realignment of Eisenhower Blvd as required ○ Full development of the Northport Bi-Level Passenger pier and concourse ○ Implementation of mass transit ground transportation (bus system) between Fort Lauderdale Airport and Port Everglades Northport Cruise Complex • Midport: <ul style="list-style-type: none"> ○ Erection of new Eagle-Class terminal on new Finger Pier • Southport: <ul style="list-style-type: none"> ○ Implementation of up to 60-acres of additional container storage space ○ Implementation of Southport On-Dock Intermodal Container Transfer Facility
Cost Feasibility
<ul style="list-style-type: none"> • The Port may be constrained in its ability to fund the entire 10-year master plan program. • Significant capital investment is required to achieve the 2020 Vision.

Table 10 Port Everglades 2006 Master Plan Update Summary

Benefits	Issues
Area 1: Reconfigure & Expand Slips 13	
<ul style="list-style-type: none"> • Creates one additional mega cruise berth & enlarges one to mega cruise size • Separates Cruise & Petroleum activities • Accommodates larger vessels • Increases navigational safety • Adds berth length for cement • Mitigates soil contamination • Increases petroleum distribution efficiencies • Reconstructs deteriorating bulkheads 	<ul style="list-style-type: none"> • Take of private property/tank farm relocation • Significant dredging and piping costs • Cost for new terminal
Area 2: Expand container berths along ICW	
<ul style="list-style-type: none"> • Creates additional berth lengths • Increases flexibility to berth longer ships & ability to accommodate both container and mega cruise ships at (2) berths • Reconstructs deteriorating bulkheads 	<ul style="list-style-type: none"> • Significant development cost • Environmental impact to conservation easement
Area 3: Relocate Southport RORO Piers	
<ul style="list-style-type: none"> • Creates additional long container berth • Minimizes impact of larger vessels on aviation flight path • Places wheeled cargo ops on unstable geotechnical property • Minimizes dredging impacts at DCC & West Lake Park • Increases flexibility to berth longer ships 	<ul style="list-style-type: none"> • Significant dredging costs • Excavation in closed landfill • Conservation area impact
Area 4: Relocate FTZ & CBP facility west of McIntosh Road	
<ul style="list-style-type: none"> • Allows contiguous container terminal expansion of Southport & Midport areas, adjacent to the water • Provides circulation within Port restricted area • Replaces aged buildings 	<ul style="list-style-type: none"> • Cost of relocating FTZ and CBP operations • Cost of new buildings
Area 5: Entrance channel & harbor deepening and widening	
<ul style="list-style-type: none"> • Accommodates longer and deeper vessels • Increases navigational safety • Necessary to meet tenants & future market requirements 	<ul style="list-style-type: none"> • Environmental impact • Significant shared dredging costs
Area 6: Intermodal rail yard & import rock facility	
<ul style="list-style-type: none"> • Reduces truck traffic on Port and in Region • Creates potential for greater hinterland market penetration by rail • Supports import of aggregate materials in Florida, to replace potential quarry closures 	<ul style="list-style-type: none"> • Significant costs associated with rail & site infrastructure • Long-term investment with slow startup revenues

Relevancy to the 2035 RL RTP

It is anticipated that the Port will grow from now through 2035; therefore, the 2035 socioeconomic special generator zdata should be expected to increase from the model base year socioeconomic data. Additionally, any Port related projects should be considered in the RL RTP existing plus committed network, and the needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

12. Port of Palm Beach Master Plan (2005 - 2015)

Overview

“The Port of Palm Beach Master Plan embodies the Port Commission’s vision for the next five to ten years. The Plan consists of three parts: first, a set of guiding Goals, Objectives and Policies which are adopted under Chapter 163, Florida Statutes; second, an adopted capital plan showing proposed development activities for the next five years; and, third, background data and analysis which support the policy framework. The adopted portions of the Plan are located in the beginning of this volume. The remaining narrative constitutes the background analysis which forms the foundation of the adopted plan.” Table 11 summarizes the Port’s goals, objectives, and recommendations.

Table 11 Port of Palm Beach Master Plan (2005-2015) Summary

Goals
<p>The goals of the Port of Palm Beach are to provide the region’s intermodal link to waterborne commerce through operation, maintenance, and expansion of its deepwater port facilities, including furtherance of container, bulk and passenger services, with the goal of facilitating trade, creating and sustaining jobs, providing economic benefits, supporting key industries, and assisting Port tenants in an atmosphere of respect for adjacent communities and sensitive natural resources.</p>
Objectives
<p>Port Facility Expansion:</p> <ul style="list-style-type: none"> • Give priority consideration in land acquisition and leasing program to properties identified in Master Plan • Maintain long term spoil disposal management options on Peanut Island and conduct a dredged material management study by end of 2008.
<p>Coordination of Expansion Plans:</p> <ul style="list-style-type: none"> • Identify major stakeholders potentially impacted by proposed projects • Perimeter landscape buffers • Will work with and support City of Riviera Beach in the established (or, to be established) Community Redevelopment Agency (CRA) • Coordination with adjacent municipalities to accommodate future land use map and Measure changes • Provide information on economic development properties with all concerned properties • Continue effective marketing program
<p>Improve existing and new facilities to ensure adequate security, capacity, and operational efficiency to accommodate future growth:</p>

- Improvements to security gates, port expansion projects (South Port Cargo Complex and Passenger Terminal and Garages), Slip 3 Redevelopment, Slip 2 Extension; rail and switching yard improvements, passenger facility improvements, harbor and channel improvements, cargo storage expansion projects, and improvements to on- and off-port transportation and intermodal projects
- Upgrade intermodal facilities in accordance with the Five-Year and Long Range Transportation Plan, such as:
 - Widening of SR 710 from two to four lanes between I-95 and Old Dixie Highway
 - Relocation of SR 710 between Old Dixie Highway and US 1
 - An Interchange between SR 710 and I-95
 - An Interchange between 45th Street and Florida's Turnpike, and
 - Extension of Tri-Rail and construction of new stations.
- Cooperate in feasibility studies with the following transportation improvements:
 - Off-port intermodal rail improvements including shifting of FEC switching facilities to the south to reduce impacts of Riviera Beach crossings
 - Improved switching facilities between CSX and FEC near port
 - SR 710 Flyover Phase 1 to connect US 1 to Australian Avenue south of FPL right-of-way
 - New SR 710 connector to I-95
 - Blue Heron Blvd/US 1 intersection improvements
 - 45th Street/US 1 intersection improvements, and
 - Atlantic Commerce Corridor improvement projects
- Improve cruise and ferry passenger terminal facilities

Improve transit options for Port and Port-related employees in the short and long term:

- Assign Transit Coordination responsibilities to an existing employee, who will meet with organizations to assess existing and additional services to determine a method for better education about transit options.
- Discussions with Palm Beach County and the SFRTA regarding the proposed Tri-Rail station in Riviera Beach as well as other regional transit projects related to Port employees.

Recommendations

- SR 710 should be extended from Old Dixie Highway to US 1 (FDOT funded). The Port should actively support and seek regional-wide support for widening of SR 710 to a four-lane major arterial from Florida's Turnpike to Old Dixie Highway. The SR 710 extension will allow Port traffic to go westward to Old Dixie Highway and then SR 710 or other east-west connectors and will allow Port traffic to connect to US 1 and the north and south to either 45th Street in West Palm Beach or Blue Heron Boulevard in Riviera Beach. The result will be more diverse options to enter and exit the Port when either construction activity or traffic accidents might otherwise effectively block access to the Port.
- The Port should support the interchange of I-95 and SR 710 and Florida's Turnpike and SR 710 (or 45th Street or Blue Heron Blvd)
- The Port should support improved switching facilities between the FEC and CSX railroads in the industrial/commercial area west of the Port
- The Port, the City of Riviera Beach, the City of West Palm Beach, and FDOT should begin the planning and funding process to develop an elevated crossing of the FEC railroad (funded by FDOT: \$64,000,000), which should either connect directly to the SR 710 extension near US 1 or directly to US 1 via an elevated link over the Port along the existing Port Road. This elevated crossing or fly-over will allow reduction in the impact of cargo switching operations on the City of Riviera Beach, improved efficiency of intermodal operations, improved cargo to market moves, and improved cross rail access for the two adjacent communities.

Relevancy to the 2035 RL RTP

It is anticipated that the Port will grow from now through 2035; therefore, the 2035 socioeconomic special generator zdata should be expected to increase from the model base year socioeconomic data. Additionally, any Port related projects should be considered in the RL RTP existing plus committed network, and the needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

13. South Florida Inland Port Feasibility Study

Overview

“The Port of Palm Beach, located in Riviera Beach, has taken a comprehensive look at its long term growth potential. Currently, it is a landlocked facility without adequate physical expansion opportunities. Terminal size constraints are impacting its ability to attract new business. In an attempt to address this situation, port staff developed a concept for an inland port facility in western Palm Beach County. This facility would serve the Port as a direct extension of its waterside terminal. It would require improved highway and rail connections. At the Port’s request, the Florida Department of Transportation agreed to conduct a study to explore the feasibility of an inland port facility that would be located at a centralized location in South Florida, providing a hub of port-related operations and storage facilities, with truck and rail connections to the region’s seaports, with truck access to regional markets.” Table 12 summarizes the study’s goals, objectives, and recommendations.

Table 12 South Florida Inland Port Feasibility Study Summary

Goals
Explore the ability to increase seaport capacity, promote industrial development, and divert freight traffic from highly congested transportation corridors
Objectives
<ul style="list-style-type: none"> • Define what attributes an inland port should possess, including transportation and industrial support features • Determine if an inland port could effectively serve the port network in southern half of Florida and complement other system investments in the state • Identify potential locations for developing an inland port, including but not limited to locations previously identified as potentially suitable by other studies • Determine if an inland port concept is feasible and beneficial for South Florida
Recommendations
<ul style="list-style-type: none"> • Develop stakeholder/advisory committee to provide ongoing input • Identify a preferred site(s) <ul style="list-style-type: none"> ○ South Bay Area Adjacent to US 27 ○ Pahokee Area Near Bryant Mill ○ Southwestern Martin County on SR 710 ○ Pratt-Whitney Property on SR 710 ○ Highlands County at Intersection of US 27/SR 70 • Work to date suggests a location along US 27 south of South Bay would serve the largest set of needs • Refine the preliminary market analysis • Identify and define potential business plan options • Develop an environmental mitigation plan • Develop a phased approach • Identify and define potential funding structures • Develop work force training /development plan • Provide ongoing outreach public involvement to build consensus

Relevancy to the 2035 RL RTP

The RL RTP team and Palm Beach need to stay in communication regarding the status of this Port. This project should be considered in the RL RTP needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

TRANSIT

14.a SFRTA Strategic Regional Transit Plan Memo: Network Composition and Analysis Memorandum

Overview

The SFRTA Strategic Regional Transit Plan has yet to be finalized, but the Network and Composition and Analysis Memorandum was reviewed for this document assembly effort. The goals, objectives, and alternatives is described in further detail below in Table 13.

Table 13 SFRTA Strategic Transit Plan Goals and Objectives

Goals	Objectives
Think creatively to define a bold vision and strategic plan for regional transit's role in the overall regional transportation system to ensure mobility, economic viability, and quality of life in the South Florida region for the next generation.	<ol style="list-style-type: none"> 1. Identify key regional transit corridors and infrastructure needs 2. Define regional transit investment strategies 3. Positively impact future development patterns in the region 4. Assess the region's current and future trends 5. Identify a safe and cost-effective regional transit system 6. Define SFRTA's role in the development, funding and operations of regional transit services

Alternatives Assessment Summary

The initial alternatives included analysis of existing and projected socio-economic data, transit service, land use patterns and policies, major trip flows, availability of ROW, connection to regional activity centers, and connections to existing premium transit within the region.

Regional transit projects were classified by the following criteria below. To be considered regional, projects did not need to meet all criteria; however, priorities were determined by how many were met.

- o Interjurisdictional – crosses county boundaries
- o Serve Regional Activity Centers (RACs)
 - o 34 RACs were identified in the region: nine in Palm Beach County, seven in Broward County, and 18 in Miami-Dade County.

- Trip length or distance covered
- Connects to existing premium transit service
- Provides intermodal connection

The screening process included the evaluation performance criteria listed below. A three-tiered scoring system helped identify the high opportunity corridors and concepts for advancement. Standards were based on the best performing alternative in each performance criterion, thus creating a comparative analysis unique among South Florida projects.

- Connective
 - Interjurisdictional
 - Number of regional activity centers (RACs) served
 - Connects to premium transit
 - Intermodal connection
- Productive
 - Incremental trips per mile
 - Total trip flows
 - Trip flows between major areas were analyzed to determine the magnitude of travel demand between RACs and regional areas, or “superzones”
- Value
 - Capital cost per mile
 - Annual cost per trip
 - Subsidy per trip

Relevancy to the 2035 RL RTP

As this plan is focused on regional transit, the adopted alternatives should be considered in the development of the 2035 Regional GOM's, and needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

14.b South Florida Regional Transportation Authority Transit Development Plan FY 2008-2012 DRAFT Minor Update

Overview

The purpose of the SFRTA TDP 2008-2012 minor update is to document the following:

- Past year's accomplishments compared to the original implementation program;
- Analysis of any discrepancies between the plan and its implementation for the past year, and steps that will be taken to attain original goals and objectives;
- Any revisions to the implementation program for the coming year;
- Revised implementation program for the fifth year;

- Added recommendations for the new fifth year of the updated plan;
- A revised financial plan; and
- A revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified.

The update contained the following chapters Chapter 1: Updated Goals and Objectives, Chapter 2: Existing Conditions, Chapter 3: New Analysis, Chapter 4: Overview of Projects and Concepts, Chapter 5: Fiscal Plan. SFRTA identified seven goals and 35 objectives for the TDP update. The seven goals are as follows:

Goal 1: Develop Cost Effective Transit System

Goal 2: Expand System Facilities and Operations

Goal 3: Improve Intergovernmental Coordination

Goal 4: Expand Funding Opportunities for the SFRTA System

Goal 5: Increase Customer Safety, Convenience and Comfort

Goal 6: Stimulate Transit-Oriented Development (TOD) at or near Tri-Rail Station Areas

Goal 7: Pursue opportunities to maximize on Transportation Demand Management (TDM) strategies being implemented throughout the region

Relevancy to the 2035 RL RTP

The programmed and proposed projects in the SFRTA 2008-2012 TDP Minor Update should be considered in the 2035 RL RTP existing plus committed network, and needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

15. Tri-Rail Parking and Circulation Study

Overview

The Tri-Rail Parking and Circulation Study was conducted to identify existing and future parking needs at Tri-Rail stations and to develop a staged parking improvement implementation plan. Field observations were held during summer 2006 at the eighteen (18) Tri-Rail Stations in Palm Beach, Broward, and Miami-Dade Counties.

This study's importance is two-fold: (1) As SFRTA negotiates future land use opportunities at Tri-Rail stations, understanding the future parking needs is essential; (2) As future ridership growth occurs, adequate capacity and efficient circulation for all modes used to access the stations throughout the Tri-Rail system (including pedestrians, bicycles, fixed-route buses, transit shuttles, private vehicles, carpools, vanpools, and taxis) must be provided.

The primary priorities and recommendations within the report were.

- Increase capacity through additional surface and structured parking.
- Reduce conflicts by separating circulation and providing dedicated space to all modes.
- Improve station area wayfinding, amenities, and maintenance.
- Improve access to stations and connections to surrounding uses.

The recommendations were divided into the following categories:

- System-wide policy and improvement recommendations
- Prioritized list of station improvements and associated costs
- Conceptual drawings of each station illustrating prioritized improvements

The System-Wide Policy and Improvement Recommendations were as follows:

- *Secure SFRTA ownership or long-term use rights at all current Tri-Rail parking lots.*
- *Secure agreements, obtain funding, and purchase additional properties needed for parking and circulation capacity expansion.*
- *Correct identified circulation problems in accordance with the priority list. Separate traffic flows among modes. Designate areas at each station for dropoff/pick-up and waiting.*
- *Correct identified signage deficiencies. A comprehensive sign inventory is required to catalog the type and position of existing assets as well as needs for the future.*
- *Address identified pavement markings and striping needs. Use colored lanes and reflectors to identify separate traffic zones (bike, bus, drop-off, taxi, etc.).*
- *Address identified pavement maintenance needs.*
- *Correct identified lighting deficiencies. Use lighting that is pedestrian friendly and high-efficiency, as well as conforming to dark sky guidelines where adjacent properties may be impacted by glare.*
- *Coordinate with local jurisdictions and adjacent property owners to improve identified access deficiencies and pedestrian hazards.*
- *Purchase and install new bicycle racks at identified locations. Assess demand and maintenance oversight issues for placement of bicycle lockers at additional stations.*
- *Identify one staff person at SFRTA responsible for overseeing parking and circulation issues.*
- *Where demand exceeds capacity and space is available, use temporary gravel lots until permanent parking can be constructed.*
- *Incorporate minimum design standards and preference options for all parking and circulation components into SFRTA's station design guidelines.*
- *Conduct nighttime counts and station surveys to observe and document overnight auto and bicycle parking activity. Develop a policy for overnight parking and security at Tri-Rail stations.*

- Designate and sign a minimum of two spaces at each station for staff and security agent use.
- Collect and review bi-annual FDOT counts of all station park and ride facilities. Recalculate parking demand projections at five-year intervals in advance of major TDP updates.
- Ensure all joint development and TOD proposals include preservation of required parking capacity for Tri-Rail patrons, as well as efficient and safe circulation elements. Identify and pursue potential shared-use parking opportunities with offpeak uses in adjacent developments.
- Examine potential methods to shift parking demand to alternate locations and modes.
- Design and implement a trial program of permit-guaranteed parking or a payment system where parking is constrained or suspected of being abused.
- Examine Intelligent Transportation Systems (ITS) applications and technology that might help customers identify available parking and reduce delays in station access. Coordinate efforts with FDOT, SFCS, and media outlets.
- Examine the potential for installation of parking canopies on SFRTA lots that incorporate solar power equipment to provide shade while generating electricity and revenue.
- Examine the potential for placement of short-term rental vehicles at Tri-Rail stations. Proven car-sharing and bicycle rental vendors should be invited to submit proposals.
- Examine the potential usefulness and cost of rubber sidewalks at Tri-Rail stations.
- Work with local jurisdictions, FDOT, and the corresponding Metropolitan Planning Organizations (MPOs) to add designated bike lanes on roadways that approach Tri-Rail stations.
- Work with partner agencies to obtain funding.

Relevancy to the 2035 RL RTP

The recommended Tri-Rail station projects should be considered in the development of the 2035 RL RTP existing plus committed network and the needs and cost feasible plans. However, it is not anticipated that station expansions will create regional impact, but more so at the local level.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

16. Palm Beach County Transit Development Plan 2006-2016

Overview

The Palm Beach County TDP covers the following: Palm Tran and the Community, Existing Services, Performance Evaluation, Public Involvement, Goals and Objectives, Needs and Opportunities, and the Capital and Operating Plan. Table 14 summarizes the goals and objectives and Table 15 summarizes the TDP performance measures.

Table 14 Palm Tran TDP Goals and Objectives Summary

Goals	Objectives
To consistently provide efficient transportation services to the residents and visitors of Palm Beach County	1.1 Establish and monitor system performance standards
To improve the quality of fixed-route service	2.1 Increase the frequency of service and reduce travel times on highly utilized routes and along significant corridors
	2.2. Increase span of service on highly utilized routes along significant transit corridors
	2.3 Increase system safety
	2.4 Enhance and expand customer amenities
To identify and pursue additional fiscal and human resources to implement this transit development plan	3.1 Employ cost saving and revenue generating strategies to increase efficiency of the system
	3.2 Ensure proper management of transit grant programs and opportunities
	3.3 Enhance the knowledge base of Palm Tran's employees
	3.4 Maximize growth management coordination to capture fair share funding of development impact on mobility service network
To improve Palm Tran's image as a viable transportation alternative for the community	4.1 Promote Palm Tran's existing products and services and identify opportunities for new programs to expand customer bases
	4.2 Enhance fare media distribution
	4.3 Improve customer service programs
To coordinate with State and local governments and transportation agencies to integrate transit needs into the land use planning and development process	5.1 Coordinate service and program initiatives with local governments
	5.2 Foster economic development
	5.3 Maintain innovation and creativity in the development of services consistent with community attitudes, perceptions, and needs
To maintain a high degree of intergovernmental coordination	6.1 Facilitate coordination with local governments and governmental agencies to enhance and encourage the use of public transportation service
To pursue the most cost-effective means of providing ADA complementary paratransit services to eligible customers in the community	7.1 Review current paratransit service characteristics to identify areas where cost saving practices can be implemented
	7.2 Encourage a shift in customer utilization from paratransit to less costly fixed-route services
	7.3 Provide ADA services to only those residents and visitors who qualify
To pursue technological advancements to improve efficiency, effectiveness, and safety of both the fixed route and paratransit services	8.1 Use technology to enhance service planning and reporting capabilities
	8.2 Use technology to improve fleet management, system safety and dispatching capabilities
	8.3 Use technology to improve customer service
To promote a market driven organization committed to customer satisfaction	9.1 Establish an internal communication and customer satisfaction

Table 15 Palm Tran 2006-2016 TDP Performance Measures

Operational Measures	Financial Measures
<p>Service</p> <ul style="list-style-type: none"> • Service Area Population • Service Area Density • Passenger Trips • Passenger Miles • Average Passenger Trip Length • Revenue Miles • Revenue Hours • Route Miles <p>Vehicle</p> <ul style="list-style-type: none"> • Vehicles Available in Maximum Service • Vehicles Operated in Maximum Service (VOMS) • Revenue Miles per Vehicle in Max. Service • Average Age of Fleet (in yrs.) <p>Employee</p> <ul style="list-style-type: none"> • Total Employee FTEs • Revenue Hours per Employee FTE • Passenger Trips per Employee FTE <p>Effectiveness</p> <ul style="list-style-type: none"> • Vehicle Miles Per Capita • Passenger Trips per Capita • Passenger Trips per VOMS • Passenger Trips per Revenue Mile • Passenger Trips per Revenue Hour 	<p>Expense and Revenue</p> <ul style="list-style-type: none"> • Operating Expenses • Maintenance Expenses • Local Revenue • Local Contribution • Passenger Fare Revenue • Other Non-Fare Revenue • Average Fare <p>Efficiency</p> <ul style="list-style-type: none"> • Operating Expense per Capita • Operating Expense per Passenger Trip • Operating Expense per Revenue Mile • Operating Expense per Revenue Hour • Farebox Recovery

Relevancy to the 2035 RL RTP

The TDP goals, objectives, and performance measures should be considered in the development of the 2035 RL RTP GOM's. In addition, the projects listed within the TDP should be considered in the 2035 RL RTP existing plus committed network and the needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

17. Broward County Transit Development Plan Annual Progress Report FY 2008-FY2012

Overview

The FY 2009-2018 TDP has not been finalized, but the Performance Review and Goals and Objectives chapters have been published; table 16 summarizes this information. It is recommended that the Needs and Opportunities chapter be reviewed by KAI upon completion to ensure consistency with the RL RTP transit data needs and assessment.

Table 16 BCT Development Plan FY 2009-2018 Goals and Objectives Summary

Goals	Objectives
<p>1. Increase ridership within existing transit service areas through cost-effective transit improvements</p>	<ul style="list-style-type: none"> • Increase bus headways on routes that currently exhibit strong ridership demand and/or are located in corridors identified for potential future high capacity transit. • Realign bus service routes to provide line haul service on major transportation corridors. • Install Intelligent Transportation Systems (ITS) and Advanced Public Transportation Systems (APTS) as well as other passenger infrastructure at bus stops (i.e., hardstands, shelter, lighting, seating, bus schedules, route connectivity maps etc.). • Maintain schedule adherence through operational improvements along arterials where planned for transit improvements.
<p>2. Enhance local and regional transit connectivity</p>	<ul style="list-style-type: none"> • Develop transit shelters and amenities where major transit corridors intersect. • Indicate all connecting transit modes of service with corresponding service schedules to facilitate effective passenger transfers. • Encourage adoption of County and local ordinances that support Transit Oriented Development, pedestrian and bicycle enhancements that are integrated with the transit system. • Improve the connection between the local transit system and the regional network of transit services i.e., South Florida Regional Transportation Authority (SFRTA/Tri-Rail), Miami-Dade Transit (MDT), and Palm Tran.
<p>3. Implement transit capital improvements that support the County's Land Use and Development Goals</p>	<ul style="list-style-type: none"> • Implement transit capital improvements in conjunction with development within the County. • Provide a transit system that is coordinated and consistent with agency plans of Broward County, its communities and neighboring counties. • Support collaborative land use and transportation planning efforts that ensure that transit service can be effectively incorporated with development in an efficient and sustainable way.
<p>4. Develop cost effective transit alternatives</p>	<ul style="list-style-type: none"> • Implement smaller scale transit projects during the TDP timeframe that will support large, capital-intensive improvement projects in later years. • Implement an evolutionary process within corridors programmed for BRT development by gradually building up service.
<p>5. Increase funding opportunities for Broward County Transit services</p>	<ul style="list-style-type: none"> • Seek a dedicated local source of funding for provision of public transit service. • Identify opportunities and move flexible funds from highway projects to transit projects in accordance with the funding plans of the 2030 LRTP. • Identify and pursue opportunities of joint development of transit amenities and services with developers. • Continue to research viable options for dedicated local funding and the process necessary for securing funding with each option consistent with Florida Law. • Support efforts of the SFRTA/Tri-Rail to develop local funds for transit purposes.

Relevancy to the 2035 RL RTP

The TDP goals, objectives, and performance measures should be considered in the development of the 2035 RL RTP GOM's. In addition, the projects listed within the TDP should be considered in the 2035 RL RTP existing plus committed network and the needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

18. Miami-Dade Transit Development Plan

The Miami-Dade Transit Development was not available at the time of this document review; however, Miami-Dade MPO will be continuously working with the agency throughout the development of their local LRTP and the Regional LRTP.

FREIGHT AND GOODS MOVEMENT

19. Palm Beach County Freight and Goods Movement Study

Overview

“The purpose of this study is to quantify and evaluate movement of freight and goods associated with Palm Beach County. This movement includes ingress, egress, through and within the county boundaries. The study will address all modes of transport associated with freight and goods movement and consider both short-term and long-range needs. The study will also address the regional relationships of freight and goods movement in the county. This information will then be used to recommend needed improvements to facility freight and goods movement. ”

Table 17 summarizes the study's goals, objectives, and recommendations.

Table 17 Palm Beach County Freight and Goods Movement Study Summary

Goals
<ul style="list-style-type: none"> • Quantify and evaluate the movement of freight and goods associated with Palm Beach County • Establish ongoing freight program for Palm Beach County • Enhance integration of freight into existing transportation program • Promote development of partnerships
Objectives and Recommendations
<ul style="list-style-type: none"> • Incorporate new freight specific policy language into appropriate transportation plans and programs • Modify Long Range Transportation Program update procedures to ensure freight partners are represented • Expand outreach activities to engage private sector • Review project identification protocols • Designate official FTAC and establish protocol for ongoing input opportunities • Use FTAC to identify key county and regional freight mobility issues • Engage FTAC in TIP adoption, TIP priorities, and LRTP • Engage the Southeast Florida Transportation Council in regional freight transportation issues

- Maximize use of TRIP funding
- Promote designation of non-highway freight infrastructure as part of regional system
- Coordinate with Palm Beach County Sheriff's Commercial Vehicle Enforcement Unit
- Promote safety training to educate all highway users
- Support enhanced traffic enforcement programs
- Monitor, support, and incorporate major developments that impact freight mobility
- Major corridor studies
- Inland port feasibility study
- Seaport and airport master plans

Relevancy to the 2035 RL RTP

Improved freight movement is a regional goal and will continue to be in the 2035 RL RTP update. It is essential that the three county's freight plans be considered in the development of the 2035 RL RTP GOM's and need and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

20. Broward County Freight and Goods Movement Study

Overview

"Recognizing the key role that freight transportation plays in its region, the Broward County Metropolitan Planning Organization (MPO) initiated this Freight and Goods Movement Study to develop a framework for an integrated freight program for Broward County. The Broward County MPO has become increasingly focused on freight transportation planning over the last several years, undertaking several freight specific studies and research efforts, including the Freight and Goods Movement Industry Outreach Initiative, July 1998; the Commercial Vehicle Driver Survey and Truck Stop Terminal Facility Research Project, Freight and Goods Movement Industry Outreach Initiative, Final Report, March 1999; the Mega Transport Zone Feasibility Study, 2000; and the development of a Freight and Goods Movement Study Annotated Bibliography, 2001.

With these research efforts behind it, Broward County MPO recently undertook and completed the Freight and Goods Movement Study in an attempt to more formally incorporate freight transportation issues into the traditional MPO planning process. The primary objectives of this initiative consisted of the following:

- Identification and collection of existing data and information resources;
- Collection of viewpoints from select regional freight stakeholders;
- Development of a comprehensive profile of the freight transportation system in Broward County;

- Identification of key physical and operational constraints limiting the effectiveness of the freight system today;
- Development of key findings, conclusions, and recommendations for the region; and
- Development of the initial freight component of the Long-Range Transportation Plan.

The Freight and Goods Movement Study consisted of five separate tasks that were designed to review the existing data, collect additional data, analyze all data to develop a freight system profile, and prepare a comprehensive set of key findings, conclusions, and recommendations that could be used to develop and expand a freight program for Broward County.”

Table 18 summarizes the study’s goals, objectives, and recommendations.

Table 18 Broward County Freight and Goods Movement Study Summary

Goals	Objectives
<p>To develop a framework for an integrated freight program for Broward County</p>	<ul style="list-style-type: none"> • Identification and collection of existing data and information resources • Collection of viewpoints from select regional freight stakeholders • Development of a comprehensive profile of the freight transportation system in Broward County • Identification of key physical and operational constraints limiting the effectiveness of the freight system today • Development of key findings, conclusions, and recommendations for the region • Development of the initial freight component of the Long Range Transportation Plan
Recommendations	
<p>Infrastructure</p> <ul style="list-style-type: none"> • Review NHS intermodal connectors in Broward County • Fort Lauderdale-Hollywood International Airport and Port Everglades should continue their joint development for an advanced passenger and baggage transfer system to service the cruise ship industry • Continue with plans to develop the ICTF in South Port to reduce drayage moves and stimulate rail use • Expand roadway capacity on high-use roads, such as Eller Drive and Eisenhower Boulevard 	
<p>Policy Strategies</p> <ul style="list-style-type: none"> • Investigate strategies to improve at grade rail crossings throughout the county • Investigate strategies to improve loading/unloading zones and access to industrial parks/locations • Develop a program to encourage off-peak road usage • Consider expansion of the existing petroleum pipeline system to serve additional high-volume customers to reduce dependence on tank trucks • Support the development of the truck stop at the intersection of I-595 and Florida’s Turnpike and work to develop other truck service centers throughout the region • Review existing weight limits on county roads • Investigate the development of an additional east-west limited-access highway in the county • Ensure the security program provides efficient access to Port Everglades’ terminals • Consider the development of truck only lanes within the county 	

Operational Improvements/Technology

- Improve maintenance of downtown areas to facilitate truck access
- Improve highway access to air cargo terminals
- Provide improved information regarding port access and regional traffic conditions via additional signage and ITS
- Improve and expand regional ITS for freight
- Improve the signal synchronization and signage throughout the county to facilitate more efficient freight flows
- Look for opportunities to develop and expand air cargo operations at FLL
- Improve the management of passenger and cargo traffic within the port to mediate conflicts and congestion

Freight Program Enhancement Strategies

- Conduct origin/destination surveys at key freight generators
- Evaluate the economic impact of the freight industry
- Develop and enhance regional freight modeling tools
- Establish a Freight Advisory Committee
- Collect additional vehicle classification counts
- Conduct mail-out surveys to freight stakeholders
- Develop a detailed train volume data set
- Revise the existing ranking/prioritization methodology for transportation projects to specifically accommodate freight considerations
- Establish an urban freight mobility program
- Coordinate with the tri-county area to develop a regional freight plan
- Develop a commodity flow forecasts for the region

Relevancy to the 2035 RL RTP

Improved freight movement is a regional goal and will continue to be in the 2035 RL RTP update. It is essential that the three county's freight plans be considered in the development of the 2035 RL RTP GOM's and need and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

21. Miami-Dade Trends in Heavy Truck Traffic Management Study

Overview

KAI reviewed a presentation on the Miami-Dade Trends in Heavy Truck Traffic Management Study. Table 19 summarizes the goals, objectives, and recommendations.

Table 19 Miami-Dade Trends in Heavy Truck Traffic Management Study

Goals	Objectives
<p>Develop recommendations for a heavy truck management program for Miami-Dade County that:</p> <ul style="list-style-type: none"> o Facilitate the efficient and reliable movement of freight, and o Maximize passenger safety and security. 	<ul style="list-style-type: none"> • Institutional/Organizational Setup • Identify program leadership: (1) Establish Technical Advisory Committee (TAC) and (2) populate and convene the recently established Freight Transportation Advisory Committee (FTAC) • Develop program strategy • Define implementation activities and operations • Establish ongoing program monitoring activities • Truck Management Program • Adopt the LRTP goals as the high-level guiding principles • Develop specific truck management program goals • Solicit input and approval of the goals from the FTA, implementing agencies, and affected highway users • Monitor goals over time and modify as necessary
Recommendations	
<ul style="list-style-type: none"> • Establish a program development/management committee • Identify and work with the operations agencies responsible for implementing and enforcing the program • Define and adopt specific program goals, objectives, and strategies to guide development • Identify, define, and develop a specific set of truck management techniques for inclusion in the program • Define a schedule and timeframe (short- and medium-term) for development and implementation of each element • Develop educational/outreach material and conduct outreach to promote the program • Finalize the truck management program and begin implementation • Integrate program into overall regional transportation programs, as appropriate • Support overall integration of truck management techniques into the planning process • Build political support with elected officials on an ongoing basis throughout the entire process 	

Relevancy to the 2035 RL RTP

The study seems to focus on a local level. This study should be incorporated into the regional freight study that is planned in the near future with Cambridge Systematics and FDOT D4.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

22. FLORIDA Statewide Freight and Goods Mobility Plan

Overview

“The Florida Statewide Freight and Goods Mobility Plan (Freight Plan) provides the primary freight element for Florida’s transportation program by supporting and enhancing existing transportation program activities and creating a comprehensive summary of the state’s freight

system. The development of this plan has been an evolutionary process. The development and implementation of the Strategic Intermodal System (SIS) has dramatically influenced Florida’s transportation policy, planning, and programming processes. In addition, Districts and local planning partners are becoming more and more engaged in the process of designating regionally significant transportation networks. The combination of the SIS and the regionally significant networks will be the focus of FDOT’s investment strategy in the coming years. The primary objective of the Freight Plan is to ensure that freight is a robust, well represented component of the SIS and regional networks. This requires integration of freight into many of the state’s processes. The Freight Plan works within the confines of the established programs to make this a reality.

The Freight Plan is designed to enhance these existing initiatives and programs, and build upon and integrate with existing transportation planning efforts at the local, regional, state, and national levels. Specific accomplishments of this coordinated effort include the identification of a statewide freight system supporting the local and regional initiatives, the development of a clearinghouse for freight planning activities and resources, and the development of an advocacy role for the freight industry in the transportation planning process. The Freight Plan is designed to achieve the following: ensure consistency with the policy and technical framework developed by the SIS; integrate existing local, regional, state, and national freight mobility planning activities; link freight policy and planning activities to economic competitiveness strategies; consider innovative solutions to improve freight safety, security, and productivity; and accommodate changes to state and Federal transportation policies and finance strategies.”

Table 20 summarizes the plan’s goals, objectives, strategies, and recommendations.

Table 20 Florida Statewide Freight and Goods Mobility Plan

Objectives	Strategies
Goal 1: Improve effectiveness and coordination of Florida’s freight planning activities	
Establish a framework for Florida’s freight planning process	<ul style="list-style-type: none"> • Integrate with and expand upon existing statewide, regional, and local freight planning • Provide the freight element for SIS, Emerging SIS, and non-SIS planning activities
Goal 2: Improve efficiency of freight movement in key corridors statewide	
Identify freight significant corridors and facilities and opportunities to improve freight movement	<ul style="list-style-type: none"> • Identify freight corridors and facilities of statewide and regional significance • Identify and analyze bottlenecks and make recommendations for increasing the efficiency of freight movement • Develop a process/framework for updating corridors, facilities, and bottlenecks
Goal 3: Improve the quality of, and access to, freight data	
Establish a freight data clearinghouse to support the SIS and other state and regional transportation programs	<ul style="list-style-type: none"> • Identify the modal data needs for planning and analysis of freight movement • Develop the conceptual architecture of the clearinghouse and document how the data will be accessed and maintained • Support the development and maintenance of the data clearinghouse

Goal 4: Increase visibility of freight needs and issues	
Provide cross-modal coordination and advocacy for efficient freight and goods mobility	<ul style="list-style-type: none"> • Provide coordination among the various modal plans, statewide programs, and local and regional freight initiatives • Coordinate and facilitate multimodal public/private partnerships • Advocate for freight within regional and state transportation programs
Recommendations	
<ul style="list-style-type: none"> • Facilitate the freight component of the e-SIS (an automated electronic data driven process to ensure that all necessary data are collected to support SIS designation updates as well as ongoing system performance evaluations) • Continue to maintain and update freight data clearinghouse • Use freight bottleneck identification process to identify and prioritize freight system improvements • Develop freight forecasts • Develop seaport system plan • Conduct regional outreach meetings • Coordinate with and monitor modal system plans • Monitor and participate in major transportation initiatives and regional visioning exercises, as appropriate • Coordinate with sister agencies to promote freight transportation 	

Relevancy to the 2035 RL RTP

This study’s goals, objectives and findings should be incorporated into the regional freight study that is planned in the near future with Cambridge Systematics and FDOT D4.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

23. Atlantic Commerce Corridor Study

Overview

As well summarized in the Statewide Freight and Goods Mobility Plan, the Atlantic Commerce Corridor (ACC) Study was undertaken by FDOT and its partner agencies to address freight access and mobility issues in Southeast Florida, with specific emphasis on the I-95 corridor and the major hubs located in close proximity. Specific facilities identified within this Commerce Corridor included I-95, Florida’s Turnpike, other regional highways, three seaports, three airports, two railroads, and the intermodal connectors that linked them all together. The study provided a detailed profile of the regional economy and transportation system, including corridors, hubs, and connectors for all modes. In addition, it focused on needs identification through the creation of a projects database derived primarily from the region’s long range plans and improvement programs. Since this study was completed, I-95 was designated as High Priority Corridor (HPC) 49, in large part as a result of South Florida leaders.

An update of the Atlantic Commerce Corridor Study is still underway. Cambridge Systematics is the primary author and will be coordinating with KAI upon finalization of the study.

Relevancy to the 2035 RL RTP

The goals and objectives and corridor network found in this study will need to be considered for inclusion in the RL RTP goals and objectives and corridors of regional significance.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

LONG RANGE TRANSPORTATION PLANS (LRTP)

24. Regional LRTP for Southeast Florida (Adopted 2006)

Overview

In 2006, the Regional Transportation Technical Advisory Committee (RTTAC), formerly known as the Regional Long Range Transportation Plan (RL RTP) Committee, prepared a regional long range transportation plan which included a set of regional goals and objectives. Summarized in Table 21, seven goals, supported by 16 objectives, were identified. These regional goals and objectives were reflective of the goals and objectives adopted by each of the three MPO's in their 2030 Long Range Transportation Plan's (LRTP'S). Quantitative measures of effectiveness were also developed to allow assessment of the region's progress in meeting the regional objectives.

Table 21 Regional Long Range Transportation Plan Goals and Objectives (adopted 2006)

Goals	Objectives
1. Improve Regional Transportation Systems and Travel	1.1 Provide adequate capacity for regional travel demands.
	1.2 Improve transportation facilities' and services' regional connectivity.
2. Support Regional Economic Vitality	2.1 Increase access to regionally significant employment areas and sites.
	2.2 Enhance access to intermodal facilities for tourists, passengers and goods.
3. Enhance Regional Social Benefits	3.1 Provide equitable and environmentally-just travel facilities and services.
	3.2 Increase accessibility to major health care, recreation, education, and cultural facilities.
	3.3 Improve techniques for the management of auto/truck conflicts.
4. Mitigate Regional Environmental Impacts	4.1 Minimize environmental impacts of transportation facilities, services, and operations.

5. Integrate Regional Transportation with Land Use and Development Considerations	5.1 Provide for linkage of urban centers and intermodal facilities in the region.
	5.2 Endorse transportation improvement projects that improve sustainability.
	5.3 Promote transit-oriented development (TOD).
	5.4 Promote efficient transportation access to key regional, industrial and commercial areas.
6. Optimize Sound Regional Investment Strategies	6.1 Optimize use of existing funding sources.
	6.2 Identify new funding sources.
7. Provide for a safer and more secure transportation system for residents, businesses and visitors	7.1 Ensure that evacuation plans for disasters are in place and up-to-date.
	7.2 Consider and improve the safety and security of seaports, transit, and airport facilities.

In addition to regional GOM's, the plan included the initial corridors of regional significance network. 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 summarized in Table 22. At the time of the plan's adoption, 2006, the regional network contained 55 regional corridors. The definition of Regional Corridors was subsequently modified to include transit centers/hubs and transit infrastructure along Regional Corridors. The study references that in updates to the RL RTP, emerging corridors and hubs on the Strategic Intermodal System (SIS) will be considered for inclusion as Regional Corridors.

Table 22 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)

Relevancy to the 2035 RL RTP

The RL RTP adopted in 2006 is the foundation of the 2035 RL RTP. This document will be referenced throughout the entire 2035 update. Constant communication must exist between the regional consultants and the RTTAC throughout the project to determine where concerns lay with the 2006 plan. Key elements from the RL RTP adopted in 2006, that will be reviewed and refined as a part of the 2035 RL RTP are the GOM's and the Corridors of Regional Significance.

Inconsistencies with the 2035 RL RTP

Although differences exist between the local LRTP's and the RL RTP, no inconsistencies were identified.

25. Palm Beach County LRTP 2030

Overview

"The Palm Beach 2030 Long Range Transportation Plan (LRTP) is a 25-year forecast based on regional needs identified through the process of forecasting travel demand, evaluating system alternatives, and selecting those options which best meet the mobility needs of the county considering financial, environmental, physical and social constraints. It includes a multi-modal approach, integrating all transportation modes within the area, including: highway, bicycle and pedestrian facilities; public transportation (i.e. Palm Tran and Tri-Rail); and intermodal facilities, such as airport and seaport sites. The process takes into consideration such components as high occupancy vehicle (HOV) lanes, interchanges, Intelligent Transportation System (ITS), and freight mobility. The Plan will serve as the primary tool used for transportation planning in Palm Beach County and provides a continuing, cooperative, and comprehensive (3 C's) planning process for Palm Beach County's urban areas. The Plan encouraged public involvement through Plan newsletters, a Plan website, public meetings/workshops, Speakers' Bureau Meetings, Key Community Leader interviews, and more."

The Palm Beach County LRTP 2030 contains the following sections:

- Public Involvement
- Efficient Transportation Decision Making (ETDM)
- Needs Assessment
- Needs Plan
- Alternatives
- Cost Feasible Plan
- Supporting Programs
- Plan Evaluation
- Air Quality

Table 23 summarizes the goals of the Palm Beach LRTP 2030.

Table 23 Palm Beach County LRTP 2030 Goals

Goals 1 - 3:	Infrastructure, Facilities, and Programs focus on the types of services to be provided and the quality of services that can be achieved.
Goal 4:	Economic Development and Financing Options focuses on the support the transportation system provides to the economic development of the County and the extent to which the community can afford to finance the transportation system.
Goal 5:	Land Use and Growth Management focuses on the ongoing growth management and other programs that are undertaken by local government agencies that enhance and support the implementation and preservation of the transportation system.
Goal 6:	Environment, Social, and Community Impacts focuses on the effects that the transportation system has on environmental, cultural, historical, and community resources that have been identified as important to the community.
Goal 7:	Safety and Security focuses on the measures that are presently in place for a safe and secure system. This includes security at public transit, seaports, rail, and public airport facilities and safety from natural and man-made disasters.
Goal 8:	Regional Transportation Planning focuses on the regionalism of the transportation system with coordination between agencies and systems.
Goal 9:	Plan Development Process focuses on the need to prepare the Plan consistent with the intent of applicable Federal and State requirements and in a manner responsive to the needs of the community.

Relevancy to the 2035 RL RTP

The three county 2030 LRTP’s are critical to the 2035 RL RTP. The regional team should maintain constant communication between all three counties to ensure schedules are coordinated and that all parties understand how each other are moving forward. In particular, the goals, objectives and measures of effectiveness are critical to the 2035 RL RTP GOM’s development. Travel demand modeling efforts between the three counties must also be coordinated due to the merger of the three county models into one regional model, SERPM.

Inconsistencies with the 2035 RL RTP

Although differences exist between the local LRTP and the RL RTP, no inconsistencies were identified.

26. Broward County LRTP 2030

Overview

“The Broward Metropolitan Planning Organization (MPO) Long-Range Transportation Plan (LRTP) Year 2030 Update is designed to guide the development of multi-modal transportation systems throughout Broward County for the next twenty-three years. The plan will be used to prioritize the majority of transportation spending throughout this period, and as such, it is vitally important that the plan reflects the choices and desires of the majority of Broward County’s residents, workers, and visitors. In accordance with federal law, the plan is updated every five years to accommodate the changing needs of the County’s population and employment.”

The 2030 Broward County LRTP contains the following sections:

- o Public Involvement Plan

- Goals, Objectives, and Measures of Effectiveness
- Data Compilation and Review
- 2030 Model Development and Review
- Needs Assessment
- Efficient Transportation Decision Making (ETDM)
- Financial Resources
- Cost Feasible Plan
- Air Quality Conformity Determination
- Environmental Justice
- Regional Planning

Table 24 summarizes the goals of the Broward County LRTP 2030.

Table 24 Broward County LRTP 2030 Goals

Goal 1:	A balanced, multi-modal transportation system that serves the local and regional movement of people, freight and services and provides choices in mobility.
Goal 2:	A transportation system that is regionally coordinated and consistent with the future economic development plans of Broward County's constituent communities and neighbors.
Goal 3:	A safe and secure transportation system.
Goal 4:	Preservation of Broward County's investment in transportation in a cost-feasible manner.
Goal 5:	An aesthetically pleasing transportation system which minimizes impact on the natural and built environment.

Relevancy to the 2035 RL RTP

The three county 2030 LRTP's are critical to the 2035 RL RTP. The regional team should maintain constant communication between all three counties to ensure schedules are coordinated and that all parties understand how each other are moving forward. In particular, the goals, objectives and measures of effectiveness are critical to the 2035 RL RTP GOM's development. Travel demand modeling efforts between the three counties must also be coordinated due to the merger of the three county models into one regional model, SERPM.

Inconsistencies with the 2035 RL RTP

Although differences exist between the local LRTP and the RL RTP, no inconsistencies were identified.

27. Miami-Dade County LRTP 2030

Overview

"The LRTP is a surface transportation plan that includes both short and long-range strategies, has at least a 20-year planning horizon, and complies with state and federal requirements. The Long

Range Transportation Plan must consider prevailing trends; help preserve the existing transportation infrastructure and improve citizen travel choices to enhance mobility.

The LRTP as a multi-modal plan includes projects for major roadways, airport and seaport surface access, transit, and intermodal facilities that function together as an integrated transportation system. As required by law, for a local transportation project to be constructed or implemented, it must first be included in the adopted LRTP for the urban area.”

The Miami-Dade County LRTP 2030 contains the following sections:

- o Plan Development Process
- o Goals and Objectives
- o Public Involvement
- o Efficient Transportation Decision Making (ETDM)
- o Background
- o Plan Development
- o Transportation Alternative Strategies
- o Regional Planning
- o Air Quality
- o Program of Projects

Table 25 summarizes the goals of the Miami-Dade County LRTP 2030.

Table 25 Miami-Dade County LRTP 2030 Goals

Goal 1:	Improve Transportation Systems and Travel
Goal 2:	Support Economic Vitality
Goal 3:	Enhance Social Benefits
Goal 4:	Mitigate Environmental and Energy Impacts
Goal 5:	Integrate Transportation with Land Use and Development Considerations
Goal 6:	Optimize Sound Investment Strategies

Relevancy to the 2035 RL RTP

The three county 2030 LRTP’s are critical to the 2035 RL RTP. The regional team should maintain constant communication between all three counties to ensure schedules are coordinated and that all parties understand how each other are moving forward. In particular, the goals, objectives and measures of effectiveness are critical to the 2035 RL RTP GOM’s development. Travel demand modeling efforts between the three counties must also be coordinated due to the merger of the three county models into one regional model, SERPM.

Inconsistencies with the 2035 RL RTP

Although differences exist between the local LRTP and the RL RTP, no inconsistencies were identified.

FREEWAY SYSTEM

28. Miami-Dade Expressway Authority Information

Overview

KAI reviewed the Miami-Dade Expressway Authority website for relevant information since their Master Plan is currently being updated. Table 26 summarizes the agencies future projects.

Table 26 MDX Authority Future Projects

Future Projects
MDX State Road 874 Ramp Connector
Open Road Tolling
SR 924 (Gratigny Parkway) Extension West to the Turnpike (from the 2025 Master Plan)
SR 874 (Don Shula) Extension to SW 136 Street (from the 2025 Master Plan)

Relevancy to the 2035 RL RTP

The funded projects should be included in the 2035 existing plus committed network that is modeled in SERPM regional model. The unfunded projects should be considered in the needs assessment for each County, where applicable. The regional team should maintain coordination efforts with the MDX Authority regarding the finalization of their 2035 Master Plan.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

29. Florida's Turnpike Enterprise Master Plan Annual Update 2008-2030

Overview

The Florida's Turnpike Enterprise Master Plan Annual Update 2008-2030 summarizes the Turnpike capital projects programmed for construction funding within the Five-Year Work Program and also identifies unfunded capital projects through the next 20 years. Table 27 summarizes the funded work program projects from 2008 through 2013. The Master Plan also identifies several unfunded needs plan projects over the three-county area through the year 2030.

Table 27 FTE Master Plan Funded Work Program Projects (2008-2013) Summary

Palm Beach County	Broward County	Miami-Dade County
Widening Projects		
Florida's Turnpike <ul style="list-style-type: none"> • Lake Worth Road to Okeechobee Boulevard: 8-lanes in 2011 • Boynton Beach Blvd to Lake Worth Road: 8-lanes in 2009 	Florida's Turnpike <ul style="list-style-type: none"> • Atlantic Blvd to Sawgrass Expressway: 8-lanes in 2012 • Sunrise Blvd to Atlantic Blvd: 8-lanes in 2008 • Griffin Road to Sunrise Blvd: 8-lanes in 2009 • Johnson Road to Griffin Road: 8-lanes in 2008 • HEFT to Johnson Road: 8-lanes in 2011 Sawgrass Expressway <ul style="list-style-type: none"> • Atlantic Blvd to Coral Ridge Dr: 6-lanes under construction • Coral Ridge Dr to Turnpike Mainline: 6-lanes under construction 	Homestead Extension of Florida's Turnpike (HEFT) <ul style="list-style-type: none"> • SW 117th Ave to Kendall Dr: 10-lanes+ in 2010
Toll Plaza Projects		
Florida's Turnpike <ul style="list-style-type: none"> • Lantana Road Mainline: Conversion to Open Road Tolling in 2009 	Florida's Turnpike <ul style="list-style-type: none"> • Cypress Creek Mainline: Conversion to Open Road Tolling in 2008 HEFT <ul style="list-style-type: none"> • Miramar Pkwy: Addition of Dedicated SunPass Lanes in 2011 Sawgrass Expressway <ul style="list-style-type: none"> • All Plazas: Conversion to Open Road Tolling under cost. 	HEFT <ul style="list-style-type: none"> • Okeechobee Road: Conversion to Open Road Tolling under construction • Homestead: Conversion to Open Road Tolling in 2009
Interchange Projects		
Florida's Turnpike <ul style="list-style-type: none"> • Lake Worth Road: Interchange Modification in 2009 • Atlantic Avenue: Interchange Modification under construction 	Florida's Turnpike <ul style="list-style-type: none"> • Sunrise Blvd: Interchange Modification in 2013 • I-595: Interchange Modification and Aux. lanes in 2010 • Hollywood Blvd: Interchange Modification in 2011 	HEFT <ul style="list-style-type: none"> • NW 74th Street: New Interchange under construction

Relevancy to the 2035 RL RTP

The funded projects should be included in the 2035 existing plus committed network that is modeled in SERPM regional model. The unfunded projects should be considered in the needs assessment for each County, where applicable.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

OTHER

30. SERPM Documentation

SERPM documentation was not reviewed as a part of this document assembly review effort. All SERPM documentation will be reviewed by Cambridge Systematics as an on-going effort throughout the development of the 2035 RL RTP. Both KAI and CS have been and will remain active in the RTTAC Modeling Subcommittee to ensure consistent modeling efforts are agreed to and applied throughout the three county region. In addition, CS is active on the FUSTMS users online group and remains up-to-date on SERPM issues, changes, and updates.

Section 4
Findings

Findings

The findings of the document summary are provided below for all documents obtained and reviewed. Any inconsistencies or relevant information will be incorporated into the Southeast Florida regional plan.

LEGAL MANDATES

1. **SAFETEA-LU**

Relevancy to the 2035 RL RTP

All three county LRTP's are required to meet the SAFETEA-LU planning factors. To remain compatible and consistent, the RL RTP should also incorporate these factors.

Inconsistencies with the 2035 RL RTP

No inconsistencies were found between SAFETEA-LU planning factors and the RL RTP goals adopted in 2006.

STATEWIDE PLANS

2. **2025 Florida Transportation Plan**

Relevancy to the 2035 RL RTP

The goals and objectives in the 2025 FTP should be compatible with the 2035 RL RTP.

Inconsistencies with the 2035 RL RTP

Using the RL RTP adopted in 2006 as a baseline, no inconsistencies were found between the two documents.

3. **Florida Strategic Highway Safety Plan (SHSP)**

Relevancy to the 2035 RL RTP

Safety and security are SAFETEA-LU planning factors and are the top priority for our region. These initiatives should be incorporated into the 2035 RL RTP to the extent possible. The Florida SHSP should be the foundation for the safety assessment in the regional plan. Although some of the initiatives in the SHSP are directed toward a local level, there are measures which could be applied at a regional level. Ideally, the SHSP should be incorporated into the long range planning efforts as discussed in the Safety Highway Plan.

Inconsistencies with the 2035 RL RTP

Some of the emphasis areas are going to be difficult to assess at a regional level. Even at the local level the data may be inconsistent and incomplete.

4. Florida Strategic Intermodal System (SIS) Plan

Relevancy to the 2035 RL RTP

A majority of the 2035 RL RTP's transportation network is the SIS. The goals and objectives are in-line with the RL RTP adopted in 2006. SIS network updates must be monitored for inclusion in the 2035 Regional Corridors of Significance update.

Inconsistencies with the 2035 RL RTP

Some changes have occurred between the 2005 SIS Plan and the present (late August 2008) plan updates. It will be necessary to stay aware of the SIS Plan updates and the SIS Cost Feasible Plan as the 2035 RL RTP is developed. However, if schedule conflict occurs, it is recommended the 2035 RL RTP incorporate the SIS Plan updates, etc. to the best extent possible but that it not hinder the schedule for the 2035 RL RTP.

AIRPORTS

5. Florida Aviation System Plan – Southeast Florida Metropolitan Region

Relevancy to the 2035 RL RTP

Enplanement data and airport employment data is presented in the report and may be useful to compare against the 2035 socioeconomic data.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

6. Fort Lauderdale-Hollywood International Airport Master Plan

Relevancy to the 2035 RL RTP

Due to the expansion projects at the FLL Airport and anticipated growth, the 2035 socioeconomic special generator zdata should be expected to increase from the model base year socioeconomic data.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

7. Miami International Airport Master Plan

Relevancy to the 2035 RL RTP

Due to the expansion projects at the Miami International Airport and anticipated growth, the 2035 socioeconomic special generator zdata should be expected to increase from the model base year socioeconomic data.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

8. Palm Beach International Airport 2001 Strategic Master Plan Study

Relevancy to the 2035 RL RTP

Due to the expansion projects at the Palm Beach International Airport and anticipated growth, the 2035 socioeconomic special generator zdata should be expected to increase from the model base year socioeconomic data.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

SEAPORTS

9. Port of Miami Master Plan

KAI could not obtain the Port of Miami Master Plan. However, the Miami-Dade County MPO is in close coordination with the Port. KAI will be coordinating with the MPO to ensure that the RL RTP includes Port activities (planned projects, socioeconomic data projections, etc.).

10. Port of Miami Freight Access Study

Relevancy to the 2035 RL RTP

The Port Tunnel of Miami is in the work program and must be incorporated into the 2035 Regional transportation network.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

11. Port Everglades Master Plan

Relevancy to the 2035 RL RTP

It is anticipated that the Port will grow from now through 2035; therefore, the 2035 socioeconomic special generator zdata should be expected to increase from the model base year socioeconomic data. Additionally, any Port related projects should be considered in the RL RTP existing plus committed network, and the needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

12. Port of Palm Beach Master Plan (2005 - 2015)

Relevancy to the 2035 RL RTP

It is anticipated that the Port will grow from now through 2035; therefore, the 2035 socioeconomic special generator zdata should be expected to increase from the model base year socioeconomic data. Additionally, any Port related projects should be considered in the RL RTP existing plus committed network, and the needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

13. South Florida Inland Port Feasibility Study

Relevancy to the 2035 RL RTP

The RL RTP team and Palm Beach need to stay in communication regarding the status of this Port. This project should be considered in the RL RTP needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

TRANSIT

14.a SFRTA Strategic Regional Transit Plan Memo: Network Composition and Analysis Memorandum

Relevancy to the 2035 RL RTP

As this plan is focused on regional transit, the adopted alternatives should be considered in the development of the 2035 Regional GOM's, and needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

14.b South Florida Regional Transportation Authority Transit Development Plan FY 2008-2012 DRAFT Minor Update

Relevancy to the 2035 RL RTP

The programmed and proposed projects in the SFRTA 2008-2012 TDP Minor Update should be considered in the 2035 RL RTP existing plus committed network, and needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

15. Tri-Rail Parking and Circulation Study

Relevancy to the 2035 RL RTP

The recommended Tri-Rail station projects should be considered in the development of the 2035 RL RTP existing plus committed network and the needs and cost feasible plans. However, it is not anticipated that station expansions will create regional impact, but more so at the local level.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

16. Palm Beach County Transit Development Plan 2006-2016

Relevancy to the 2035 RL RTP

The TDP goals, objectives, and performance measures should be considered in the development of the 2035 RL RTP GOM's. In addition, the projects listed within the TDP should be considered in the 2035 RL RTP existing plus committed network and the needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

17. Broward County Transit Development Plan Annual Progress Report FY 2008-FY2012

Relevancy to the 2035 RL RTP

The TDP goals, objectives, and performance measures should be considered in the development of the 2035 RL RTP GOM's. In addition, the projects listed within the TDP should be considered in the 2035 RL RTP existing plus committed network and the needs and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

18. *Miami-Dade Transit Development Plan*

The Miami-Dade Transit Development was not available at the time of this document review; however, Miami-Dade MPO will be continuously working with the agency throughout the development of their local LRTP and the Regional LRTP.

FREIGHT AND GOODS MOVEMENT

19. *Palm Beach County Freight and Goods Movement Study*

Relevancy to the 2035 RL RTP

Improved freight movement is a regional goal and will continue to be in the 2035 RL RTP update. It is essential that the three county's freight plans be considered in the development of the 2035 RL RTP GOM's and need and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

20. *Broward County Freight and Goods Movement Study*

Relevancy to the 2035 RL RTP

Improved freight movement is a regional goal and will continue to be in the 2035 RL RTP update. It is essential that the three county's freight plans be considered in the development of the 2035 RL RTP GOM's and need and cost feasible plans.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

21. *Miami-Dade Trends in Heavy Truck Traffic Management Study*

Relevancy to the 2035 RL RTP

The study seems to focus on a local level. This study should be incorporated into the regional freight study that is planned in the near future with Cambridge Systematics and FDOT D4.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

22. FLORIDA Statewide Freight and Goods Mobility Plan

Relevancy to the 2035 RL RTP

This study's goals, objectives and findings should be incorporated into the regional freight study that is planned in the near future with Cambridge Systematics and FDOT D4.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

23. Atlantic Commerce Corridor Study

Relevancy to the 2035 RL RTP

The goals and objectives and corridor network found in this study will need to be considered for inclusion in the RL RTP goals and objectives and corridors of regional significance.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

LONG RANGE TRANSPORTATION PLANS (LRTP)

24. Regional LRTP for Southeast Florida (Adopted 2006)

Relevancy to the 2035 RL RTP

The RL RTP adopted in 2006 is the foundation of the 2035 RL RTP. This document will be referenced throughout the entire 2035 update. Constant communication must exist between the regional consultants and the RTTAC throughout the project to determine where concerns lay with the 2006 plan. Key elements from the RL RTP adopted in 2006, that will be reviewed and refined as a part of the 2035 RL RTP are the GOM's and the Corridors of Regional Significance.

Inconsistencies with the 2035 RL RTP

Although differences exist between the local LRTP's and the RL RTP, no inconsistencies were identified.

25. Palm Beach County LRTP 2030

Relevancy to the 2035 RL RTP

The three county 2030 LRTP's are critical to the 2035 RL RTP. The regional team should maintain constant communication between all three counties to ensure schedules are coordinated and that all parties understand how each other are moving forward. In particular, the goals, objectives and measures of effectiveness are critical to the 2035 RL RTP GOM's development. Travel demand

modeling efforts between the three counties must also be coordinated due to the merger of the three county models into one regional model, SERPM.

Inconsistencies with the 2035 RL RTP

Although differences exist between the local LRTP and the RL RTP, no inconsistencies were identified.

26. Broward County LRTP 2030

Relevancy to the 2035 RL RTP

The three county 2030 LRTP's are critical to the 2035 RL RTP. The regional team should maintain constant communication between all three counties to ensure schedules are coordinated and that all parties understand how each other are moving forward. In particular, the goals, objectives and measures of effectiveness are critical to the 2035 RL RTP GOM's development. Travel demand modeling efforts between the three counties must also be coordinated due to the merger of the three county models into one regional model, SERPM.

Inconsistencies with the 2035 RL RTP

Although differences exist between the local LRTP and the RL RTP, no inconsistencies were identified.

27. Miami-Dade County LRTP 2030

Relevancy to the 2035 RL RTP

The three county 2030 LRTP's are critical to the 2035 RL RTP. The regional team should maintain constant communication between all three counties to ensure schedules are coordinated and that all parties understand how each other are moving forward. In particular, the goals, objectives and measures of effectiveness are critical to the 2035 RL RTP GOM's development. Travel demand modeling efforts between the three counties must also be coordinated due to the merger of the three county models into one regional model, SERPM.

Inconsistencies with the 2035 RL RTP

Although differences exist between the local LRTP and the RL RTP, no inconsistencies were identified.

FREEWAY SYSTEM

28. Miami-Dade Expressway Authority Information

Relevancy to the 2035 RL RTP

The funded projects should be included in the 2035 existing plus committed network that is modeled in SERPM regional model. The unfunded projects should be considered in the needs assessment for each County, where applicable. The regional team should maintain coordination efforts with the MDX Authority regarding the finalization of their 2035 Master Plan.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

29. Florida's Turnpike Enterprise Master Plan Annual Update 2008-2030

Relevancy to the 2035 RL RTP

The funded projects should be included in the 2035 existing plus committed network that is modeled in SERPM regional model. The unfunded projects should be considered in the needs assessment for each County, where applicable.

Inconsistencies with the 2035 RL RTP

No inconsistencies were identified.

OTHER

30. SERPM Documentation

SERPM documentation was not reviewed as a part of this document assembly review effort. All SERPM documentation will be reviewed by Cambridge Systematics as an on-going effort throughout the development of the 2035 RL RTP. Both KAI and CS have been and will remain active in the RTTAC Modeling Subcommittee to ensure consistent modeling efforts are agreed to and applied throughout the three county region. In addition, CS is active on the FUSTMS users online group and remains up-to-date on SERPM issues, changes, and updates.

Section 5
References

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