

Southeast Florida 2035 Regional Long-Range Transportation Plan

*Technical Memorandum No. 6: Travel Demand Modeling for
Regional Needs Plan*



prepared for

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1.0 Introduction

The Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) calls for greater regional coordination by metropolitan planning organizations (MPO) and local government planning agencies. While the State of Florida has a long history of statewide coordination of MPO (e.g., MPO Advisory Council) and travel demand modeling (Model Task Force) activities, passage of SAFETEA-LU is fostering additional coordination among agencies at the regional level.

The purpose of the Southeast Florida 2035 Regional Long-Range Transportation Plan (SE FL LRTP) is to facilitate coordination during LRTP Updates for the following three MPOs in Southeast Florida:

- Broward County MPO;
- Miami-Dade MPO; and
- Palm Beach MPO.

A key part of this coordination effort is to ensure procedural consistency and regional dialogue in socioeconomic forecasting, network coding, travel demand model outputs, and the development of 2035 Needs and Cost Feasible Plans.

This technical memorandum is focused on documenting the process and results from coordinating a 2035 needs assessment using the Southeast Florida Regional Planning Model (SERPM). This effort is being coordinated via procedures established during creation of the Southeast Florida Transportation Council (SEFTC) and its Regional Transportation Technical Advisory Committee (RTTAC). The RTTAC Modeling Subcommittee was established to facilitate coordination of regional travel demand forecasting activities such as SERPM refinement and application during LRTP Updates. Subsequent sections of this technical memorandum describe the development and review of 2035 model inputs, a regional sociodemographic and travel demand profile, and conducting and coordinating a needs assessment for the horizon year 2035.

A separate technical memorandum will address development of the regional Cost Feasible Plan, including alternatives testing, performance measures, and financial resource projects. Cambridge Systematics, Inc. (CS) is the technical lead for the travel demand forecasting and financial resource components of the 2035 LRTP as subconsultant to Kittelson Associates, Inc. (KAI) under contract to the Palm Beach MPO. Figure 1.1 depicts the regional planning study area, affected counties, and boundaries of the Miami urbanized area as designated by the U.S. Census.

Figure 1.1 Regional LRTP Study Area



2.0 Development and Review of 2035 Model Inputs

Several rounds of checking model inputs were conducted by CS and KAI staff in an effort to achieve reliable estimates of socioeconomic growth, special generator forecasts, external trip projections, and network characteristics for existing-plus-committed (E+C) conditions across the entire region. Additionally, each MPO enlisted their LRTP consultants to conduct focused reviews of model inputs for each individual county. Frequent coordination via the RTTAC Modeling Subcommittee enabled prompt resolution of initial findings.

■ 2.1 Year 2035 Socioeconomic Forecasts

Year 2035 socioeconomic forecasts for each MPO were compared against year 2005 estimates as well as prior 2030 forecasts used in the previous round of LRTP updates. School enrollment inconsistencies were initially identified and later resolved. In one MPO, it was noted that 2035 hotel-motel unit and school enrollment totals were the same as those previously prepared for the year 2030. It was later explained that growth in select socioeconomic characteristics was expected to slow such that 2030 forecasts would suffice for the year 2035. Elsewhere, data corrections were made and rechecked for resolution.

Population per dwelling unit (DU) and autos per DU were calculated to check that population and the number of vehicles per household were within a reasonable range for each MPO traffic analysis zone (TAZ). Thresholds that were used, based on typical Florida statistics, were 1.0 to 3.5 population/DU and 1.0 to 2.2 autos/DU. Additionally, those zones containing hotels/motels that have no service employment were identified. Also listed were zones with population but without any households and zones with households but with no population. MPO staff subsequently checked these anomalies and made any needed corrections.

Socioeconomic growth rates were compared for different years at the County/MPO and regional level. Resulting sociodemographic profiles are provided in the next section of this Technical Memorandum. Subsequent discussions with the RTTAC Modeling Subcommittee on socioeconomic data also noted the importance of consistency between model forecasts and those used to update local government comprehensive plans.

■ 2.2 Special Generator Projections

The primary focus of checks on special generators was among airports and ports in each of the three MPO areas. Enplanement forecasts found in the initial SERPM special generator file were compared against enplanement forecasts based on trends reported by the Federal Aviation Administration (FAA) and extrapolated out to 2035. Since the FAA only forecasts enplanements through the year 2025, an approach was needed to estimate growth for the period 2025-2035. Discussions with Subcommittee members on results from alternative approaches led to agreement on a consistent approach to enplanement forecasting for the period 2025-2035. Consideration was given both to extrapolating FAA trends for another 10 years as well as using county population growth forecasts from the University of Florida Bureau of Economic and Business Research. Compounded growth versus linear growth curves also were analyzed with the FAA extrapolation method and linear growth curves approved for use at all three International Airports in the region. Table 2.1 presents a summary of alternate growth projections for the three airports.

Table 2.1 Growth Comparisons at Southeast Florida Airports

	2005	2025	2030	2035
<i>Broward County</i>				
FAA Forecast (up to 2025)	29,328	50,159	N/A	N/A
FAA Continued Growth Approach	29,328	50,159	58,418	68,098
BEBR Ratio Approach	29,328	50,159	52,785	55,410
SERPM Models Year 2005 and 2035	29,396		50,038	
<i>Miami-Dade County</i>				
FAA Forecast (up to 2025)	40,225	68,383	N/A	N/A
FAA Continued Growth Approach	40,225	68,383	73,645	82,999
BEBR Ratio Approach	40,225	68,383	69,860	71,336
SERPM Models Year 2005 and 2035	41,350		66,105	
<i>Palm Beach County</i>				
FAA Forecast (up to 2025)	9,508	16,637	N/A	N/A
FAA Continued Growth Approach	9,508	16,637	19,208	22,176
BEBR Ratio Approach	9,508	16,637	17,767	18,897
SERPM Models Year 2005 and 2035	9,581		16,801	

Note: All numbers are shown as daily enplanements. Numbers in bold were used in subsequent model runs.

For Port trips, CS staff compared general 2005-2035 growth in employment and vehicle trips at each of the ports to calculate a range of expected growth rates as displayed in Table 2.2. Special generator trips for Port Everglades (Broward County) increased from 15,000 in 2005 to 16,300 in 2035, resulting in a change from 47,000 (2005) to 59,000 (2035) in loaded trips (or 26.7 percent growth). Special generator trips for the Port of Miami increased from 5,000 in 2005 to 7,100 trips in 2035, and the loaded trips increased from 49,400 (2005) to 68,500 (or 38.6 percent growth). There is no special generator included for the Port of Palm Beach in SERPM; however, employment increased from 700 to 1,700, resulting in a change from 5,200 (2005) to 9,000 (2035) in loaded trips (71.3 percent growth). No changes were recommended to port special generators.

Table 2.2 Growth Comparisons at Southeast Florida Ports

Percent Growth from 2005 to 2035	Employment	Special Generator Trips	Loaded Trips (All Purposes)
Port Everglades (Broward County)	10.1 %	8.7 %	26.7 %
Port of Miami	41.9 %	42.0 %	38.6 %
Port of Palm Beach	131.8%	N/A (no special generator)	71.3 %

■ 2.3 External Trip Forecasts

For the purposes of this study, external trips are those trips with one or both trip ends outside the boundaries of SERPM. Since there are relatively few through (external-external) trips in Southeast Florida, these were reviewed first to identify any external-external movements that were seemingly illogical. Recommendations were made to adjust some through trip estimates.

CS staff then prepared 2035 traffic projections at each SERPM external zone by extrapolating linear growth trends derived from historic average annual daily traffic (AADT). These trend forecasts were subsequently compared against a draft set of 2035 external forecasts in addition to prior forecasts from the SERPM 2030 model. These comparisons are depicted in Table 2.3. Additionally, external trips were compared to other adjacent models such as the statewide model, District One Districtwide Model, Okeechobee County model, and the Treasure Coast Regional Planning Model. Locations with significant differences between different models or linear count trends versus draft 2035 external projections were further discussed with RTTAC Modeling Subcommittee members to identify a means for resolution.

Table 2.3 Comparison of Southeast Florida External Trip Forecasts

SERPM External Station Locations	External Station Number	Count Stations	2035 AADT Traffic Count Projections	Year 2035 Draft External Trips	Absolute Difference versus 2035 Count Projections	Percent Difference versus 2035 Count Projections	2030 SERPM 6.5 Loaded Volumes
SR AIA	4201	89-0024	6,300	8,669	2,369	37.6%	3,978
Palm Beach County U.S. 1 (to Martin County)	4202	89-9921	19,200	23,598	4,398	18.6%	22,755
I-95	4203	93-2209	158,900	138,000	-20,900	-15.1%	126,633
Turnpike	4204	97-1953	93,600	81,896	-11,704	-14.3%	73,579
A local access road (to Martin County)	4205	N/A	N/A	3,510	N/A	N/A	3,385
County Road 711	4206	N/A	N/A	3,432	N/A	N/A	3,364
State Road 710	4207	93-0687	14,500	33,970	19,470	57.3%	10,998
U.S. 98/U.S. 441	4208	89-0067	6,700	6,364	-336	-5.3%	5,937
U.S. 27	4209	93-0502	28,000	25,398	-2,602	-10.2%	23,793
I-75	4239	86-0357	55,600	54,919	-681	-1.2%	49,250
U.S. 41 Tamiami Trail	4282	87-0003	7,900	13,224	5,324	40.3%	12,052
U.S. 1 (to Monroe County)	4283	87-0009	32,000	44,031	12,031	27.3%	40,890
SR 905 Card Sound Road	4284	N/A	N/A	16,066	N/A	N/A	14,827
Total Volumes			422,700	453,076	7,368	1.6%	391,441
Total Volumes Excluding Roads without Counts			422,700	430,068	7,368	1.7%	369,865

Note: AADT traffic counts for the years 1997 through 2007 were obtained from the FDOT Traffic Counts DVD 2007 (released in 2008).

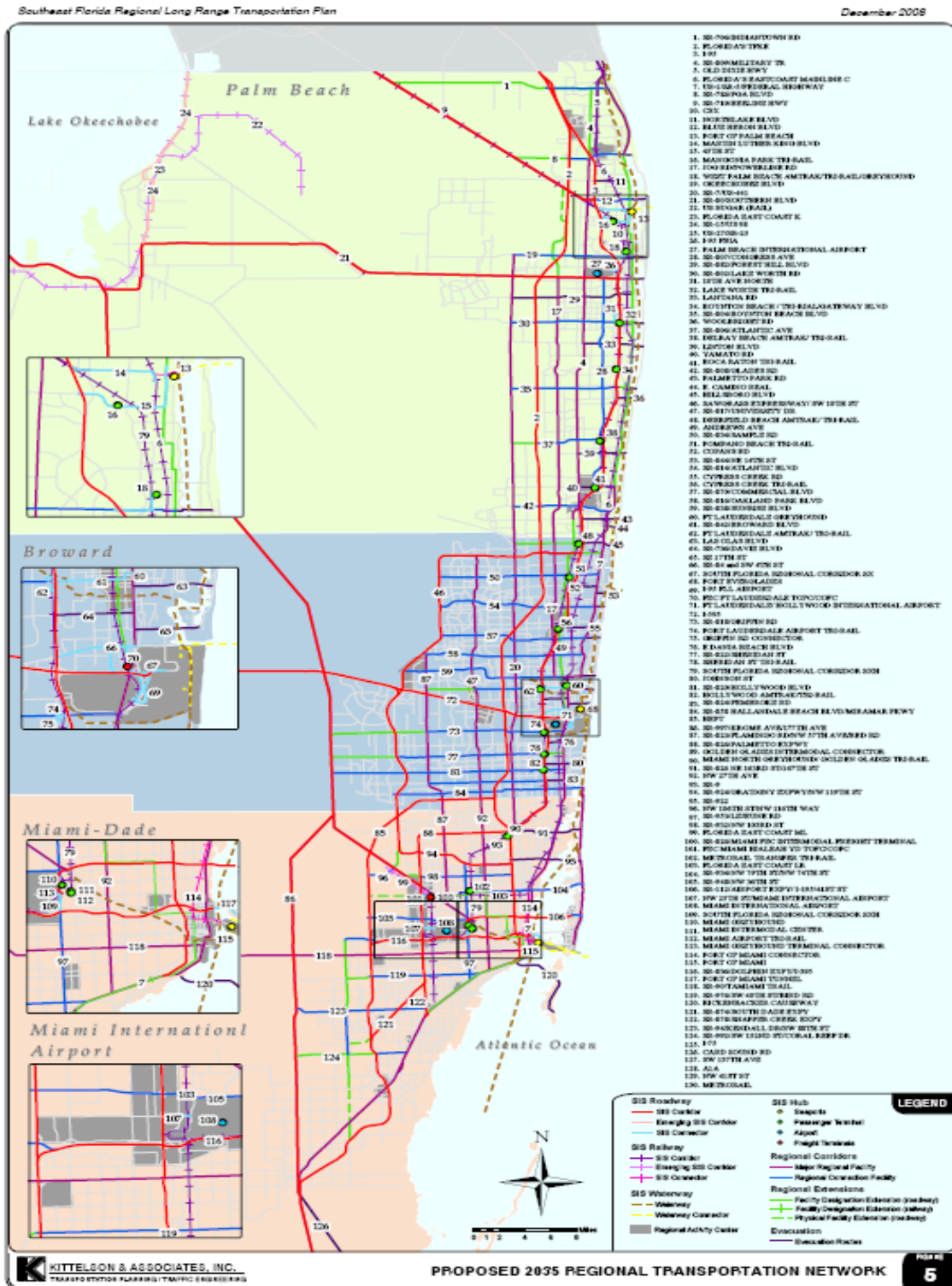
■ 2.4 Existing-Plus-Committed (E+C) Network Review

LRTP needs assessments are typically initiated using existing-plus-committed (E+C) networks that represent transportation projects and services implemented since the model base year (2005) along with transportation facilities committed to implementation within the next five years (i.e., 2014). CS staff conducted an independent assessment of E+C highway network coding. This review confirmed that the E+C network was generally consistent with coding of the earlier validated 2005 network. Documented procedures for network coding were confirmed as well.

Coding of high-occupancy toll lanes appeared consistent with procedures documented during network development, although not necessarily consistent with a recent study of I-595 reversible lanes. Links with traffic counts were compared against an earlier 2030 network, also coded from the 2005 network. Edits were made in light of findings that the 2030 network had more link counts than earlier models due to the splitting of certain links.

In addition to coordinating and reviewing model inputs among the three MPOs, the regional LRTP consulting team also is responsible for developing a plan for regional transportation corridors depicted in Figure 2.1. E+C projects on designated regional transportation corridors were confirmed for proper network coding.

Figure 2.1 Southeast Florida Regional Transportation Network



3.0 Regional Sociodemographic and Travel Demand Profile

A regional profile of growth in demographic, socioeconomic, and travel demand trends was prepared to tell a story about regional travel patterns while also identifying unique characteristics found in each of the area's three MPOs/counties. In order to plan for regional mobility in the year 2035, it is important to understand how household characteristics and travel patterns are expected to change at both the regional and subarea level.

■ 3.1 Regional Sociodemographic Profile

Some components of the regional sociodemographic profile were briefly described earlier in Section 2.0 of this technical memorandum. This included a zonal level assessment of inconsistencies such as unusual average household sizes, autos per DU, hotel-motel units without employment, and schools without employment. An itemized listing of these zones was provided to individual MPOs for use in refining socioeconomic forecasts and correcting errors.

At the regional and subarea level, demographic and economic statistics were summarized to identify forecasted trends and ensure that anticipated growth patterns were consistent with the expectations of MPO staff and partner agencies such as the Florida Department of Transportation (DOT) and the South Florida Regional Transportation Authority (SFRTA). Comparisons were made by year (2005, 2035, and the previous 2030 model), by county, and for the entire southeast Florida region. Table 3.1 depicts statistics that comprise the regional sociodemographic profile.

Table 3.1 Regional Sociodemographic Profile

	2005	2030 ^j	2035	Absolute Difference 2005 to 2035	Percent Difference 2030 to 2035	Percent Difference 2005 to 2035	BEBR 2035 Forecast	Woods & Poole Forecast 2005/2030	
<i>Summary of SE Data Forecasts for SERPM Region^a</i>									
Average Household Size ^b	2.60	2.72	2.67	0.07	-1.9%	2.8%			
Average Auto Ownership ^c	1.62	1.64	1.76	0.14	7.4%	8.9%			
Hotel/Motel Units	85,336	121,289	119,926	34,590	-1.1%	40.5%			
School Enrollment ^d	1,292,725	1,779,441	1,786,176	493,451	0.4%	38.2%			
Airport Enplanements ^e	80,327	132,944	158,331	78,004	19.1%	97.1%			
Workers/Household ^f	1.28	1.28	1.28	0.00	0.2%	0.2%			
Total Population^g	5,376,884	7,221,437	7,322,160	1,945,276	1.4%	36.2%	7,195,600	5,424,710	8,518,860
Total Households^h	2,067,293	2,650,806	2,739,374	672,081	3.3%	32.5%			
Total Employment	2,659,572	3,354,566	3,806,952	1,147,380	13.5%	43.1%		3,145,770	4,655,400
Total Employment/Population Ratioⁱ	0.49	0.46	0.52	0.03	11.9%	5.1%			
<i>Summary of Totals for Broward County</i>									
Average Household Size	2.52	2.69	2.64	0.12	-1.7%	4.9%			
Average Auto Ownership	1.58	1.57	1.59	0.01	1.6%	0.6%			
Hotel/Motel Units	32,630	32,791	32,422	-208	-1.1%	-0.6%			
School Enrollment	416,170	565,776	559,701	143,531	-1.1%	34.5%			
Airport Enplanements ^k	29,396	50,038	68,098	38,702	36.1%	131.7%			
Workers/Household	1.22	1.21	1.24	0.02	2.4%	2.0%			
Total Population	1,747,399	2,293,306	2,250,830	503,431	-1.9%	28.8%	2,286,000	1,782,020	2,846,120
Total Households	694,489	854,100	838,737	144,248	-1.8%	20.8%			
Total Employment	735,731	981,358	1,011,286	275,555	3.0%	37.5%		997,920	1,479,740
Total Employment/Population Ratio	0.42	0.43	0.45	0.03	5.2%	6.9%			
<i>Summary of Totals for Miami-Dade County</i>									
Average Household Size	2.83	2.90	2.83	0.00	-2.4%	0.2%			
Average Auto Ownership	1.69	1.70	1.99	0.30	17.1%	17.6%			
Hotel/Motel Units	35,804	66,821	66,821	31,017	0.0%	86.6%			
School Enrollment	614,734	889,880	890,052	275,318	0.0%	44.8%			
Airport Enplanements	41,350	66,105	71,336	29,986	7.9%	72.5%			
Workers/Household	1.48	1.46	1.45	-0.03	-0.4%	-2.1%			
Total Population	2,359,183	3,149,291	3,281,989	922,806	4.2%	39.1%	3,098,300	2,377,730	3,371,570
Total Households	834,414	1,084,890	1,158,800	324,386	6.8%	38.9%			
Total Employment	1,379,355	1,590,237	1,995,768	616,413	25.5%	44.7%		1,380,660	1,880,180
Total Employment/Population Ratio	0.58	0.50	0.61	0.02	20.4%	4.0%			

Table 3.1 Regional Sociodemographic Profile

	2005	2030 ^a	2035	Absolute Difference 2005 to 2035	Percent Difference 2030 to 2035	Percent Difference 2005 to 2035	BEBR 2035 Forecast	Woods & Poole Forecast 2005/2030	
<i>Summary of Totals for Palm Beach County</i>									
Average Household Size	2.36	2.50	2.41	0.05	-3.5%	2.2%			
Average Auto Ownership	1.56	1.64	1.59	0.03	-3.6%	1.9%			
Hotel/Motel Units	16,902	21,677	20,683	3,781	-4.6%	22.4%			
School Enrollment	261,821	323,785	336,423	74,602	3.9%	28.5%			
Airport Enplanements	9,581	16,801	18,897	9,316	12.5%	97.2%			
Workers/Household	1.04	1.08	1.04	0.00	-3.7%	0.3%			
Total Population	1,270,302	1,778,840	1,789,341	519,039	0.6%	40.9%	1,811,300	1,264,960	2,301,170
Total Households	538,390	711,816	741,837	203,447	4.2%	37.8%			
Total Employment	544,486	782,971	799,898	255,412	2.2%	46.9%		767,190	1,295,480
Total Employment/Population Ratio	0.43	0.44	0.45	0.02	1.6%	4.3%			

Note: Yellow highlighted cells represent highest year value per row whereas red lettered text represent highest value by County, and cyan cells indicate where either BEBR or Woods & Poole exceeds MPO values.

- ^a All ratios for the SERPM region were calculated by dividing each total from all three counties, and not by simply averaging the three ratios from the counties.
- ^b Average Household Size = (number of persons in all households)/(number of households); both included in zdata 1 file.
- ^c Average Auto Ownership = (number of vehicles that all the households own)/(number of households); both included in zdata 1 file.
- ^d School enrollment for elementary, mid, high, private schools and also universities/colleges; all included in school file.
- ^e For the purpose of 8/4 meeting, draft Airport Enplanements were prepared by Cambridge Systematics, Inc. from the 2025 forecast data (FAA). 2025 Airport Enplanements forecast data were factored using growth ratio: (2035 BEBR Forecast)/(2025 BEBR Forecast).
- ^f Workers/Household = (number of workers in all households)/(number of households); both included in zdata 1 file. Number of workers is not the same as the number of employees working in each county.
- ^g Total Population = (number of persons in households with children) + (number of persons in households without children); both included in zdata 1 file.
- ^h Total Households = (number of households with children) + (number of the households without children); both included in zdata 1 file.
- ⁱ Total Employment/Population Ratio = (Total Employment)/(Total Population).
- ^j 2030 forecasts were derived from previous 2030 LRTP Update files and are displayed for comparative purposes only.
- ^k Broward 2035 enplanement forecast was revised per Broward MPO's input. Previous CS 2035 forecast was 55,410.

■ 3.2 Regional Travel Demand Profile

In addition to summarizing sociodemographic information on a regional and county level, it was important to identify forecasted changes in travel demand patterns in moving from base year 2005 to 2035 conditions. Additionally, comparisons were made against prior 2030 forecasts in order to assess the general reasonability of simulated travel patterns. Table 3.2 provides a statistical summary of several travel demand measures at the regional and county/MPO level, derived from preliminary SERPM model runs.

As would be expected, home-based work (HBW) trips, total person trips, and volume/capacity (v/c) increase from 2005 to 2030 and from 2030 to 2035, while transit trips, vehicle-miles traveled (VMT), and congested speeds decrease from 2030 to 2035 (after increasing from 2005 to 2030) due to capacity limitations of the E+C network used for the 2035 model run when compared to the Cost Feasible Plan network used for 2030 model runs. In reviewing the statistics by county, it should be noted that some transit modes have changed for the revised 2035 E+C version of SERPM.

Table 3.2 Regional Travel Demand Summary
CS Model Statistics Comparison for Main Output Variables

	HBW Trips ^a	Total Person Trips ^a	Transit Trips ^b	Transit Trips (Percent of Total Person Trips)	Vehicle Miles Traveled ^c	Congested Speed	Volume Over Capacity/Count
Original Version 6.5 2005 Base (R05)	4,025,710	17,746,804	518,393	2.9%	111,538,352	32.76	0.60 (Cnt 1.00)
Original Version 6.5 2030 CF/CF net (R30)	5,277,326	24,048,935	1,071,003	4.5%	155,635,328	30.74	0.69
Original Version 6.5 2030 HOT/CF net (T30)	5,277,326	24,048,958	1,070,558	4.5%	155,026,976	30.81	0.69
RLRTP 2035 HOT/EC net (remained as R05)	5,530,212	24,682,494	776,517	3.1%	153,760,928	25.59	0.75
Revised RLRTP 2035 HOT/EC net (R35)	5,539,616	24,985,436	660,315	2.6%	153,831,552	26.06	0.75

^a HBW and total person trips were taken from generation summary report; adjusted production trips section. Total person trips are summarized from purpose totals of HBW, HBSH, HBSR, HBSCH, HBUNV, HBO, NHBW, and NHB.

^b Sum of transit ridership by mode in TASSUM.PRN is entered here as transit trips.

^c VMT and Congested Speed are from HEVAL-24H-S65 report. VMT is for all the links, not just for links with counts.

Table 3.2 Regional Travel Demand Summary (continued)
Countywide Statistics Comparison for Main Output Variables^d

	HBW Trips ^a	Total Person Trips ^a	Transit Trips ^b	Transit Trips (Percent of Total Person Trips)	Vehicle Miles Traveled	Volume over Capacity/Count
Broward County						
Original Version 6.5 2005 Base (R05)	946,665	5,532,804	144,974	2.6%	37,428,860	0.60 (Cnt 1.03)
Original Version 6.5 2030 CF/CF net (R30)	1,797,441	6,864,521	261,124	3.8%	49,479,260	0.70
Original Version 6.5 2030 HOT/CF net (T30)	1,797,441	6,864,555	259,431	3.8%	49,208,392	0.69
RLRTP 2035 HOT/EC net (remained as R05)	1,848,231	6,957,775	205,789	3.0%	48,894,684	0.71
Revised RLRTP 2035 HOT/EC net (R35)	1,850,296	7,109,974	158,647	2.2%	48,836,680	0.71
Miami-Dade County						
Original Version 6.5 2005 Base (R05)	1,612,962	7,636,484	330,349	4.3%	43,816,180	0.65 (Cnt 0.98)
Original Version 6.5 2030 CF/CF net (R30)	2,141,616	10,741,253	686,713	6.4%	61,136,472	0.76
Original Version 6.5 2030 HOT/CF net (T30)	2,141,616	10,741,260	678,716	6.3%	60,879,296	0.76
RLRTP 2035 HOT/EC net (remained as R05)	2,328,497	11,225,459	501,521	4.5%	60,086,948	0.84
Revised RLRTP 2035 HOT/EC net (R35)	2,335,836	11,376,202	435,793	3.8%	60,357,664	0.84
Palm Beach County						
Original Version 6.5 2005 Base (R05)	946,665	4,577,516	30,435	0.7%	30,293,324	0.53 (Cnt 1.01)
Original Version 6.5 2030 CF/CF net (R30)	1,338,269	6,443,161	84,806	1.3%	45,019,616	0.60
Original Version 6.5 2030 HOT/CF net (T30)	1,338,269	6,443,143	84,457	1.3%	44,939,308	0.60
RLRTP 2035 HOT/EC net (remained as R05)	1,353,484	6,499,260	53,844	0.8%	44,779,328	0.67
Revised RLRTP 2035 HOT/EC net (R35)	1,353,484	6,499,260	49,680	0.8%	44,564,436	0.66

^a HBW and total person trips were taken from generation summary report; adjusted production trips section. Total person trips are summarized from purpose totals of HBW, HBSH, HBSR, HBSCH, HBUNV, HBO, NHBW, and NHB.

^b Sum of transit ridership by mode in TASSUM.PRN is entered here as transit trips.

^c VMT and Congested Speed are from HEVAL-24H-S65 report. VMT is for all the links, not just for links with counts.

^d County Transit Ridership excludes Tri-Rail Ridership. Tri-Rail Ridership is reported in a separate table.

Also, Table 3.3 compares preliminary transit trips for Mode 8 Tri-Rail, a key component of the regional transportation network. Using the E+C network as a basis for preliminary model runs, transit ridership increases from 2005 to 2030, from a combination of growth in residents and employees along with additional transit services in the current 2030 Cost Feasible Plan network. As with overall transit ridership, Tri-Rail ridership drops between 2030 Cost Feasible Plan and 2035 E+C networks as “committed” transit capacity is considerably less than long-term expectations found in the Cost Feasible Plan.

Table 3.3 SERPM Estimates of Tri-Rail Ridership

Model Scenario	Tri-Rail Ridership
Original Version 6.5 2005 Base (R05)	12,632
Original Version 6.5 2030 CF/CF net (R30)	38,360
Original Version 6.5 2030 HOT/CF net (T30)	37,954
RLRTP 2035 HOT/EC net (remained as R05)	15,363
Revised RLRTP 2035 HOT/EC net (R35)	16,195

Comparisons also were made of 2035 E+C directional highway volumes against directional traffic counts found in SERPM. Locations where 2005 traffic counts exceeded 2035 E+C highway forecasts were flagged in a set of screenshots for network correction or other explanations. Volumes on I-595 were reviewed and compared with earlier model runs that loaded more trips on I-595 than the SR 84 frontage roads, unlike the E+C model run. This likewise formed the basis for additional network checking to proceed prior to moving forward on the 2035 needs assessment.

4.0 Regional Needs Assessment

Each MPO/County was given the task of preparing a Needs Plan for the year 2035. Each MPO had the option of testing needs alternatives prior to bringing a recommended 2035 Needs Plan to the RTTAC Modeling Subcommittee for network review and coding. In order to address consistency issues for the regional 2035 LRTP, CS staff prepared a listing of designated transportation Corridors of Regional Significance along with MPO Needs Plan projects proposed for each corridor segments. Special attention was paid to corridor segments near County lines to ensure consistent solutions were being recommended by MPOs in adjacent counties.

Table 4.1 is a listing of draft 2035 Needs Plan projects on corridors of regional significance, identifying highway and transit projects assumed for each corridor segment. Regional corridor segments without projects were also identified. Multicounty corridors were reviewed for project consistency on either side of each County line. While consistency was found in most instances, the listing below highlights a few potential inconsistencies at the County line as well as possible consistency issues between projects proposed by a single MPO.

1. The Palm Beach MPO 2035 Needs Plan includes six-laning of Dixie Highway just north of the Broward County line; while not a “regional” facility, the Broward MPO 2035 Needs Plan does not include a roadway project at this location.
2. The Broward 2035 Needs Plan includes extending Broward County Transit (BCT) service to the Florida Atlantic University (FAU) campus in Palm Beach County that is not referenced in the Palm Beach 2035 Needs Plan.
3. SR 7 at Broward/Miami-Dade County Line – the Broward 2035 Needs Plan includes BRT operating in exclusive lanes while the Miami-Dade County 2035 Needs Plan does not include a project at this location.
4. BCT Route No. 1 presently serves the Aventura Mall in Miami-Dade County, and while the Broward MPO recommends headway improvements, there is no project in the Miami-Dade 2035 Needs Plan.
5. The Broward 2035 Needs Plan included a project to turn Commercial Boulevard into an expressway yet also recommended signal progression in another project. An expressway will result in most signals being removed so the two projects seemed to be in conflict. The expressway proposal was later dropped from further consideration.

Table 4.1 Southeast Florida Regional 2035 Long-Range Transportation Plan
 Draft MPO Needs Plan Projects: Palm Beach County

RLRTP No.	Regional Corridor No.	Corridor Name	Project Limits (W to E, S to N)		Project Type		Comments
			From	To	Highway	Transit	
1	1	Indiantown Road	Florida's Turnpike	I-95	<i>no project</i>	Proposed E-W Bus Grid	
			I-95	Center Street	Widen to 8 Lanes	Proposed E-W Bus Grid	
			Center Street	U.S. 1	<i>no project</i>	Proposed E-W Bus Grid	
2	3	Florida's Turnpike	Broward County Line	Lake Worth Road	Widen to 8 Lanes	Hypoluxo PnR proposed	New interchanges proposed at Palmetto Park and Hypoluxo Roads; <i>Consistent with Draft Broward County 2035 Needs Plan</i>
			Lake Worth Road	PGA Boulevard	Widen to 8 Lanes	<i>no project</i>	
			PGA Boulevard	Indiantown Road	Widen to 6 Lanes	<i>no project</i>	
			Indiantown Road	Martin County Line	<i>no project</i>	<i>no project</i>	
3	4	I-95	Broward County Line	Indiantown Road	Managed Lanes System	Proposed N-S Bus Grid, Okeechobee-Indiantown Roads	New interchanges proposed at Beeline Highway and Central Boulevard; <i>Consistent with Draft Broward County 2035 Needs Plan</i>
			Indiantown Road	Martin County Line	<i>no project</i>		
4	8	Military Trail	Broward County Line	Glades Road	<i>no project</i>	<i>no project</i>	This portion is Andrews Avenue
			Glades Road	Okeechobee Road	<i>no project</i>	Proposed BRT, N-S Bus Grid	New urban interchanges proposed at Palmetto Park and Yamato Roads
			Okeechobee Road	Roebuck Road	Widen to 8 Lanes	Proposed N-S Bus Grid	New urban interchange proposed at Okeechobee Road, as noted above
			Roebuck Road	45 th Street	<i>no project</i>		
			45 th Street	SR 710/Beeline Highway	Widen to 8 Lanes		
			SR 710/Beeline Highway	Northlake Boulevard	<i>no project</i>		
			Northlake Boulevard	Burns Road	Widen to 8 Lanes		
			Burns Road	PGA Boulevard	<i>no project</i>		
PGA Boulevard	Indiantown Road	<i>no project</i>	<i>no project</i>				
5		Old Dixie Highway	SR 786/PGA Boulevard	Martin County Line	<i>no project</i>	<i>no project</i>	
6	?	FEC Corridor	Broward County Line	Indiantown Road	<i>no project</i>	new commuter rail	
			Indiantown Road	Martin County Line	<i>no project</i>	<i>no project</i>	<i>Consistent with Draft Broward County 2035 Needs Plan</i>
7	16	U.S. 1	Broward County Line	Glades Road	<i>no project</i>	Proposed N-S Bus Grid	
			Glades Road	Yamato Road	Widen to 6 Lanes		
			Yamato Road	PGA Boulevard	<i>no project</i>	<i>no project</i>	
7	2	U.S. 1	PGA Boulevard	Ocean Drive	Widen to 6 Lanes	Proposed N-S Bus Grid	
			Ocean Drive	Donald Ross Road	<i>no project</i>	Proposed N-S Bus Grid	
			Donald Ross Road	Marcinski Road	Widen to 6 Lanes	Proposed N-S Bus Grid	
			Marcinski Road	Martin County Line	<i>no project</i>	Proposed N-S Bus Grid	
8	6	PGA Boulevard	SR 710/Beeline Highway	Florida's Turnpike	<i>no project</i>	<i>no project</i>	
			Florida's Turnpike	I-95	Widen to 8 Lanes	Proposed E-W Bus Grid	
			I-95	Fairchild Gardens Avenue	Widen to 6 Lanes	Proposed E-W Bus Grid	
			Fairchild Gardens Avenue	Minsk Gardens Boulevard	Widen to 8 Lanes	Proposed E-W Bus Grid	
			Minsk Gardens Boulevard	U.S. 1	<i>no project</i>	Proposed E-W Bus Grid	
U.S. 1	SR A1A	<i>no project</i>	<i>no project</i>				

Table 4.1 Southeast Florida Regional 2035 Long-Range Transportation Plan (continued)
 Draft MPO Needs Plan Projects: Palm Beach County (continued)

RLRTP No.	Regional Corridor No.	Corridor Name	Project Limits (W to E, S to N)		Project Type		Comments
			From	To	Highway	Transit	
9	5	SR 710/Beeline Highway	Martin County Line	W of Pratt Whitney Road	Widen to 4 Lanes	Corridor adjacent to proposed regional rail	New urban interchanges proposed at Pratt Whitney Road and PGA Boulevard Includes new interchanges with Northlake Boulevard and I-95, as noted above
			W of Pratt Whitney Road	PGA Boulevard	Widen to 6 Lanes		
			PGA Boulevard	Australian Avenue	no project		
10		CSX	I-95	Martin County Line	no project	no project	
11		Northlake Boulevard	I-95	U.S. 1	no project	no project	
12		Blue Heron Boulevard	I-95	SR A1A	no project	no project	
13		Port of Palm Beach	-	-	no project	no project	
14		Martin Luther King Boulevard	I-95	Old Dixie Highway	no project	no project	
15		45 th Street	I-95	U.S. 1	no project	no project	
16		Mangonia Park Tri-Rail			no project	no project	
17	11	Powerline/Jog Roads	Broward County Line	Palmetto Park Road	Widen to 6 Lanes	Proposed E-W Bus Grid	Consistent with Draft Broward County 2035 Needs Plan
			Palmetto Park Road	SR 80/Southern Boulevard	no project	Proposed E-W Bus Grid	New urban interchange proposed at Glades Road
18		West Palm Beach Amtrak/Tri-Rail/Gateway Boulevard			no project	no project	
19	7	Okeechobee Road	SR 7	I-95	Add Interchanges/Tolls	Proposed BRT and E-W Bus Grid, SR 7 to Tri-Rail station	New urban interchange proposed at Military Trail
			I-95	Australian Avenue	Widen to 10 Lanes		
			Australian Avenue	U.S. 1	no project		
			U.S. 1	SR A1A	no project		
20	10	SR 7	Broward County Line	Glades Road	no project	Add 2 Transit-Only Lanes; Proposed BRT, N-S Bus Grid	Consistent with Draft Broward County 2035 Needs Plan
			Glades Road	N of Clint Moore Road	no project	Proposed N-S Bus Grid Only, Glades Road to Forest Hill Boulevard	
			N of Clint Moore Road	N. of Atlantic Avenue	Widen to 6 Lanes		
			N. of Atlantic Avenue	Lake Worth Road	no project		
			Lake Worth Road	Belvedere Road	Widen to 10 Lanes	Proposed BRT and N-S Bus Gr (Forest Hill Boulevard-Okeechobee)	New urban interchanges proposed at Lake Worth Road and Forest Hill Boulevard
Belvedere Road	Okeechobee Road	Widen to 8 Lanes					
21	9	SR 80/Southern Boulevard	U.S. 27	Pratt Whitney Road	no project	Proposed E-W Bus Grid	
			Pratt Whitney Road	Forest Hill Boulevard	Widen to 6 Lanes	Proposed E-W Bus Grid	
			Forest Hill Boulevard	U.S. 1	no project	Proposed BRT, E-W Bus Grid	
			U.S. 1	SR A1A	no project	no project	
22		US Sugar (Rail)	Hendry County Line	CR 700	no project	no project	
23		Florida East Cost K	Hendry County Line	Martin County Line	no project	no project	
24		SR 15/U.S. 98	SR 80/Southern Boulevard	Martin County Line	no project	no project	
26		I-95 PBIA	West Palm beach Airport	I-95	no project	no project	
27		Palm Beach International Airport			no project	no project	
28		SR-807/Congress Avenue	SR 80/Southern Boulevard	Yamato Road	no project	no project	
29		SR-882/Forest Hill Boulevard	SR 7	U.S. 1	no project	no project	

Table 4.1 Southeast Florida Regional 2035 Long-Range Transportation Plan (continued)
 Draft MPO Needs Plan Projects: Palm Beach County (continued)

RLRTP No.	Regional Corridor No.	Corridor Name	Project Limits (W to E, S to N)		Project Type		Comments
			From	To	Highway	Transit	
30	12	Lake Worth Road	SR 7	Pinehurst Drive	no project	Proposed E-W Bus Grid	
			Pinehurst Drive	2 nd Avenue N.	Widen to 8 Lanes	Proposed E-W Bus Grid	
			2 nd Avenue N.	Congress Avenue	no project	Proposed E-W Bus Grid	
			Congress Avenue	SR A1A	no project	no project	
31		10 th Avenue North	SR 802/Lake Worth Road	I-95	no project	no project	
32		Lake Worth Tri-Rail			no project	no project	
33		Lantana Road	SR 809/Military Trail	SR A1A	no project	no project	
34		Boynton Beach/Tri-Rail Gateway Boulevard			no project	no project	
35	13	Boynton Beach Boulevard	SR 7	I-95	no project	Proposed E-W Bus Grid	
			I-95	SR A1A	no project	no project	
36		Woolbright Road	I-95	SR A1A	no project	no project	
37	14	Atlantic Avenue	SR 7	Lyons Road	Widen to 4 Lanes	Proposed E-W Bus Grid	
			Lyons Road	Florida's Turnpike	Widen to 6 Lanes	Proposed E-W Bus Grid	
			Florida's Turnpike	Hagen Ranch Road	no project	Proposed E-W Bus Grid	
			Hagen Ranch Road	Jog Road	Widen to 8 Lanes	Proposed E-W Bus Grid	
			Jog Road	I-95	no project	Proposed E-W Bus Grid	
			I-95	U.S. 1	no project	no project	
38		Delray Beach Amtrak/Tri-Rail			no project	no project	
39		Linton Boulevard	SR 809/Military Trail	SR A1A	no project	no project	
40		Yamato Road	SR 809/Military Trail	U.S. 1	no project	no project	
41		Boca Raton Tri-Rail			no project	no project	
42	15	Glades Road	SR 7	Lyons Road	no project	Proposed BRT and E-W Bus Grid	
			Lyons Road	NW 13 th Street	Widen to 8 Lanes		New urban interchange proposed at Powerline Road, as noted above
			NW 13 th Street	U.S. 1	no project		
43		Palmetto Park Road	I-95	SR A1A	no project	no project	
44		E. Camino Real	U.S. 1	SR A1A	no project	no project	
79	?	Tri-Rail	Broward County Line	45 th Street	no project	Add Southern Boulevard Station	Intermodal centers proposed for Boca Raton and West Palm Beach
			Downtown WPB	Martin County Line	no project	Extend, Add 10 stations	Follows FEC corridor from Downtown WPB to Indiantown Road
			Downtown WPB	Martin County Line	no project	new commuter rail	Follows SR 710/Beeline Highway from 45 th Street Tri-Rail station to Martin County
							Draft Broward County 2035 Needs Plan references headway changes

Table 4.1 Southeast Florida Regional 2035 Long-Range Transportation Plan (continued)
 Draft MPO Needs Plan Projects: Broward County

RLRTP No.	Regional Corridor No.	Corridor Name	Project Limits (W to E, S to N)		Project Type		Comments
			From	To	Highway	Transit*	
2	3	Florida's Turnpike	Miami-Dade County Line	Palm Beach County Line	Open Road Tolling (ORT)	no project	ORT concept is consistent with Draft Miami-Dade 2035 Needs Plan
			HEFT	Griffin Road	Widen to 8 Lanes	no project	
			at Hollywood Boulevard		Interchange Modification	no project	
			at Sunrise Boulevard		Interchange Modification	no project	
			N. of Atlantic Boulevard	Sawgrass Expressway	Widen to 8 Lanes	no project	
			at Sawgrass Expressway		Interchange Modification	no project	
3	4	I-95	Miami-Dade County Line	Palm Beach County Line	Managed Lanes System	no project	Draft Miami-Dade 2035 Needs Plan calls for trucks on managed lanes
6	?	FEC Corridor	Miami-Dade County Line	Palm Beach County Line	no project	new commuter rail	FEC concept is consistent with Draft Miami-Dade 2035 Needs Plan
7	16	U.S. 1	Miami-Dade County Line	Palm Beach County Line	no project	improve local bus headways	routes 1 and 10 Rte 1 serves Aventura Mall; however, not referenced in M-D Needs Plan
17	11	Powerline Road	Sunrise Boulevard	SW 10 th Street	no project	no project	Corridor includes S. Pompano Pkwy and NW 9 th Avenue
			SW 10 th Street	Palm Beach County Line	Widen to 6 Lanes	improve local bus headways	route 14
20	10	SR 7/U.S. 441	Miami-Dade County Line	Palm Beach County Line		Add 2 Transit-Only Lanes; BRT conversion/extension; extend local bus to FAU	convert from limited stop to BRT service, extend service to FAU; also, improve local bus headways along this corridor Draft Miami-Dade 2035 Needs Plan doesn't include BRT serv at County line
			at Pines Boulevard		New Urban Interchange	no project	
			at Oakland Park Boulevard		New Urban Interchange	no project	
			at Atlantic Boulevard		New Urban Interchange	no project	
25	26	U.S. 27	Miami-Dade County Line	Palm Beach County Line	no project	no project	
45		Hillsboro Boulevard	SR 7/U.S. 441	SR A1A	no project	no project	
46	17	Sawgrass Expressway	I-75/I-595	Sunrise Boulevard	no project	no project	
			Sunrise Boulevard	Florida's Turnpike	Open Road Tolling	no project	
			Florida's Turnpike	I-95	no project		
46	18	SW 10 th Street	Florida's Turnpike	I-95	Convert to Expressway	no project	
			I-95	Powerline Road	no project	no project	
			Powerline Road	Military Trail	Widen to 6 Lanes		
			Military Trail	U.S. 1	no project	no project	overlaps with first segment of Corridor 18; assumed first phase of project
47	20	University Drive	Miami-Dade County Line	Pines Boulevard	no project	no project	
			Pines Boulevard	Sawgrass Expressway	no project	Add 2 Transit-Only Lanes; BRT conversion/extension	convert from limited stop to BRT service, extend to Holmberg, headways
			at Oakland Park Boulevard		New Urban Interchange	no project	North Corridor is Draft Miami-Dade 2035 Needs Plan equivalent
			NW 40 th Street (Cardinal)	County Line Road	Widen to 6 Lanes	Extend local bus to PB County	also, improve local bus headways
48		Deerfield Beach Amtrak/Tri-Rail			no project	no project	
49		Andrews Avenue	SR 84	Palm Beach County Line	no project	no project	

Table 4.1 Southeast Florida Regional 2035 Long-Range Transportation Plan (continued)
 Draft MPO Needs Plan Projects: Broward County (continued)

RLRTP No.	Regional Corridor No.	Corridor Name	Project Limits (W to E, S to N)		Project Type		Comments
			From	To	Highway	Transit*	
50	19	Sample Road	Sawgrass Expressway	University Drive	no project	no project	
			University Drive	I-95	no project	Add 2 Transit-Only Lanes; new limited stop/BRT service	also, intersection improvements at Military Trail; local bus 34 headways
			I-95	U.S. 1	no project	no project	
51		Pompano Beach Tri-Rail			no project	no project	
52		Copans Road	I-95	U.S. 1	no project	no project	
53		SR-844/NE 14 th Street	U.S. 1	SR A1A	no project	no project	
54	21	Atlantic Boulevard	Sawgrass Expressway	Coral Springs Drive	Widen to 6 Lanes	no project	
			Coral Springs Drive	Rock Island Road	no project	no project	
			Rock Island Road	I-95	Widen to 8 Lanes	no project	
			I-95	Cypress Road	no project	no project	
			Cypress Road	U.S. 1	Restripe as 6 Lanes		
			Rock Island Road	U.S. 1	Signal Progression	improve local bus headways	route 42; bus connection to Tri-Rail and FEC stations
55		Cypress Creek Road	I-95	U.S. 1	no project	no project	
56		Cypress Creek Tri-Rail			no project	no project	
57	22	Commercial Boulevard	Sawgrass Expressway	I-95	Convert to Expressway	improve local bus headways	route 55
			Nob Hill Road	U.S. 1	Signal Progression		is this a short-term project? Potential conflict with Expressway project
			U.S. 1	SR A1A	no project	no project	
58	23	Oakland Park Boulevard	Sawgrass Expressway	University Drive	no project	no project	
			University Drive	I-95	Add 2 Transit-Only Lanes	new local stop/BRT service	also, improve headways on route 72
			I-95	U.S. 1	no project	no project	
59	24	Sunrise Boulevard	Sawgrass Expressway	Florida's Turnpike	no project	no project	
			Florida's Turnpike	U.S. 1	Add 2 Transit-Only Lanes	new limited stop/BRT service	bus connection to Tri-Rail and FEC stations
			U.S. 1	SR A1A	no project	no project	
60		Ft Lauderdale Greyhound			no project	no project	
61		SR-842/Broward Boulevard	I-95	U.S. 1	no project	no project	
62		Ft Lauderdale Amtrak/Tri-Rail			no project	no project	
63		Las Olas Boulevard	U.S. 1	SR A1A	no project	no project	
64		SR-736/Davie Boulevard	I-95	U.S. 1	no project	no project	
65		SE 17 th Street	U.S. 1	SR A1A	no project	no project	
66		SR 84 and SW 4 th Street	I-95	U.S. 1	no project	no project	
67		South Florida Regional Corridor SX	FEC Mainline C	Port Everglades	no project	no project	
68		Port Everglades			no project	People Mover/IMC	Airport to Port
69		I-95 FLL Airport	FLL Airport	U.S. 1	no project	no project	
70		FEC Ft Lauderdale TOFC/COFC			no project	no project	
71		Ft Lauderdale/Hollywood International Airport			no project	People Mover/IMC	Airport to Port
72	27	I-595	I-75	U.S. 1	Ultimate Plan	no project	may include special use lanes, truck lanes, transit, tolls, other capacity

Table 4.1 Southeast Florida Regional 2035 Long-Range Transportation Plan (continued)
 Draft MPO Needs Plan Projects: Broward County (continued)

RLRTP No.	Regional Corridor No.	Corridor Name	Project Limits (W to E, S to N)		Project Type		Comments
			From	To	Highway	Transit*	
73	29	Griffin Road	U.S. 27	Flamingo Road	no project	no project	
			Flamingo Road	Dixie Highway	Widen to 8 Lanes	no project	
			Dixie Highway	U.S. 1	no project	no project	
74		FLL Airport Tri-Rail			no project	no project	
75		Griffin Road Connector	FLL Airport Tri-Rail	I-95	no project	no project	
76		E Dania Beach Boulevard	I-95	U.S. 1	no project	no project	
77	30	Sheridan Street	U.S. 27	Flamingo Road	no project	no project	
			Flamingo Road	Douglas Road	Widen to 6 Lanes	no project	
			Dixie Highway	U.S. 1	Widen to 6 Lanes	no project	
78		Sheridan Street Tri-Rail			no project	no project	
79	?	Tri-Rail	Miami-Dade County Line	Palm Beach County Line	no project	improve headways	Draft Miami-Dade 2035 Needs Plan doesn't specify headway changes
80		Johnston Street Tri-Rail			no project	no project	
81	31	Hollywood and Pines Boulevards	U.S. 27	I-75	no project	no project	
			I-75	I-95	Signal Progression	improve local bus headways	route 7
			at Flamingo Road		New Urban Interchange	new limited stop/BRT service	
			at University Drive		New Urban Interchange	no project	
			I-95	U.S. 1	no project	no project	
82		Hollywood Amtrak/Tri-Rail			no project	no project	
83		SR 824/Pembroke Road	SR 823/Flamingo Road	U.S. 1	no project	no project	
84	32	Hallandale Beach Boulevard and Miramar Pkwy	U.S. 27	Palm Avenue	no project	no project	
			Palm Avenue	SR 7/U.S. 441	no project	Add 2 Transit-Only Lanes; improve local bus headways	route 28
			SR 7/U.S. 441	I-95	no project	Add 2 Transit-Only Lanes; new limited stop/BRT service	
			I-95	SR A1A	no project	no project	
85	33	HEFT	Miami-Dade County Line	Florida's Turnpike	Widen to 8 Lanes	no project	consistent with Draft Miami-Dade 2035 Needs Plan (8-laning)
87	25	Flamingo/Red Roads	Miami-Dade County Line	Oakland Park Boulevard	no project	no project	consistent with Draft Miami-Dade 2035 Needs Plan (no project)
125	28	I-75	Miami-Dade County Line	I-595	Ultimate Plan	no project	may include special use lanes, truck lanes, transit, tolls, other capacity
						no project	Draft Miami-Dade 2035 Needs Plan calls for exclusive busway here
			I-595	Palm Beach County Line	no project	no project	
128	36	SR A-1-A	Miami-Dade County Line	Hallandale Beach Boulevard	no project	no project	consistent with Draft Miami-Dade 2035 Needs Plan (no project)
	?	Central Broward Corridor	Miami-Dade County Line	Palm Beach County Line	no project	new light rail system	
	?	Downtown Street Car	Miami-Dade County Line	Palm Beach County Line	no project	new street car service	

*Note that lack of transit project termini or maps for Broward Needs Plan makes it difficult to line these up with highway projects.

Table 4.1 Southeast Florida Regional 2035 Long-Range Transportation Plan (continued)
 Draft MPO Needs Plan Projects: Miami-Dade County

RLRTP No.	Regional Corridor No.	Corridor Name	Project Limits (W to E, S to N)		Project Type		Comments
			From	To	Highway	Transit	
2	3	Florida's Turnpike	Golden Glades	Broward County Line	E+C project (TIP funded)	no project	
3	4	I-95	Downtown Miami	Broward County Line	no project, truck policy	no project	
			Golden Glades	Broward County Line	I-95 Express Concept	no project	
				Florida's Turnpike/826	Add Auxiliary Lane NB	no project	
			at 20 th Street		New Ramp to Hospital	no project	
6	?	FEC Corridor	Downtown Miami	Broward County Line	no project	Light Rail Transit	Consistent with Draft Broward County 2035 Needs Plan
			MIC	Dadeland North	no project	Light Rail Transit	
			S. Florida Rail Corridor	FEC Corridor	no project	Commuter Rail	could be commuter rail or busway
7	16, 35	U.S. 1	Monroe County Line	Florida City	no project	no project	
			Florida City	SW 88 th Street	Grade Separations	Park-n-Ride Lots	PNR: SW 104 th , 124 th , 136 th , 184 th , 200 th , 312 th , 344 th Streets GS: SW 112 th , 136 th , 152 nd , 184 th , 200 th , 216 th , 312 th Streets
			at SW 344 th Street		Grade Sep. Overpass	no project	urban interchange
			Florida City	Dadeland South	Managed Lanes/Ops	no project	Busway lanes will accommodate auto drivers with transponders
			Dadeland South	I-95	Managed Lanes/Ops	no project	Express/queue jump lanes at key intersections parallel to MetroRail
			I-95	Broward County Line	no project	no project	
20	10	SR 7/U.S. 441	Golden Glades	Broward County Line	no project	no project	Draft Broward 2035 Needs Plan calls for BRT to county line
25	26	U.S. 27	I-95	LeJeune Road/NW 42nd	no project	no project	
			LeJeune Road/NW 42 nd	SR 826/Palmetto Expressway	no project	no project	
			SR 826/Palmetto Expressway	Krome Avenue	Convert to toll facility	no project	will become limited or controlled access highway
			Krome Avenue	Broward County Line	no project	no project	
79	?	Tri-Rail	MIA Airport	Broward County Line	no project	no project	
			at Ives Dairy Road		no project	New Tri-Rail Station	Draft Broward 2035 Needs Plan specifies headway changes
			Golden Glades MMC		no project	Tri-Rail Multimodal Center	station upgrades, etc.
85	33	HEFT	U.S. 1	Florida's Turnpike ML	E+C project (TIP funded)	no project	
			at Lucy Street		New Half Interchange	no project	access to/from HEFT north of Lucy Street
			Campbell Drive/SW 312 th	Biscayne Drive/SW 288 th	Widen to 6 Lanes	no project	
			Biscayne Drive/SW 288 th	SW 216 th Street	Widen to 8 Lanes	no project	
			SW 216 th Street	Eureka Drive/SW 184 th	Widen to 10 Lanes	no project	
			U.S. 1	SW 88 th Street	no project	Add Express Bus Service	
			Eureka Drive/SW 184 th	SW 117 th Avenue	Widen to 12 Lanes	no project	
			SW 117 th Avenue	Kendall Drive/SW 88 th	Widen to 12 Lanes+C/D		
			Kendall Drive/SW 88 th	SR 836	Widen to 10 Lanes	no project	
			SR 836	Florida's Turnpike ML	Widen to 8 Lanes	no project	
			at NW 170 th Street		New Interchange	no project	
			at I-75		Interchange Modification	no project	include fully directional ramps
			Florida's Turnpike ML	Broward County Line	no project	no project	
86	52	Krome Avenue/SR 997	Florida City (U.S. 1)	U.S. 27/Okeechobee	Widen to 4 Lanes	no project	

Table 4.1 Southeast Florida Regional 2035 Long-Range Transportation Plan (continued)
 Draft MPO Needs Plan Projects: Miami-Dade County (continued)

RLRTP No.	Regional Corridor No.	Corridor Name	Project Limits (W to E, S to N)		Project Type		Comments	
			From	To	Highway	Transit		
87	51	NW 57 th Avenue	Okeechobee Road	Broward County Line	<i>no project</i>	<i>no project</i>		
88	34	SR 826/Palmetto Expressway	SR 874/Don Shula Ex	U.S. 27/Okeechobee	Interchange Modifications	<i>no project</i>	upgrade all interchanges along this segment of SR 826	
			SR 836/Dolphin Expressway	I-75	Transit Way, Spcl Lanes	<i>no project</i>		
			Palmetto Station	NW 103 rd Street	Transit Way, Spcl Lanes	<i>no project</i>		
			U.S. 27/Okeechobee	NW 103 rd Street	Add NB Auxiliary Lane	<i>no project</i>		
			at US 27/Okeechobee		Interchange Modification	<i>no project</i>		allow for free flow as part of U.S. 27 conversion to toll expressway
			NW 103 rd Street	I-75	Special Use Lanes	<i>no project</i>		this project seems to overlap with the first SR 826 project above
			NW 103 rd Street	I-75	<i>no project</i>	Transit Way		are "special use lanes" in addition to the transitway or are they same"?
			I-75	Golden Glades	Special Use Lanes	<i>no project</i>		reconstruct and add 2 special use lanes
		NW 47 th Avenue	NW 67 th Avenue	Add WB Auxiliary Lane	<i>no project</i>	SR 826 to NB I-95 ramp connection also (Golden Glades)		
89		Golden Glades Intermodal Connector			<i>no project</i>	<i>no project</i>		
90		Miami North Greyhound/GG Tri-Rail			<i>no project</i>	<i>no project</i>		
91		SR 826 NE 163 rd Street/167 th Street	Golden Glades	SR A1A	<i>no project</i>	<i>no project</i>		
92	50	NW 27 th Avenue	U.S. 1	SW 8 th Street	<i>no project</i>	<i>no project</i>		
			SW 8 th Street	NW 36 th Street	Add a Median	MetroRail Extension	MLK, Jr. station to NW 215 th Street via NW 27 th Avenue	
			NW 36 th Street	Broward County Line	<i>no project</i>	<i>no project</i>		
93		SR 9	Golden Glades	NW 27 th Avenue	<i>no project</i>	<i>no project</i>		
94	37-38	SR 924/Gratigny Expressway Extensions	SR 826/Palmetto Expressway	HEFT	<i>no project</i>	<i>no project</i>		
			HEFT	I-75	Extend Toll Expressway	<i>no project</i>	follows NW 138 th Street corridor to HEFT/U.S. 27 interchange	
			NW 32 nd Avenue	I-95	Extend Toll Expressway	<i>no project</i>	follows NW 119 th Street corridor to I-95/NW 119 th Street interchange	
95		SR 922	I-95	SR A1A	<i>no project</i>	<i>no project</i>		
96		NW 106 th Street/NW 116 th Way	HEFT	U.S. 27/Okeechobee	<i>no project</i>	<i>no project</i>		
97	40	LeJeune/Interconnector	U.S. 1	SR 836/Dolphin Expressway	<i>no project</i>	<i>no project</i>		
			SR 836/Dolphin Expressway	SR 112/Airport Expressway	New Toll Expressway	<i>no project</i>	closely parallels LeJeune Road/NW 42 nd Street corridor/new MIA ramps	
98	39	NW 103 rd Street	U.S. 27/Okeechobee	SR 826/Palmetto Expressway	<i>no project</i>	<i>no project</i>		
			SR 826/Palmetto Expressway	I-95	<i>no project</i>	<i>no project</i>		
99		Florida East Coast ML	FEC Miami Hialeah YD TOFC/COFC	NW 106 th Street/NW 116 th Way	<i>no project</i>	<i>no project</i>		
100		SR 826/Miami FEC Intermodal Freight Terminal			<i>no project</i>	<i>no project</i>		
101		FEC Miami Hialeah YD TOFC/COFC			<i>no project</i>	<i>no project</i>		
102		Metrorail Transfer Tri-Rail			<i>no project</i>	<i>no project</i>		
103		Florida East Coast LR	FEC Mainline C	U.S. 1	<i>no project</i>	<i>no project</i>		
104		SR 934/NW 79 th Street/NW 74 th Street	SR 826/Palmetto Expressway	SR A1A	<i>no project</i>	<i>no project</i>		

Table 4.1 Southeast Florida Regional 2035 Long-Range Transportation Plan (continued)
 Draft MPO Needs Plan Projects: Miami-Dade County (continued)

RLRTP No.	Regional Corridor No.	Corridor Name	Project Limits (W to E, S to N)		Project Type		Comments
			From	To	Highway	Transit	
105	41	NW 36 th /41 st Streets	HEFT	LeJeune Road/NW 42 nd	Express Street	no project	ITS, grade separations, etc. (includes grade separation at 72 nd Avenue)
106	42	I-195	I-95	Miami Beach	no project	no project	
106	53	SR 112/Airport Expressway	LeJeune Road/NW 42 nd at NW 36 th Street/Okee	I-95	no project reconstruct interchange	no project no project	
107		NW 25 th Street/Miami International Airport	SR 826/Palmetto Expressway	Miami International Airport	no project	no project	
108		Miami International Airport			no project	no project	
109		South Florida Regional Corridor SXH	FEC LR	SFR CSX	no project	no project	
110		Miami Greyhound			no project	no project	
111		Miami Intermodal Center			no project	no project	
112		Miami Airport Tri-Rail			no project	no project	
113		Miami Greyhound Terminal Connector	SR 112/Airport Expressway	Miami Greyhound	no project	no project	
114		Port of Miami Connector	FEC MC	Port of Miami	no project	no project	
115		Port of Miami			no project	no project	
116	47	I-395	I-95	MacArthur Causeway	Major Reconstruction	no project	
116	43	SR 836/Dolphin Expressway	SW Miami-Dade FIU HEFT at NW 87 th Avenue NW 42 nd /NW 27 th Avenue NW 12 th Avenue W of NW 17 th Avenue	NW 137 th Avenue MIC I-95/I-395 NW 17 th /NW 57 th Avenue Ramp to I-95 I-95	Extend Toll Expressway no project Managed Lanes Interchange Improvement Auxiliary Lanes, Ramps Interchange Improvement Corridor Improvements	no project Premium Transit Corridor no project no project no project no project	could be MetroRail, commuter rail, or busway
117		Port of Miami Tunnel	I-395	Port of Miami	no project	no project	
118	44	Tamiami Trail/SW 8 th Street	Collier County Line at SW 107 th Avenue at SW 87 th Avenue SW 87 th Avenue	SW 107 th Avenue Downtown Miami	no project Grade Separations Grade Separations no project	no project no project no project	
119	45	SW 40 th Street/Bird Road	SW 137 th Avenue HEFT	HEFT U.S. 1	no project no project	no project no project	there is a project to extend SW 40 th Street but it's way west of the HEFT
120		Rickenbacker Causeway	U.S. 1	Key Biscayne	no project	no project	
			SW 136 th Street Kendall Drive	SR 874 SR 826	New ramp connection E+C project (TIP funded)	no project no project	
122	48	Snapper Creek Expressway	SR 874/Don Shula Ex	U.S. 1	no project	no project	
123	46	Kendall Drive/SW 88 th	Krome Avenue SW 157 th Avenue at SW 127 th Avenue at HEFT	SW 157 th Avenue US-1 (Dadeland North)	no project no project Park-n-Ride Lot Park-n-Ride Lot	no project no project no project no project	

Table 4.1 Southeast Florida Regional 2035 Long-Range Transportation Plan (continued)
 Draft MPO Needs Plan Projects: Miami-Dade County (continued)

RLRTP No.	Regional Corridor No.	Corridor Name	Project Limits (W to E, S to N)		Project Type		Comments
			From	To	Highway	Transit	
124		SR 992/SW 152 nd Street/Coral Reef Drive	SR 997/Krome Avenue	U.S. 1	no project	no project	
125	28	I-75	SR 826/Palmetto Expressway	Broward County Line	Special Use Lanes	Exclusive Busway	Project coordination ongoing with Broward County MPO
			I-75 SB at 154 th Street	SR 826 SB	Add Double Lane Ramp	no project	
					New Urban Interchange	no project	
126		Card Sound Road	U.S. 1	Monroe County Line	no project	no project	
127		SW 137 th Avenue	HEFT	SR 836/Dolphin Expressway	no project	no project	
128	36	SR A-1-A	South Beach	Broward County Line	no project	no project	consistent with Draft Broward 2035 Needs Plan (no project)
129		NW 41 st Street	HEFT	SR 826/Palmetto Expressway	no project	no project	
130	?	MetroRail	MLK, Jr. Station	Palmetto	no project	no project	
			MLK, Jr. Station	NW 215 th Street	no project	MetroRail Extension	North Corridor, as described earlier with Corridor 50
			Florida City	SW 88 th Street	no project	MetroRail Extension	
	?	Connect 4Xpress	Central Miami-Dade	North Miami-Dade	New expressway	no project	SR 112/Interconnector north to Gratigny Extension (following NW 27 th)
	?	S. Florida Rail Corridor	S of Hialeah Market	North of MIC	no project	double tracking existing rail	
	?	Baylink	Downtown Miami	Miami Beach	no project	Street Car/LRT	
	?	Kendall Area LRT	MetroZoo	Dadeland North	no project	BRT/LRT in Kendall median	BRT continues west on Kendall while DLRT follows CSX corridor southwest
	?	Marlins Stadium	MetroMover	New Marlins Stadium	no project	MetroMover Extension	
	?	MetroMover Ext	MetroMover	Brickell area	no project	MetroMover Extension	
	?	Miami Street Car	Miami Design District	Downtown Miami	no project	New Street Car	
	?	South Dade Busway	Florida City	SW 88 th Street	Managed Lanes/Ops	Bus Signal Priority	
	?	Trolley System	Brickell Trolley		no project	Rubber Tire Trolley Service	
			Downtown-Midtown Trail		no project		
			Overtown-SW Trolley		no project		
		Bus					didn't notice any bus headway changes, etc. on regional corridors?

6. The Broward 2035 Needs Plan describes an “ultimate plan” project on I-75 at the Miami-Dade County line while the Miami-Dade 2035 Needs Plan calls for an exclusive busway. The Miami-Dade 2035 Needs Plan references both express lanes and an exclusive busway on I-75 at the Broward County line. Is this an “either/or” project or “both”?
7. The Miami-Dade 2035 Needs Plan includes eight-laning east-west sections of the HEFT near the County line while the Broward 2035 Needs Plan does not include a project here.
8. The Miami-Dade 2035 Needs Plan recommends trucks be allowed in special use lanes on I-95 while the Broward 2035 Needs Plan does not specify eligible vehicle classes. Also, there is mention of the I-95 express lanes from Golden Glades to Broward County in addition to special use lanes for trucks from Downtown to Broward County. It appears these two projects might be in conflict with one another unless one and the same.
9. Both special use lanes and a transitway are referenced on SR 826 between NW 74th Street and I-75 in the Miami-Dade 2035 Needs Plan. Are these two different projects?
10. The Miami-Dade 2035 Needs Plan includes both a set of “corridor improvements” and “managed lanes” on SR 836 just west of I-95. Are these two different projects?
11. Has the SR 874 Extension project been scrapped from further consideration by the Miami-Dade MPO?
12. There seems to be conflict between the South Dixie Busway managed lanes project and the proposed MetroRail extension to Florida City as these are proposed in the same corridor.
13. Is Miami’s Downtown-Midtown Trolley proposed to be on rail or rubber tire vehicles?
14. We did not notice any headway changes to existing bus routes proposed in Miami-Dade County. Should there be any such recommendations?

The above issues were discussed with the RTTAC Modeling Subcommittee for clarification and resolution. Once resolved, Florida DOT District 4 staff and in-house consultants coded the regional 2035 Needs Plan highway and transit networks. The 2035 needs networks were then provided to each MPO and the regional LRTP team for additional checking, testing, and analysis. Table 4.1 was prepared to summarize highest forecasted 2035 traffic volumes along each regional corridor segment and confirm the scale of each project was generally consistent with anticipated need, tempered with existing constraints.

It was also important for the regional LRTP team to compare SERPM travel demand statistics from the 2035 Needs Plan model run against the earlier 2035 existing-plus-committed (E+C) model run to ensure the coding of additional highway and transit projects were having their intended impact on highway congestion and transit ridership. As expected,

all measures indicate an increase from the 2035 E+C scenario to the 2035 Needs Plan scenario, with the exception of volume-over-capacity ratios, which it is hoped would decrease if the Needs Plan were implemented. Results from these two scenarios are summarized in Table 4.2 at the regional and County/MPO level.

Table 4.2 Regional Travel Demand Comparison
SE FL Regional Model Statistical Comparison for Main Output Variables

	HBW Trips ^a	Total Person Trips ^a	Transit Trips ^b	Transit Trips (Percent of Total Person Trips)	Vehicle Miles Traveled ^c	Truck VMT ^d	Congested Speed	Volume Over Capacity/Count
Revised RL RTP 2035 HOT/EC net (R35)	5,539,616	24,985,436	444,070	1.8%	153,831,552	9,215,707	26.06	0.75
Revised RL RTP 2035 Needs Plan net (R35)	5,539,616	24,985,447	610,542	2.4%	160,208,608	9,585,256	29.93	0.65
Percent Change from EC to NP	0.0%	0.0%	37.5%	37.5%	4.1%	4.0%	14.9%	-13.3%

- ^a HBW and total person trips were taken from generation summary report; adjusted production trips section. Total person trips are summarized from purpose totals of HBW, HBSH, HBSR, HBSCH, HBUNV, HBO, NHBW, and NHB.
- ^b Transit trips were summarized from the mode choice step for HBW, HBNW, and NHB (earlier summaries used unlinked trips from TASSIGN).
- ^c VMT and Congested Speed are from HEVAL-24H-S65 report. VMT is for all the links, not just for links with counts.
- ^d Truck VMT was calculated from Combined-HLOAD_R35.NET.

	HBW Trips ^a	Total Person Trips ^a	Transit Trips ^b	Transit Trips (Percent of Total Person Trips)	Vehicle Miles Traveled ^c	Truck VMT ^d	Volume Over Capacity/Count
Broward County							
Revised RL RTP 2035 HOT/EC net (R35)	1,850,296	7,109,974	115,650	1.6%	48,836,680	2,872,429	0.71
Revised RL RTP 2035 Needs Plan net (R35)	1,850,296	7,109,974	183,001	2.6%	49,364,328	2,984,952	0.66
Percent Change from EC to NP	0.0%	0.0%	58.2%	58.2%	1.1%	3.9%	-7.0%

Table 4.2 Regional Travel Demand Comparison (continued)
SE FL Countywide Statistical Comparison for Main Output Variables

	HBW Trips^a	Total Person Trips^a	Transit Trips^b	Transit Trips (Percent of Total Person Trips)	Vehicle Miles Traveled^c	Truck VMT^d	Volume Over Capacity/Count
<i>Miami-Dade County</i>							
Revised RL RTP 2035 HOT/EC net (R35)	2,335,836	11,376,202	286,022	2.5%	60,357,664	3,468,045	0.84
Revised RL RTP 2035 Needs Plan net (R35)	2,335,836	11,376,213	319,048	2.8%	65,921,088	3,668,522	0.72
Percent Change from EC to NP	0.0%	0.0%	11.5%	11.5%	9.2%	5.8%	-14.3%
<i>Palm Beach County</i>							
Revised RL RTP 2035 HOT/EC net (R35)	1,353,484	6,499,260	42,398	0.7%	44,564,436	2,875,232	0.66
Revised RL RTP 2035 Needs Plan net (R35)	1,353,484	6,499,260	108,493	1.7%	44,923,224	2,931,782	0.55
Percent Change from EC to NP	0.0%	0.0%	155.9%	155.9%	0.8%	2.0%	-16.7%

- ^a HBW and total person trips were taken from generation summary report; adjusted production trips section. Total person trips are summarized from purpose totals of HBW, HBSH, HBSR, HBSCH, HBUNV, HBO, NHBW, and NHB.
- ^b Transit trips originating from each county were summarized from the mode choice step for all the three purposes of HBW, HBNW, and NHB.
- ^c VMT and Congested Speed are from HEVAL-24H-S65 report. VMT is for all the links, not just for links with counts.
- ^d Truck VMT was calculated from Combined-HLOAD_R35.NET.

In comparing each MPO against regional totals, vehicle miles traveled (VMT), VMT per household, truck VMT, transit ridership, and volume/capacity ratios were summarized in Table 4.3.

Table 4.3 County Shares of Travel Demand Characteristics

	VMT (Millions)			VMT/HH			V/C			VMT (Percent by County)		
	2005	Revised 2035E+C	Revised 2035 Needs Plan	2005	Revised 2035E+C	Revised 2035 Needs Plan	2005	Revised 2035E+C	Revised 2035 Needs Plan	2005	Revised 2035E+C	Revised 2035 Needs Plan
Broward County	37.4	48.8	49.4	53.9	58.2	58.9	0.60	0.71	0.70	34%	32%	31%
Miami-Dade County	43.8	60.4	65.9	50.7	52.1	56.9	0.65	0.84	0.72	39%	39%	41%
Palm Beach County	30.3	44.6	44.9	56.3	60.1	60.5	0.53	0.66	0.57	27%	29%	28%
Regional	111.5	153.8	160.2	53.9	56.1	58.5	0.60	0.75	0.73	100%	100%	100%

	Truck VMT (Millions)			Total Transit Trips			Transit Trips (Percent by County)			Truck VMT (Percent by County)		
	2005	Revised 2035E+C	Revised 2035 Needs Plan	2005	Revised 2035E+C	Revised 2035 Needs Plan	2005	Revised 2035E+C	Revised 2035 Needs Plan	2005	Revised 2035E+C	Revised 2035 Needs Plan
Broward County	2.3	2.9	3.0	86,853	115,650	183,001	28%	26%	30%	31%	31%	31%
Miami-Dade County	3.1	3.5	3.7	197,295	286,022	319,048	64%	64%	52%	42%	38%	39%
Palm Beach County	2.0	2.9	2.9	24,737	42,398	108,493	8%	10%	18%	27%	31%	30%
Regional	7.4	9.3	9.6	308,885	444,070	610,542	100%	100%	100%	100%	100%	100%

Findings from this additional review include the following:

- The share of regional VMT decreases in Broward County between the 2005 base year and 2035 Needs Plan while increasing elsewhere.
- Volume/capacity ratios worsen in moving from 2005 to 2035 E+C, but improve in moving from 2035 E+C to 2035 Needs Plan, as many more projects are assumed.
- VMT per household increases in all three counties during the period 2005-2035; however, the VMT differences between 2035 E+C and 2035 Needs Plan are minimal.
- Truck VMT share, between 2005 and 2035, is expected to remain stable in Broward County, while decreasing in Miami-Dade County and increasing in Palm Beach County.
- The truck VMT share increases with the 2035 Needs Plan scenario over the 2035 E+C scenario in Miami-Dade County while decreasing somewhat in Palm Beach County.
- Transit trips increase in all three Counties when comparing the 2035 Needs Plan scenario against the 2035 E+C scenario.
- The share of regional transit trips in Miami-Dade County, however, drops in moving from 2035 E+C to the 2035 Needs Plan.

Finally, with a shifting of focus from highway to transit projects in planning for year 2035 needs, it was important to compare ridership on premium transit corridors between 2005 and 2035. Anticipated premium transit trends in daily passengers, peak period passengers, and percent peak period passengers as found in Table 4.4, may be summarized as follows:

- Daily premium transit passengers increase from 87,600 in 2005 to 541,900 in 2035 with the Needs Plan.
- Peak period premium transit passengers likewise increase over the same period; however, the percent peak period passengers does not change much from 2005 to 2035 (55 percent of premium riders to 57 percent of premium riders).
- Ridership increases on all premium transit corridors over these scenarios including Tri-Rail ridership, which increases from 14,100 riders in the 2035 E+C scenario to 19,300 riders in the 2035 Needs Plan scenario.

Table 4.4 Premium Transit Ridership Comparisons

Name	2005 Original	2035 EC	2035 Needs	Percent Change (EC to NP)	Percent Change (2005 to EC)
Daily Boardings					
MetroRail	60,272	105,504	188,850	79.0%	75.0%
Tri-Rail	11,314	14,118	19,265	36.5%	24.8%
FEC	N/A	N/A	63,526	N/A	N/A
MetroMover	14,778	23,932	30,081	25.7%	61.9%
BCT New Mode	N/A	N/A	222,826	N/A	N/A
MDT New Mode	N/A	N/A	34,039	N/A	N/A
BCT Limited Stop	1,198	7,690	11,950	55.4%	N/A
PalmTran New Mode	N/A	N/A	34,867	N/A	N/A
Total Premium Riders	87,562	151,244	605,404	300.3%	72.7%
Peak Period Boardings (6:30-9:30 a.m. - 3:30-6:30 p.m.)					
MetroRail	32,332	56,134	114,521	104.0%	73.6%
Tri-Rail	7,281	9,522	8,658	-9.1%	30.8%
FEC	N/A	N/A	39,216	N/A	N/A
MetroMover	7,946	12,985	16,830	29.6%	63.4%
BCT New Mode	N/A	N/A	122,161	N/A	N/A
MDT New Mode	N/A	N/A	25,045	N/A	N/A
BCT Limited Stop	613	3,389	4,745	40.0%	452.9%
PalmTran New Mode	N/A	N/A	16,598	N/A	N/A
Total Premium Riders	48,172	82,030	347,774	323.9%	70.3%
Percent Peak Period Boardings					
MetroRail	53.6%	53.2%	60.6%	N/A	N/A
Tri-Rail	64.4%	67.4%	44.9%	N/A	N/A
FEC	N/A	N/A	61.7%	N/A	N/A
MetroMover	53.8%	54.3%	55.9%	N/A	N/A
BCT New Mode	N/A	N/A	54.8%	N/A	N/A
MDT New Mode	N/A	N/A	73.6%	N/A	N/A
BCT Limited Stop	51.2%	44.1%	39.7%	N/A	N/A
PalmTran New Mode	N/A	N/A	47.6%	N/A	N/A
Percent Boardings during Peak Periods	55.0%	54.2%	57.4%	N/A	N/A