

2035



MIAMI-DADE



TRANSPORTATION PLAN



EXECUTIVE SUMMARY

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PLAN HIGHLIGHTS

- » More than 200 candidate transportation improvement projects were identified in the plan development process. These include both highway and transit projects at a cost of \$40.2 billion.
- » The 2035 Cost Feasible Plan (Plan) was developed based on the projected available revenue of \$19.5 billion for the 21-year plan period. The projected revenue covers about 50 percent of the cost of the improvements needed.
- » The Plan is focused on the United States Department of Transportation Congestion Initiative, which emphasizes four separate but interrelated strategies:
 - **TOLLING** – (I-95 Express and other toll road improvements)
 - **TRANSIT** – (Premium transit improvements and transit infrastructure improvements)
 - **TELECOMMUTING** – (Policies and programs to reduce demand on the transportation system)
 - **TECHNOLOGY** – (Improved toll collection systems and other electronic improvements to reduce congestion and improve mobility)
- » Improvement of the public transportation system is one of the primary objectives of the Plan. Proposed transit capital projects that are cost feasible include 10 park-n-ride lots / transit hub expansions and developments and a variety of other premium transit service improvements, including:
 - Earlington Heights Connection (Metrorail Station-to-Miami Intermodal Center MIC)
 - Kendall Drive Enhanced Bus Service
 - Biscayne Boulevard Enhanced Bus Service
 - I-95 Express regional bus service
 - South Florida Rail Corridor (completion of Tri-Rail double tracking)
 - 5 City of Miami trolley routes
 - Additional tracks at MIC (for Amtrak and/or commuter rail service at MIC)
- » Highway improvements are a critical part of the Plan. High Occupancy Toll (HOT) or Special Use Lanes are proposed along major expressways such as I-95 and SR 836. Incorporation of the latest electronics technology or Intelligent Transportation Systems (ITS) plays an integral role in these major projects as a measure of easing congested traffic conditions.
- » Non-motorized facilities (on-road bicycle lanes, off-road greenways / trails and sidewalks) are included in the Plan. On-road bicycle and pedestrian projects will be incorporated with roadway expansion projects, when feasible. Funding for other non-motorized projects is based on the assumption that a pre-determined financial set-aside from eligible transportation funds will be devoted to non-motorized transportation projects.
- » The 2009 Congestion Management Process is integrated with the LRTP cost feasible plan and includes a variety of short-term strategies identified to deal with urban travel congestion. These range from highway traffic design solutions to employer-based measures to promote use of carpooling and public transportation. Funding for these improvements is based on the assumption that a pre-determined financial set-aside from eligible transportation funds will be devoted to congestion management.
- » The 2009 Miami-Dade Freight Plan is integrated with the LRTP cost feasible plan and includes a variety of freight related improvements identified to deal with freight transportation needs. These range from highway improvements such as roadway extensions and intersection improvements to freight rail safety and truck parking improvements.
- » The plan also includes highway improvements to be completed by private sector sources as part of proposed land developments. As such, these projects are dependent upon market and other conditions, and are not included in the cost feasible network.
- » The MPO coordinated closely with the County's Climate Change Advisory Task Force (CCATF) Greenhouse Gas Reduction Alternative Fuels and Transportation Subcommittee during the plan development process in an effort to curb greenhouse gas emissions.



PREPARATION

The Miami-Dade Long Range Transportation (LRTP) Plan Update to the Year 2035 has been developed to guide transportation investments in Miami-Dade County through the next twenty-five years with the purpose of achieving the best mobility connections. The 2035 Plan is comprehensive in nature and includes improvements to roadways, transit, bicycle, pedestrian facilities, and greenways and trails. The Plan is updated every five years to meet legal requirements and to identify needed changes to the previously adopted plan.

The current update began in February 2008. The Plan was developed using the latest planning assumptions, resulting in a comprehensive reassessment of the future capital and operational needs of the metropolitan area multimodal transportation network.





The Miami-Dade Long Range Transportation Plan Update to the Year 2035 (2035 LRTP) involves a

major update of the 2030 LRTP, adopted in 2004. The plan update was completed consistent with projected funding levels and requirements outlined in the current federal transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The 2035 LRTP satisfies the requirement that major updates to long range plans are completed once every five years.

Goals

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

GOALS FOR THE YEAR 2035:

- » Improve Transportation System and Travel
- » Increase the Safety of the Transportation System
- » Increase the Security of the Transportation System
- » Support Economic Vitality
- » Protect and Preserve the Environment and Promote Energy Conservation
- » Enhance the Integration and Connectivity of the Transportation System
- » Optimize Sound Investment Strategies for System Improvement
- » Maximize and Preserve the Existing Transportation System

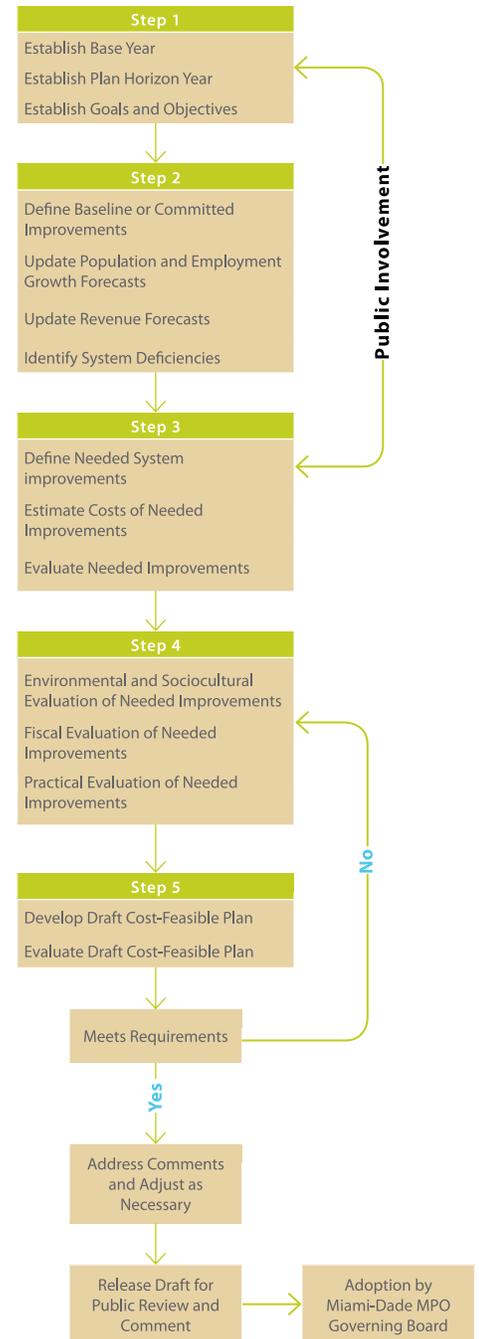
First Step

The first step in developing the long range transportation plan for Miami-Dade is to review and update the existing information base. This information includes data on socioeconomic conditions and transportation network characteristics and trends. The socioeconomic data includes variables such as population, number of households, employment, and the number of registered vehicles. Since the base year utilized for the Plan analysis was 2005, the base year socioeconomic data was derived from the 2000 Census. This base year socioeconomic data was forecasted to the Year 2035 by the Miami-Dade Department of Planning and Zoning based on historical trends. The socioeconomic data helps define the demand on the County's transportation system.

The Transportation Network

For analysis purposes, the existing transportation network of facilities and services is classified into separate highway and transit networks. The highway network consists of the all the principal roads and highways in Miami-Dade County. The transit network consists of all transit routes including rail, people mover and bus routes in Miami-Dade County. These networks are reviewed and updated to make sure all existing facilities and all facilities that are planned with committed funds (projects programmed for construction in the MPOs approved Transportation Improvement Program, TIP) are included in these networks. The transportation network represents supply of transportation facilities and transit services.

ACTIVITY SEQUENCE





Validation of Computer Travel Model

The travel demand model is a tool used to develop the LRTP. The travel demand model can replicate existing and future travel conditions to determine the level of congestion on the transportation system. Using the demand model, the transportation system is analyzed with the 2035 socioeconomic data to determine deficiencies.

Projects are proposed by the study team to help address the identified deficiencies. Proposed projects may be grouped to form alternatives and then evaluated. The first cut at a draft plan includes needed projects without regards to cost.

Project Cost Estimates

A cost estimate for each project is calculated and includes right-of-way, design, and / or construction costs. Project costs are determined from existing reports and work programs from the various transportation agencies. Other estimates are calculated from unit costs derived from FDOT's Cost Estimation Manual and / or from costs of existing, similar facilities. Operating and Maintenance (O&M) costs are also determined for each project.

Financial Analysis

Concurrently, a financial analysis is performed to develop a financial plan that identifies the revenue that can be applied to transportation improvements and operation and maintenance expenses. The projections of the available resources are based on the estimated growth of population, gasoline / diesel fuel use, vehicle miles traveled, fuel efficiency, and motor vehicle registrations. Expected financial resources are identified by the study team for the Florida Department of Transportation (FDOT), Florida Turnpike Enterprise, Miami-Dade Expressway Authority (MDX), Miami-Dade Department of Public Works, and Miami-Dade Transit (MDT).

The financial resources are analyzed to determine the available revenues for capacity related improvements for surface transportation and for operating and maintenance (O&M). Capacity projects are projects that add 'room', or capacity to the transportation network and include improvements to: highway, transit, rail, bicycle, or pedestrian facilities.

EXPECTED REVENUE AND COST OF PLAN • Year 2015-35 (Billions in Year 2008 \$)

		COST FEASIBLE PLAN	
Highway*		\$6.0	31%
Transit	Capital	\$2.8	14%
	Operating & Maintenance	\$10.4	53%
	Subtotal	\$13.2	67%
Congestion Management		\$0.2	1%
Bicycle/Pedestrian		\$0.1	1%
Total		\$19.5	100%

**State Highway System Operating and Maintenance costs not included. These costs are nearly equivalent to Highway capital costs.*

The total cost of the Cost Feasible Plan, in 2008 \$ is \$19.5 billion. The allocation of this money is distributed across highway improvements, transit improvements, transit operations, congestion management improvements, and bicycle/pedestrian improvements to Miami-Dade's transportation system. The dollar amounts for congestion management and bicycle/pedestrian improvements are set-aside as a commitment to the investment in these important types of improvements.



Work of the Technical Team

Proposed projects are evaluated by study team members based on the adopted Goals and Objectives, technical data developed from the travel demand model, and local knowledge. Projects are ranked and prioritized based on the composite score and presented to the study team for approval.

Since the total cost of the projects proposed in the ‘first cut’ usually exceeds the available revenue, a ‘Cost Feasible Plan’ must be defined to determine which projects can be funded through the target year. Based on a review of expected financial resources, funding is assigned to transportation improvements for the Plan period. As a result of evaluating and prioritizing projects and applying the projected revenue, a “fiscally constrained” or Cost Feasible Plan is developed. The Cost Feasible Plan identifies projects for which funding is projected to be available.

Assembling a Cost Feasible Plan

Starting with the available funding sources and the highest ranked projects, costs of capital improvement projects, including future Operations and Maintenance (O&M) expenses are subtracted from the corresponding revenue source until each of the funding sources is completely exhausted. This process continues until the identified revenue resources are exhausted.

Next, priority groupings of projects within the draft plan are defined. Projects are grouped into Priorities based on relative need and funding availability:

PRIORITY 1 – Projects are scheduled to be funded by 2014. This group includes those projects needed to respond to the most

pressing and current urban travel problems. Funds for these improvements are programmed in the Miami-Dade Transportation Improvement Program 2010–14.

PRIORITY 2 – Projects planned to be funded between 2015 and 2020.

PRIORITY 3 – Projects planned to be funded between 2021 and 2025.

PRIORITY 4 – Projects planned to be funded between 2026 and 2035.

CONGESTION MANAGEMENT – Non-highway expansion projects designed to improve existing roadway operations.

PARTIALLY FUNDED – Projects for which pre-construction phases are funded, including Planning, Design, and / or Right of Way acquisition.

UNFUNDED – Projects that have been identified as needed however, revenues are not available to fund these projects.

The map on the next page depicts the improvements in the Cost Feasible Plan.

Citizen Involvement Efforts

Public Involvement activities were ongoing and continuous throughout the preparation of the LRTP prior to plan adoption, opportunities were provided to citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit and other interested parties, to comment on the LRTP, as mandated by federal law.



The 2035 LRTP Public Involvement Plan was developed as a project specific Public Involvement Program (PIP) to complement the MPO Public Involvement Program. The many ideas listed in the PIP include activities such as news releases to local media, newspaper advertisements, radio and television shows, multi-lingual brochures, community workshops, and interactive town meetings.

Community involvement in the LRTP process was discussed during radio and TV shows. On June 23, 2008, a local Haitian-American radio station program conducted a live interview to discuss the Miami-Dade 2035 LRTP update. The MPO also taped a television news story that aired on a local television news channel on June 20, 2008. The broadcast featured a demonstration of an interactive exercise implemented at public workshops and provided information on how the community could become involved in the LRTP process. Members of the Citizens Transportation Advisory Committee (CTAC) participated in the program, as did the MPO LRTP Project Manager. This was followed by twelve (12) public workshops at two project milestones held throughout Miami-Dade County.

PROJECT KICK-OFF MEETINGS

- » **June 24, 2008** – North Dade Regional Library
- » **June 26, 2008** – Coral Gables Library
- » **July 15, 2008** – Miami Beach Regional Library
- » **July 15, 2008** – Miami Lakes Library
- » **July 17, 2008** – South Dade Regional Library
- » **July 17, 2008** – West Dade Regional Library

CANDIDATE PROJECTS EVALUATION

- » **Jan. 29, 2009** – Miami Beach Regional Library
- » **Jan. 29, 2009** – West Kendall Regional Library
- » **Feb. 3, 2009** – Coral Gables Library
- » **Feb. 3, 2009** – Homestead Branch Library
- » **Feb. 5, 2009** – Gwen Margolis Community Center
- » **Feb. 5, 2009** – Miami-Dade College West Campus

GROWING

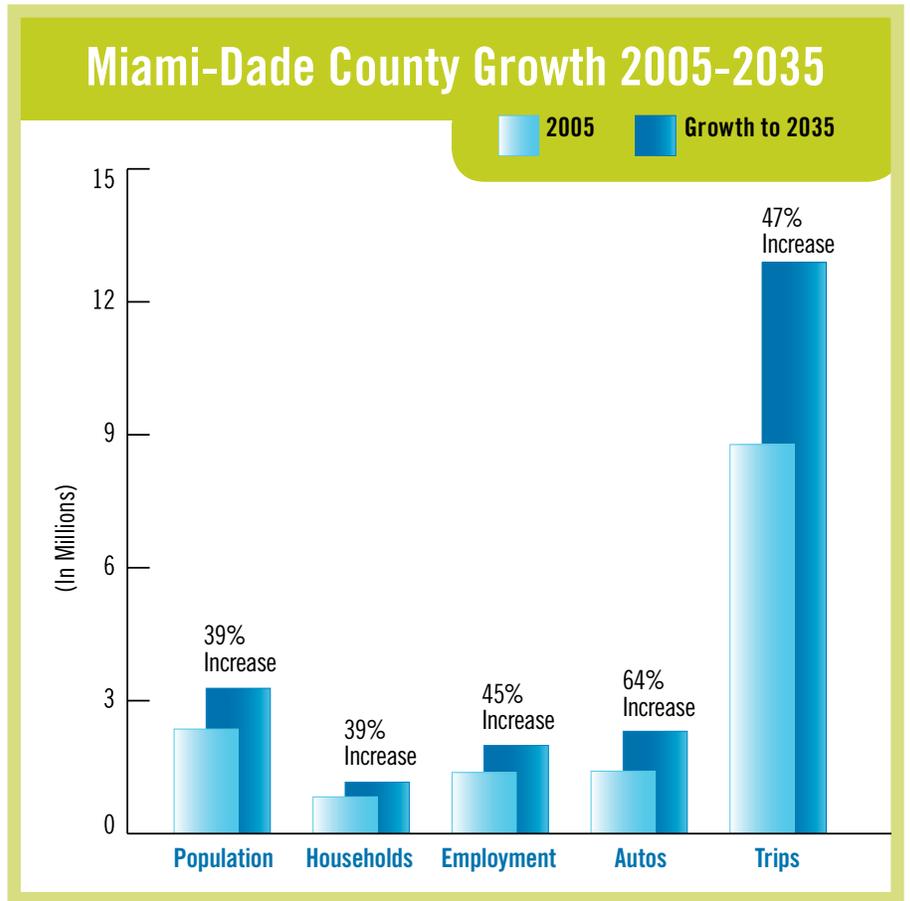




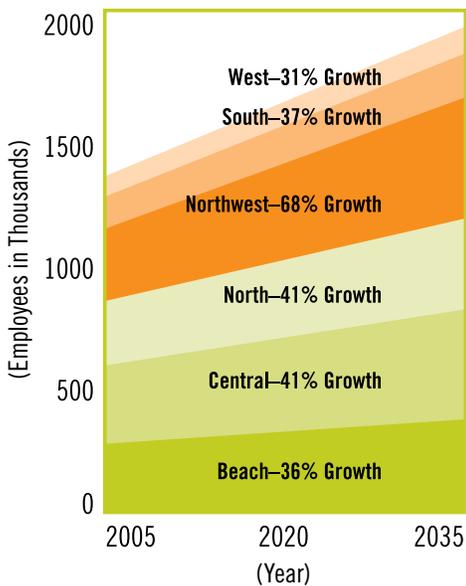
Miami-Dade County is constantly growing. Future increases in population and employment increase the demand for travel.

Socioeconomic characteristics are the basis for the demand component of the travel demand model used in developing the Plan. The projected socioeconomic characteristics are based on the 2000 Census. The projected socioeconomic trends will shape Miami-Dade County between 2005 and the horizon year 2035.

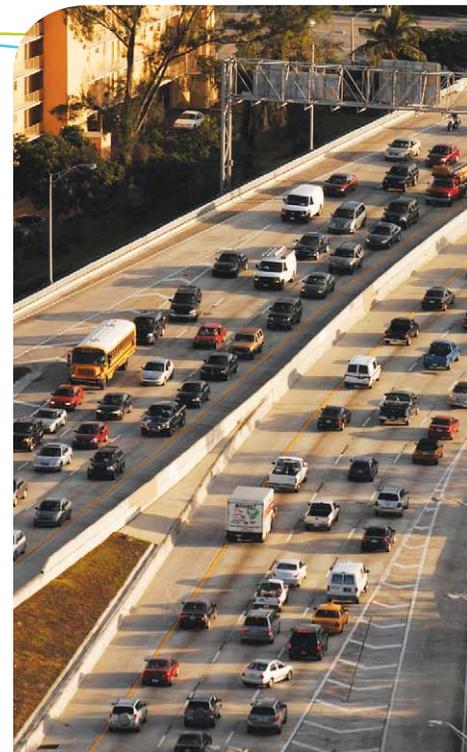
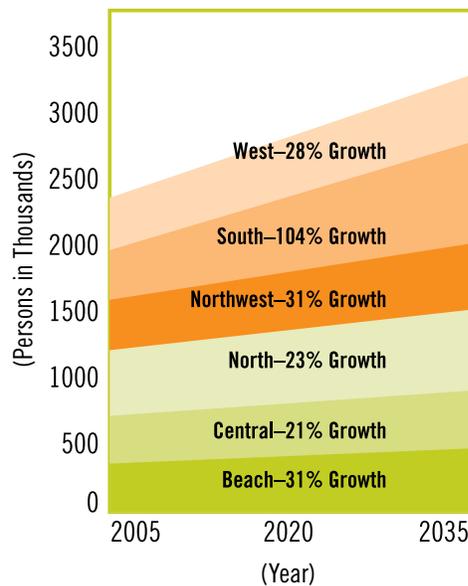
In 2035, the population is expected to exceed three million, with a 39 percent growth from 2005. Between 2005 and 2035, employment will increase by 45 percent to almost 2 million employees, households will increase by 39 percent to over 1.1 million, and auto ownership will increase 64 percent to over 2.3 million autos. Similarly, the people of Miami-Dade County will be making more than 12 million trips each day to work, school, and shopping, a 48 percent increase over the number of trips made in 2005.



Employment

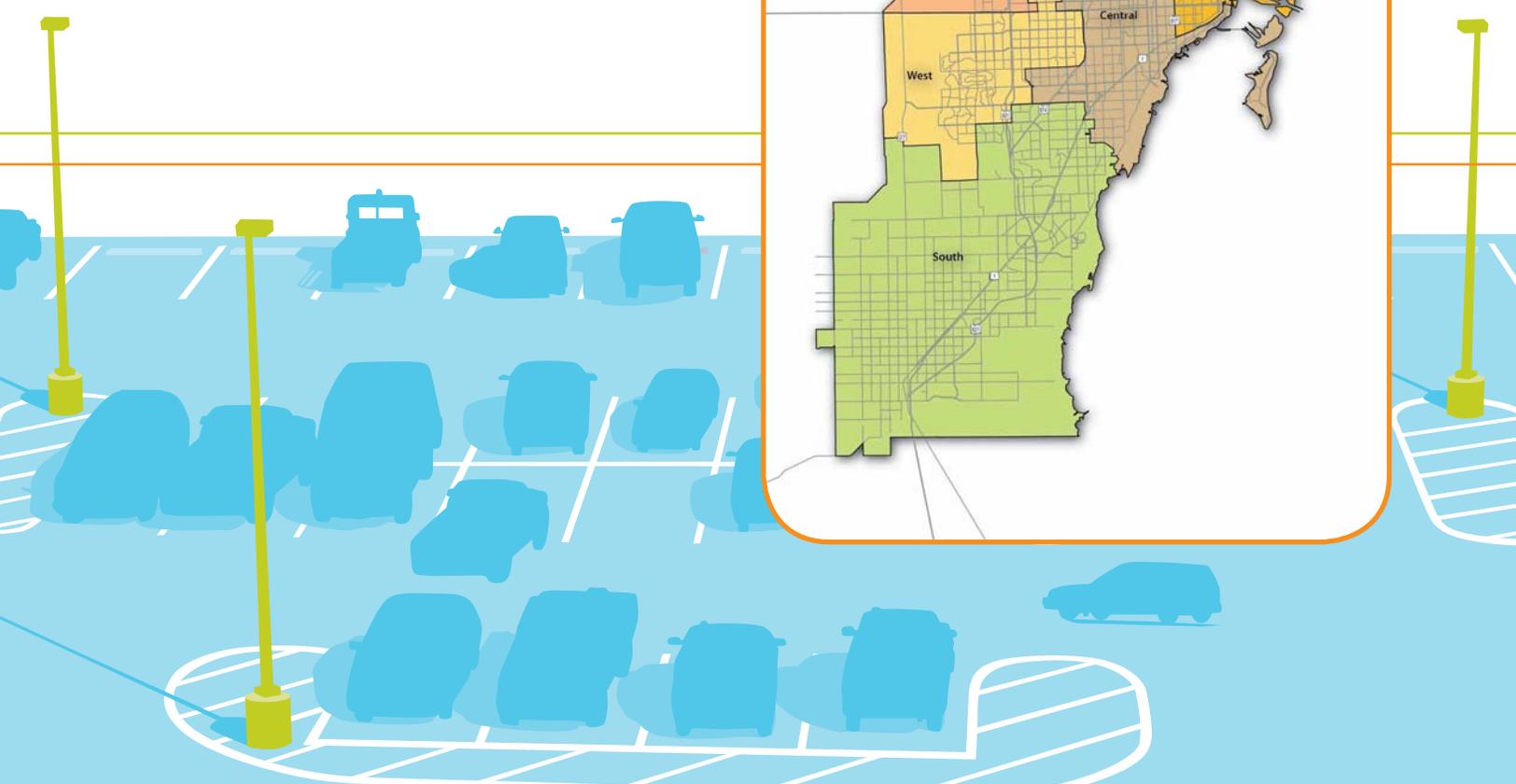
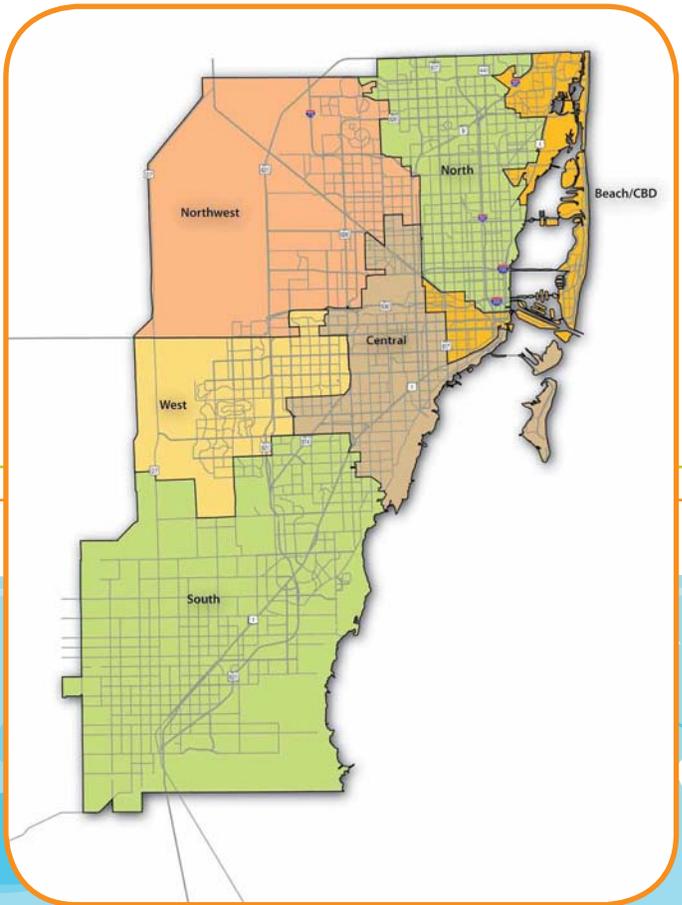


Population



PLANNING

MIAMI-DADE COUNTY
PLANNING AREAS





North Area

The North Transportation Planning Area includes the portion of Miami-Dade County south of the Broward / Miami-Dade County Line, east of NW 52nd Avenue and NW 37th Avenue (connected by Gratigny Parkway), north of NW North River Drive / MacArthur Causeway, and west of Biscayne Bay.

COMMISSION DISTRICTS

One, Two, and Three

MUNICIPALITIES

Cities of Miami Gardens, Opa-Locka, Miami-Dade, North Miami, Miami Shores, and Town of El Portal

MAJOR NEIGHBORHOODS

The Lake District and Airport West commercial and industrial area

Northwest Area

The Northwest Transportation Planning Area includes the northwestern part of Miami-Dade County west of NW 52nd Avenue and north of SW 8th Street / Tamiami Trail and Dolphin Expressway / SR-836.

COMMISSION DISTRICTS

Twelve and Thirteen

MUNICIPALITIES

Cities of Doral, Hialeah, Hialeah Gardens, Sweetwater, Miami Lakes, and Town of Medley

MAJOR NEIGHBORHOODS

The Lake District and Airport West commercial and industrial area



Beach – Central Business District (CBD)

The Beach / CBD Transportation Planning Area includes the barrier islands along Biscayne Bay, parts of northeast Miami-Dade County, and the Miami CBD.

COMMISSION DISTRICTS

Four and Five

MUNICIPALITIES

Cities of Miami Beach, North Bay Village, Aventura, and the Town of Golden Beach, Surfside, Bal Harbour, Indian Creek Village, and Bay Harbor Islands

SECTIONS OF MUNICIPALITIES

Cities of Miami, North Miami, North Miami Beach, and the Villages of Biscayne Park, Miami Shores

MAJOR NEIGHBORHOODS

Little Havana and The Roads areas of the City of Miami

Central Area

The Central Transportation Planning Area includes the area east of SW 76th Avenue, south of SW 30th Street, generally west of NW 37th Avenue, and north of SW 136th Street.

COMMISSION DISTRICTS

Six and Seven

MUNICIPALITIES

Cities South Miami, Miami Springs, and the Villages of Key Biscayne, Pinecrest, Virginia Gardens, and the Town of Medley

SECTIONS OF MUNICIPALITIES

Cities of Miami, Hialeah, and Coral Gables

West Area

The West Transportation Planning Area includes the west central section of Miami-Dade County north of Kendall Drive / SW 88th Street, south of Tamiami Trail / SW 8th Street, east of Krome Avenue, and west of SW 76th Avenue.

COMMISSION DISTRICTS

Ten and Eleven

MUNICIPALITIES

Cities of Coral Gables, South Miami, and the Village of West Miami

MAJOR NEIGHBORHOODS

Westwood Lakes, Kendall Lakes, Sweetwater, Fontainebleau, and Country Walk

South Area

The South Transportation Planning Area in Miami-Dade County includes the county south of Kendall Drive / SW 88th Street south to the Monroe / Miami-Dade county line.

COMMISSION DISTRICTS

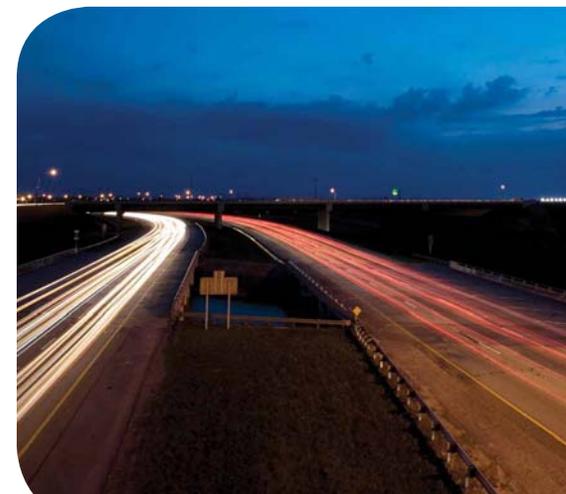
Eight and Nine

MUNICIPALITIES

Cities of Homestead, Florida City, and the Villages of Palmetto Bay, and Pinecrest

MAJOR NEIGHBORHOODS

Rockdale, Perrine, Cutler, Peters, Bel Aire, Cutler Ridge, Franjo, Goulds, Naranja, Princeton, and South Allapattah



REGIONALISM



REGIONAL TRANSPORTATION PLANNING

Metropolitan Planning Organizations are designated for each urbanized area with a population of more than 50,000 people, as required by federal law. As a result of the growth reflected in the

2000 Census, the urbanized areas encompassing parts of Miami-Dade, Broward, and Palm Beach Counties were defined as a single metropolitan area. While the three MPOs, due to the size and complexity of the existing planning areas, have remained separate entities, they have committed to the preparation of a coordinated Regional Long Range Transportation Plan (RLRTP). The RLRTP development process includes coordinated project prioritization and selection and public involvement activities, conducted at the regional level.

The RLRTP coordination process was overseen by the Southeast Florida Transportation Council (SEFTC), established in Chapter 334.175(5)(i)(2), Florida Statutes to guide regional transportation planning initiatives among the tri-county MPOs. The SEFTC provided the region with a formal forum for policy coordination and communication to carry out regional initiatives agreed upon by the three involved MPOs. An interlocal agreement between the MPOs was executed in 2005 paving the way for the first SEFTC meeting in January 2006.

SINCE ITS INCEPTION SEFTC HAS ADOPTED:

- » Regional goals and objectives
- » Regional corridor of significance criteria
- » Regional long range transportation plan

THE REGIONAL GOALS AND OBJECTIVES, WHICH SERVED AS THE GUIDE TO THE DEVELOPMENT OF THE RLRTP ARE LISTED BELOW:

- » Improve Regional Transportation Systems and Travel
- » Improve Regional Transportation Systems and Travel
- » Support Regional Economic Vitality
- » Enhance Regional Social Benefits
- » Mitigate Regional Environmental Impacts
- » Integrate Regional Transportation with Land Use and Development Considerations
- » Optimize Sound Regional Investment Strategies
- » Optimize Sound Regional Investment Strategies
- » Provide for a safer and more secure transportation system for residents, businesses and visitors

For more information on the RLRTP please visit www.seftc.org.



WHAT'S NEXT

Current federal transportation legislation, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), expired on September 30, 2009. Extensions to this law have been signed subsequently, while waiting for the U.S. Congress to reauthorize a new transportation bill. Any changes to the Miami-Dade Transportation Plan that may be needed as a result of pending federal and state legislative actions will be incorporated as necessary through timely amendments.



Metropolitan Planning Organization Governing Board*

On March 23, 1977, the Miami-Dade Metropolitan Planning Organization (MPO) was established to guide the transportation planning process in the Miami Urbanized area. The United States Department of Transportation (US DOT) requires the MPO Governing Board to ensure a continuous examination of transportation plans and programs.

- » Dennis C. Moss, Chair
- » Perla Tabares Hantman, Vice-Chair
- » Bruno A. Barreiro
- » Lynda Bell
- » Matti Herrera Bower
- » Jose “Pepe” Diaz
- » Audrey M. Edmonson
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- » Julio Robaina
- » Dorrin D. Rolle
- » Marc D. Sarnoff
- » Natacha Seijas
- » Katy Sorenson
- » Rebeca Sosa
- » Javier D. Souto

**Membership at time of plan adoption.*

Non-Voting Membership

- » Florida Department of Transportation, District IV
- » Gus Pego, P.E.
- » Gary L. Donn, P.E.

County Administration

- » Carlos Alvarez, County Mayor
- » George M. Burgess, County Manager
- » Ysela Llorca, Assistant County Manager
- » Jose-Luis Mesa, Ph.D., MPO Director

For additional information please contact the MPO at:

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