



MOBILITY OPTIONS  
**2040** Miami-Dade  
Transportation Plan  
EYES ON THE FUTURE

# MIAMI-DADE 2040

Long Range Transportation Plan  
2040 Regional Transportation Plan

October 23, 2014



MIAMI-DADE METROPOLITAN  
PLANNING ORGANIZATION



Photo by Asad Gilani

**The Southeast Florida 2040 Regional Transportation Plan (RTP) is scheduled to be completed in April 2015 and will be updated on this website after approval by the Southeast Florida Transportation Council (SEFTC). The information currently posted is the Regional Coordination Chapter of the Miami-Dade 2040 Long Range Transportation Plan.**





# MIAMI-DADE

## 2040 LONG RANGE TRANSPORTATION PLAN

Metropolitan Planning Organization for the Miami Urbanized Area

This document was prepared by the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area in collaboration with Florida Department of Transportation, Miami-Dade Expressway Authority, Florida's Turnpike Enterprise, South Florida Regional Transportation Authority, Miami-Dade League of Cities, Miami-Dade County Regulatory and Economic Resources Department, Miami-Dade County Public Works and Waste Management Department, Miami-Dade Transit Agency, Miami-Dade Aviation Department, Miami-Dade Seaport Department, Miami-Dade County Office of Strategic Business Management, City of North Miami, City of Hialeah, City of Miami, City of Miami Beach, City of Miami Gardens, City of Homestead, Miami-Dade County Public Schools, Miami-Dade MPO Citizens Transportation Advisory Committee, Bicycle/Pedestrian Advisory Council, Freight Transportation Advisory Committee, Transportation Aesthetics Review Committee, Broward MPO, Palm Beach MPO, and South Florida Regional Planning Council.

The Miami-Dade MPO complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade MPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

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# 2040 Regional Transportation Plan

OCTOBER 2014







# 08

## Regional Coordination

### *“Expanding Our Horizons”*

#### CHAPTER SUBSECTIONS

Chapter Overview

About the Regional Governing Board

Regional Network

Southeast Florida 2040 Plan

Seven50 Plan

#### Chapter Overview

Miami-Dade County is one of three counties in the Miami Urbanized Area, the other two are Broward and Palm Beach Counties. The Southeast Florida region is the fourth most populous urbanized area in the nation. Collectively, the region has a population of 5.5+ Million people with an expected 27% growth over the next 25-years. Many don't realize, 12% of all trips in the urbanized area are destined to neighboring counties. In fact, statistics show that 7% of all trips made by Miami-Dade residents are destined to Broward or Palm Beach Counties. Conversely, with Miami-Dade containing a majority of the regionally sought destinations, 16% of trips in Miami-Dade originate from Broward and 1% from Palm Beach County.

To compete in the national and global marketplace, an efficient and effective transportation system is essential. Regional travel is not only being monitored and accounted for at the County level, Miami-Dade has been actively engaged in regional coordination and collaboration for years and is currently managing the 2040 Regional Transportation Plan – a Plan that is complimentary to the 2040 Miami-Dade Transportation Plan, but with a higher-level focus across the three-county urbanized area.

# Regional Coordination SNAPSHOT

While the Miami-Dade, Broward, and Palm Beach MPOs have long maintained cooperative working relationships with each other, their alliance solidified when the 2000 Census defined the tri-county area as the Miami Urbanized Area. Then in 2005, recognizing the need for increased regional transportation planning and coordination balanced with the need and desire to maintain localized transportation planning, the three MPOs created the Southeast Florida Transportation Council (SEFTC). This was accomplished through an Interlocal Agreement under Florida Statutes Chapter 339.175, paving the way for the first meeting in January 2006.

Within the Miami Urbanized Area itself, there are 3 counties, 104 cities, 3 MPO's, 3 transit agencies, 2 Florida Department of Transportation Districts, 2 regional planning councils, 1 transportation council, 1 regional transportation authority, 1 statewide rail enterprise, and 1 expressway authority. These agencies, shown in **Figure 8-1**, must all work in a coordinated, collaborative fashion in order to successfully plan and implement regional transportation projects for the jurisdictions highlight in the map shown in **Figure 8-2**.

Figure 8-1 | Many Partners, One Unified Voice

## Regional Partners

### Metropolitan Planning Organization



### Department of Transportation



### Regional Transportation Authority



### Regional Planning Councils



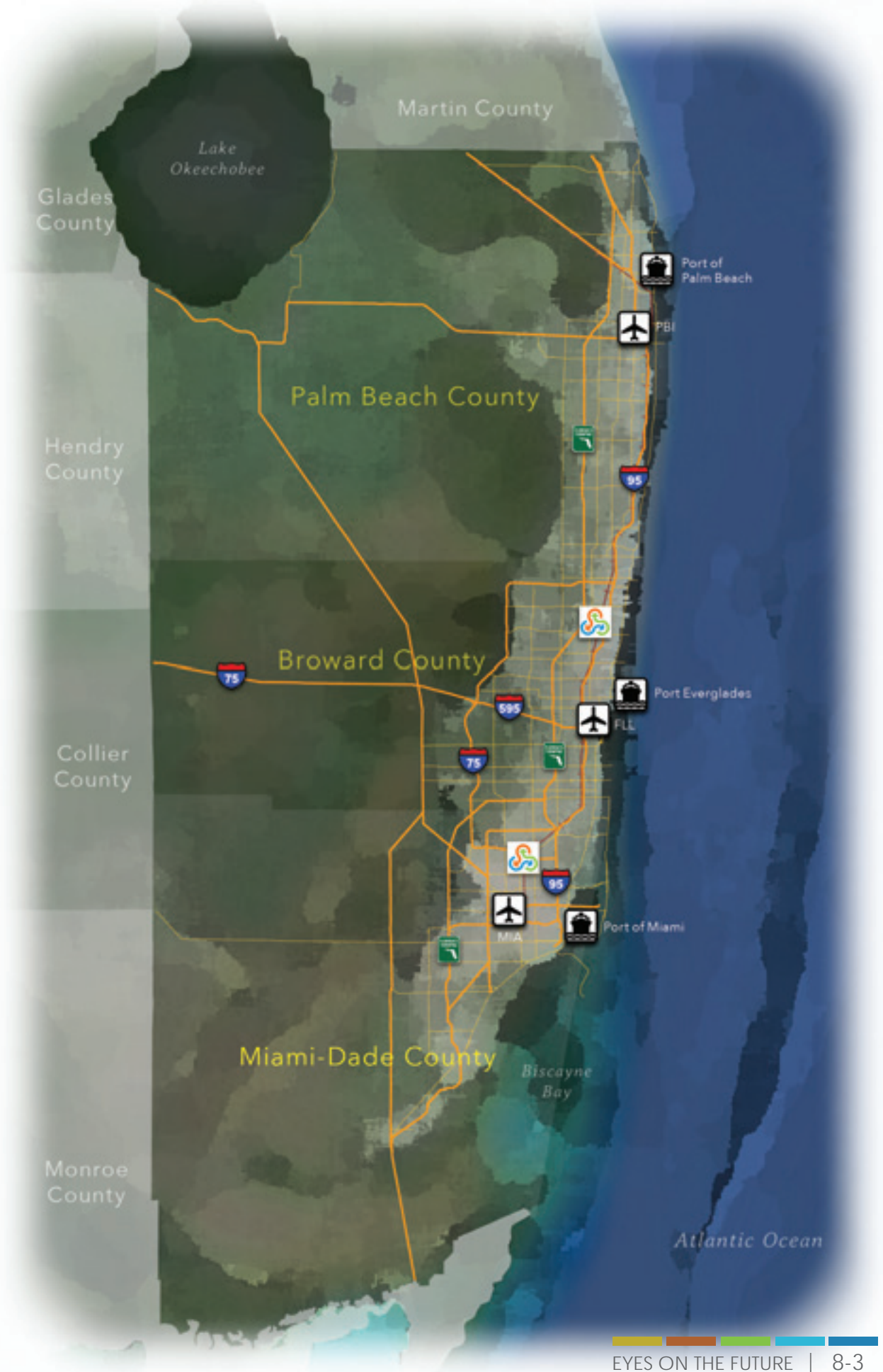
### Transit Agencies







Figure 8-2 | Southeast Florida





## About The Regional Governing Board

The **Southeast Florida Transportation Council (SEFTC)** is a formal partnership of the Broward, Miami-Dade, and Palm Beach Metropolitan Planning Organizations (MPOs).

SEFTC facilitates transportation planning by engaging the public and fostering strong partnerships between the three MPOs with other agencies, local governments, and communities. One of SEFTC'S most important responsibilities is developing and implementing its Regional Transportation Plan (RTP) in coordination with other regional and local plans, while moving toward a consensus transportation vision for Southeast Florida. This plan is updated every five years to adapt to regional population changes of the region. Steps involved in developing the 2040 RTP range from goal setting to selection and prioritization of projects for inclusion in a financially feasible plan.

Many of the projects included in the RTP will advance into the Transportation Improvement Program's (TIP), a staged 5-year program of prioritized transportation projects updated annually, and consistent with each MPO's LRTP. Major projects that eventually make their way into a future MPO TIP generally begin as ideas many years earlier.

Since its inception, SEFTC has adopted:

- The 2035 Regional Transportation Plan encompassing:
  - Regional goals and objectives
  - Regional network definitions and maps;
- A prioritization process for regionally funded projects;
- A regional public involvement process; and
- A regional performance monitoring system to assess the effectiveness of regional coordination.

### SEFTC SUPPORTING COMMITTEES

Staff support to the SEFTC is provided by the respective MPOs on a rotational basis. SEFTC'S Regional Transportation Technical Advisory Committee (RTTAC) is a staff-level working group tasked to address many of the issues brought before the SEFTC. The RTTAC is composed of staff from the three MPOs, Florida Department of Transportation Districts 4 and 6, Florida Turnpike Enterprise, Miami-Dade Expressway Authority, Miami-Dade Transit, Broward County Transit, Tri-Rail, Palm Tran, the South Florida Regional Planning Council and the Treasure Coast Regional Planning Council. This group evaluates, discusses, and ultimately recommends technical actions to the elected officials appointed to the SEFTC. The RTTAC is supported by three subcommittees as described herein. The organization of the Southeast Florida Transportation Council and its supporting committees is shown in **Figure 8-3**.

### About the RTTAC Modeling Subcommittee

The SEFTC is also supported by a staff-level working group that focuses on travel demand modeling. This group is the Regional Transportation Technical Advisory (RTTAC) Modeling Subcommittee and consists of modeling experts from various agencies throughout the region including from the Broward, Miami-Dade, and Palm Beach MPOs, and FDOT Districts 4 and 6. This group collectively determines guidelines, policies, and technical applications for travel demand modeling activities in the Southeast Florida region. About the Public Participation Subcommittee The RTTAC Public Participation Subcommittee (PPS) was formed to ensure a coordinated regional public participation effort to educate and engage the general public on matters related to current and future regional transportation investments. It also ensures the continued use of effective outreach strategies within the tri-county region. SEFTC approved the creation of the RTTAC Public Participation Subcommittee (PPS) at its April 22, 2013 meeting. The subcommittee consists of the Public Information/Involvement officers from the Broward, Miami-Dade, and Palm Beach MPOs, and FDOT Districts 4 and 6.

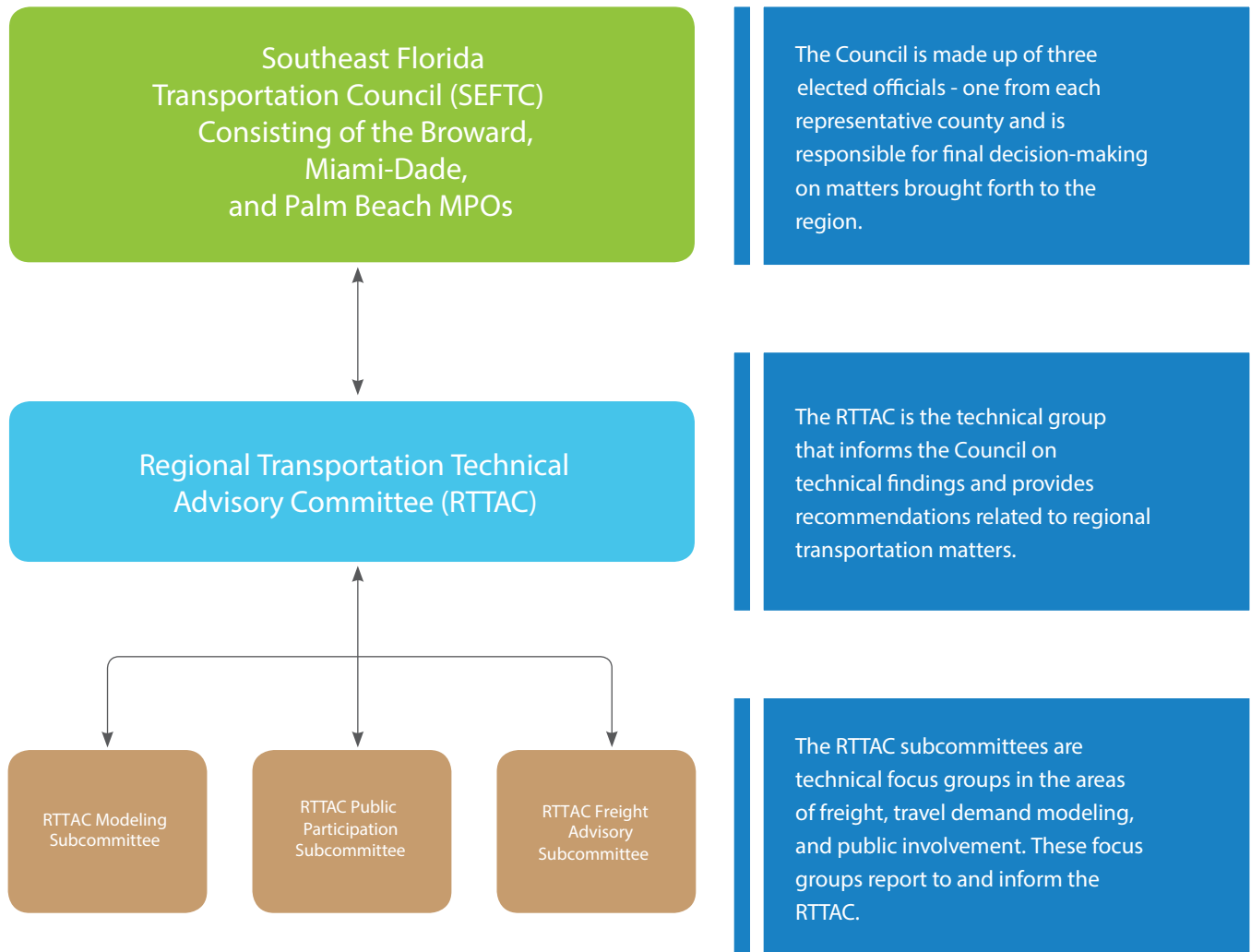
### About the Freight Advisory Subcommittee

The RTTAC Freight Advisory Subcommittee was formed to primarily develop the 2040 Southeast Florida Regional Freight Plan. Their role is to provide technical input and direction to this Regional Freight Plan. The subcommittee consists of the Broward, Miami-Dade, and Palm Beach MPOs; FDOT Districts 4 and 6 and Central Office; Broward, Miami-Dade, and Palm Beach airports and seaports; Florida Turnpike Enterprise; Miami-Dade Expressway Authority; Economic Development Councils; FEC and CSX railways; and Broward, Miami-Dade, and Palm Beach business representatives.





Figure 8-3 | Decision-Making Structure for Southeast Florida



## Regional Network

The 2040 Regional Corridor Network identifies corridors that support future regional travel of people and goods and provides for stronger regional planning. Statistics of these corridors are shown in **Figure 8-4** and mapped in **Figure 8-5**. The development of this network is a state requirement as part of the regional interlocal agreement.

The foundation for the 2040 Regional Corridor Network was derived from previous regional planning efforts including the 2030 Corridors of Regional Significance and 2035 Regional Transportation Network. The 2040 Network maintains the core elements of previous efforts, while updating criteria to ensure most current industry definitions were applied and refining criteria to ensure simplicity, consistency, and predictability. Ultimately, four criteria were utilized to guide the regional corridor network development.

### Regional Facilities Defined

1. Principal Arterials
2. Planned Physical Extensions of Principal Arterials
3. Strategic Intermodal (SIS) Network
4. Principal Arterial Connections

(Criteria utilized to guide regional network development.)

Figure 8-4 | Regional Facility Statistics

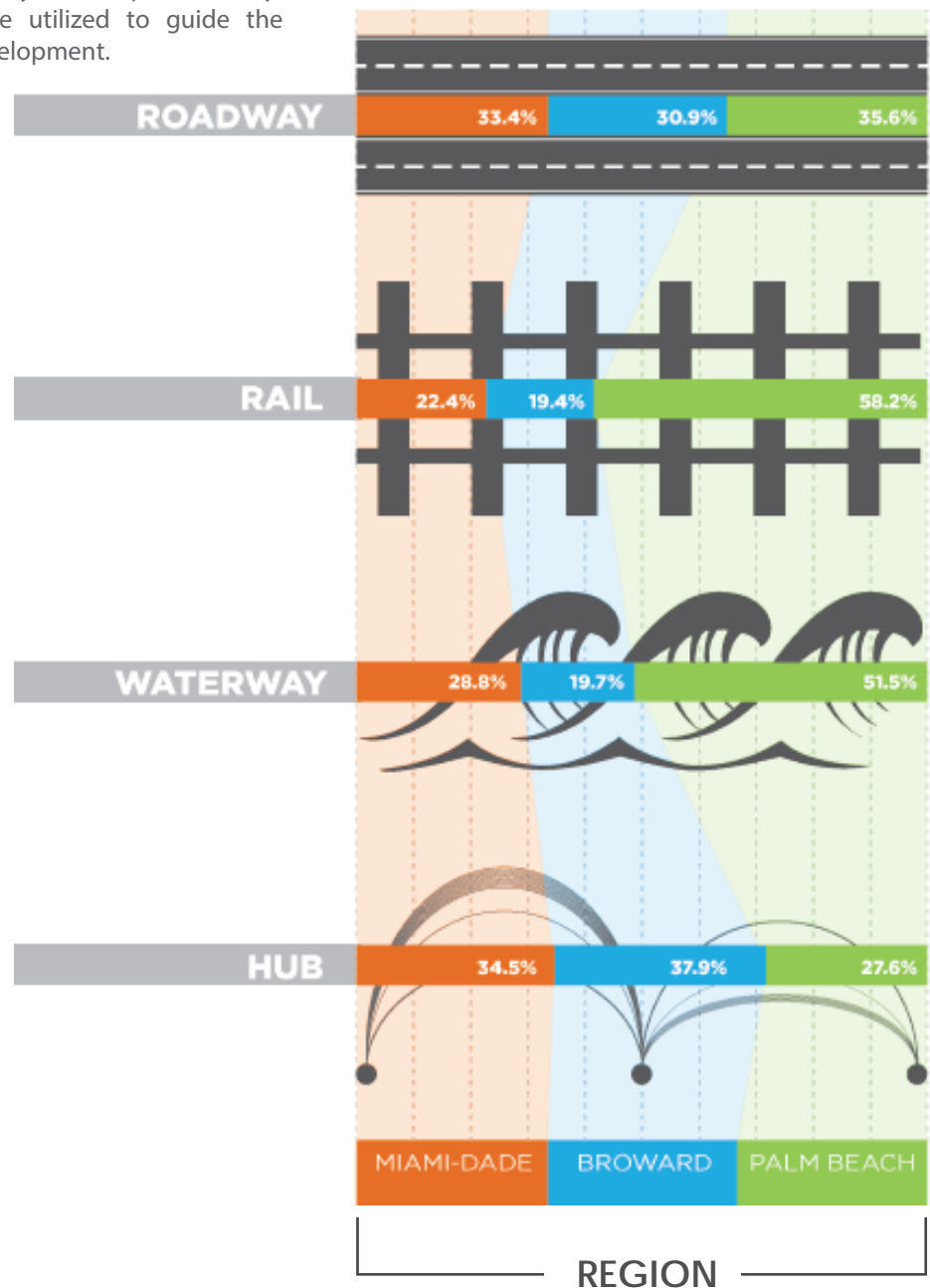
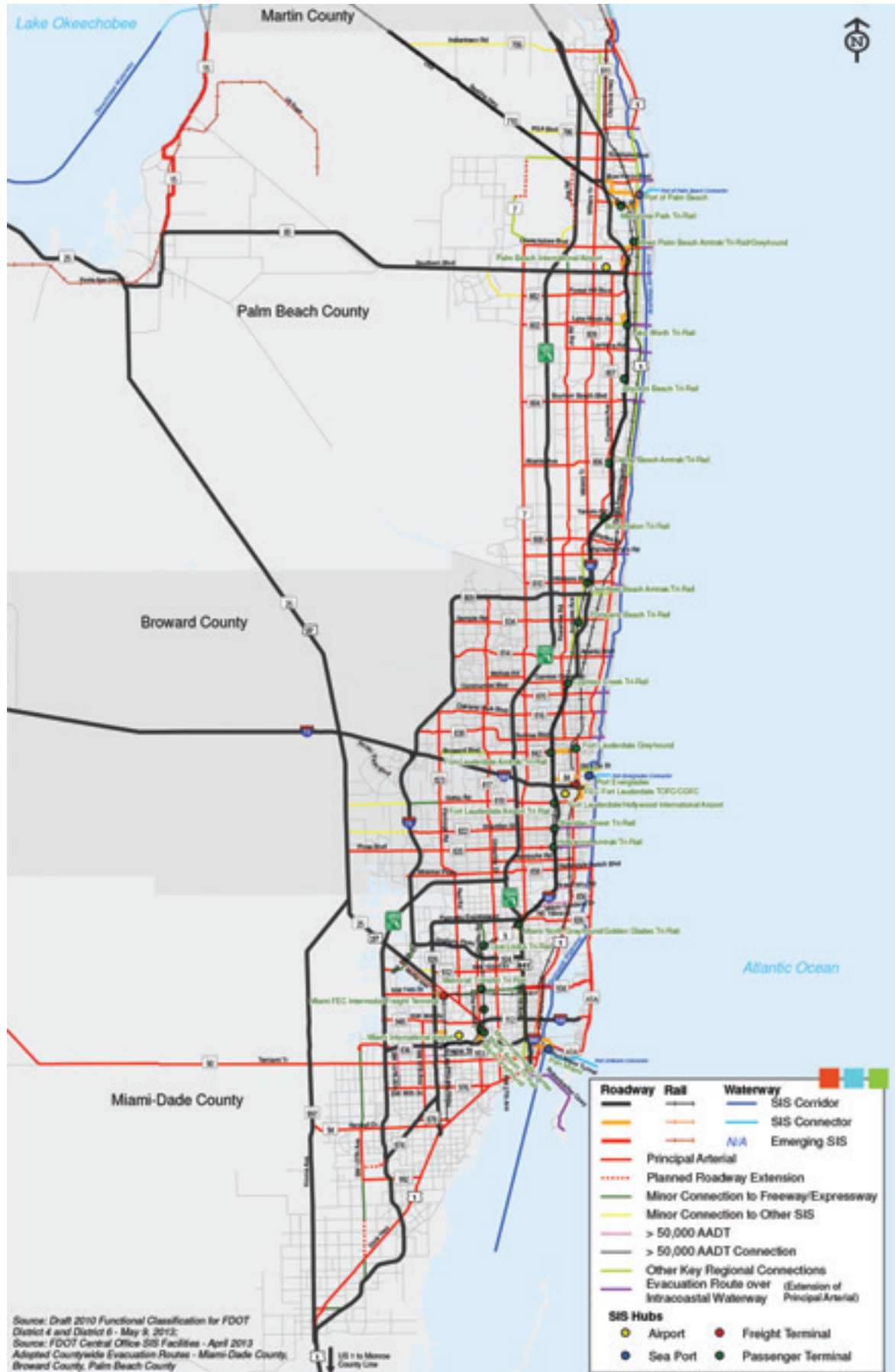




Figure 8-5 | Regional Transportation Network



Source: SEFTC Regional Transportation Plan



## Southeast Florida 2040 Plan

The 2040 Regional Transportation Plan (RTP) identifies the most significant transportation investments needed to meet growing and changing travel demands throughout the southeast Florida region (Broward, Miami-Dade, and Palm Beach counties). The horizon year of 2040 provides time for agencies to assemble funds and complete the technical work required to design and construct selected regional transportation improvements. Important elements of the RTP include:

**ESTIMATES OF GROWTH OVER THE NEXT 25 YEARS:** How many more residents and jobs will come to Southeast Florida by 2040?

**GOALS FOR ACCOMMODATING THIS GROWTH:** How the region wants to grow has a great influence on where and how limited transportation dollars should be invested.

**REGIONALLY SIGNIFICANT INVESTMENTS:** Prioritizing projects that best meet the plan goals.

**FUNDING TO IMPLEMENT THE PLAN:** A financial plan that lays out funding sources and mechanisms to implement RTP strategies.

**A COMPLETE REGIONAL PICTURE:** A Plan that matches investments to where and how the region is growing. The RTP is intended to articulate the collective best choices for the region as it plans to add approximately one million jobs and 1.5 million residents to the transportation network.

## “One Vision Investing in Many Components”

### Get Involved

Public input is a critical element in the development and adoption of the 2040 RTP, given the importance and impact of transportation on residents/travelers in the region. The results of this plan are to be presented to the SEFTC Board as part of the final report to demonstrate how stakeholders were involved and shaped the final plan. To stay up-to-date, please follow us at our website: [www.SEFTC.org](http://www.SEFTC.org)

**2040 Regional Plan Components**

**Agreed to Goals and Objectives**

**Identified regionally significant facilities**

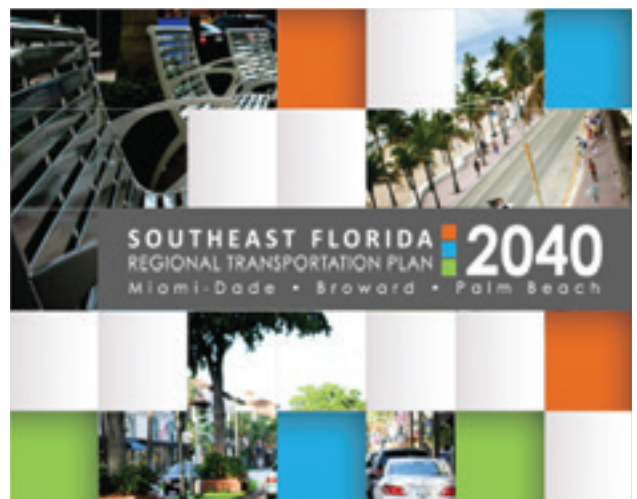
**Developed a Regional Transit Vision**

**Developed a Regional Highway Network**

**Identified Regional Pedestrian & Bicycle Emphasis Areas**

**Incorporates Freight Needs & Investments**

Figure 8-6 | Southeast Florida 2040 Plan





## Seven50 Southeast Florida Prosperity Plan

The Seven50 Southeast Florida Prosperity Plan is a vision for the economic prosperity of the seven counties in Southeast Florida – Monroe, Miami-Dade, Broward, Palm Beach, Martin, St Lucie, and Indian River counties – with a horizon year of 2060. Spearheaded by the South Florida and Treasure Coast Regional Planning Councils and the Southeast Florida Regional Partnership (SFRP), Seven50 is mapping the strategy for the best-possible quality of life for the more than six million residents of the seven-county mega region. In partnership with over 200 agencies across the seven counties, Miami-Dade MPO and several other Miami-Dade based agencies and organizations were Consortium Partners throughout the plan and actively participated in its development from the kick-off in 2010 through the closing Summit in 2014. The plan was devised through a series of public summits, workshops, online outreach and high-impact studies led by the region's top thinkers. Seven50 was made possible by a competitive grant awarded to the region from the US Department of Housing & Urban Development's Sustainable Communities Initiative.

The planning process for Seven50 was a full community effort that involved civic and community leaders, local and national experts, and a wide cross-section of the public. A transparent process, open communication, and intense public outreach

were a priority from the start of Seven50. The team used the latest technology available to broadcast and document every event and to share with the region every idea presented during project summits, workshops and community meetings.

One of the technologies used to understand community desires was the Seven50 Online Scenario Modeler. The Online Modeler allowed the public to explore different scenarios for growth and development in the seven counties for the next fifty years and beyond. The public was encouraged to explore the various options, communicate their priorities for the future, and determine what broad policy decisions should be encouraged to lead to their preferred scenario for the future. In four months of voting, thousands of comments were received and the preferred scenario was selected: the Region in Motion scenario as shown in **Figure 8-7**. In this scenario, a significant percentage of the roughly 3 million new residents by 2060 are accommodated in walkable, transit oriented development centers along existing rail lines such as the FEC and CSX lines which extend from south of Miami to Sebastian and beyond. Neighborhoods and communities are better connected to rail transit by streetcar or bus. Public streets are upgraded to provide a balance between all users of the rights of way: cars, buses, transit, cyclists, and pedestrians. Diverse transportation options keep the growing region in motion.

Figure 8-7 | Southeast Florida Development Trends

