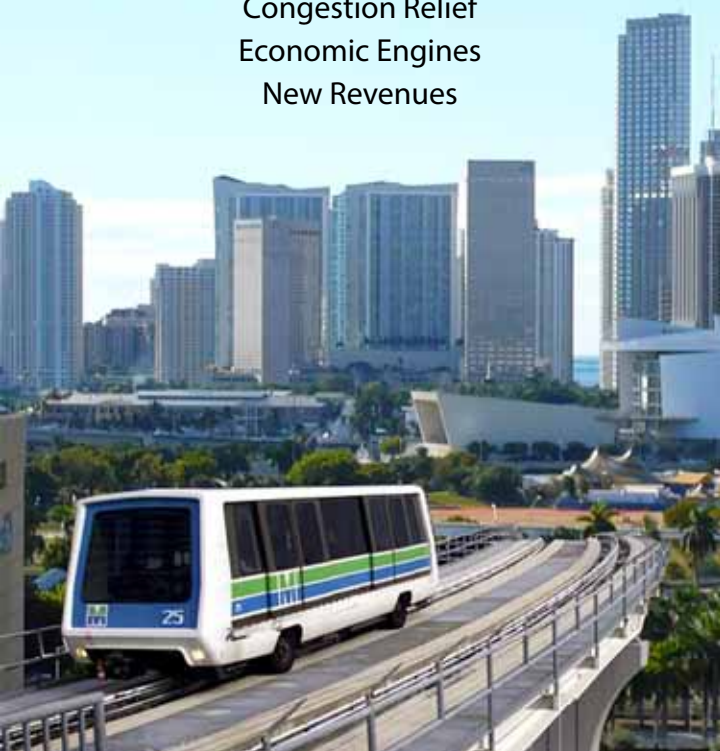


# MIAMI-DADE MOVES TO 2040

**Miami-Dade MPO continues its  
legacy for lasting change**

Building on Successes  
21st Century Technologies  
Port of the Future  
Better Travel Times  
Places We Want to Live  
International Gateway  
Affordable Travel Choices  
Congestion Relief  
Economic Engines  
New Revenues



**Mobility Choice Moves Miami**

# **Miami-Dade Moves to 2040**

**Ships**

**Trains**

**Planes**

**Walkways**

**Express Lanes**

**Automobiles**

**Commuters**

**Tollways**

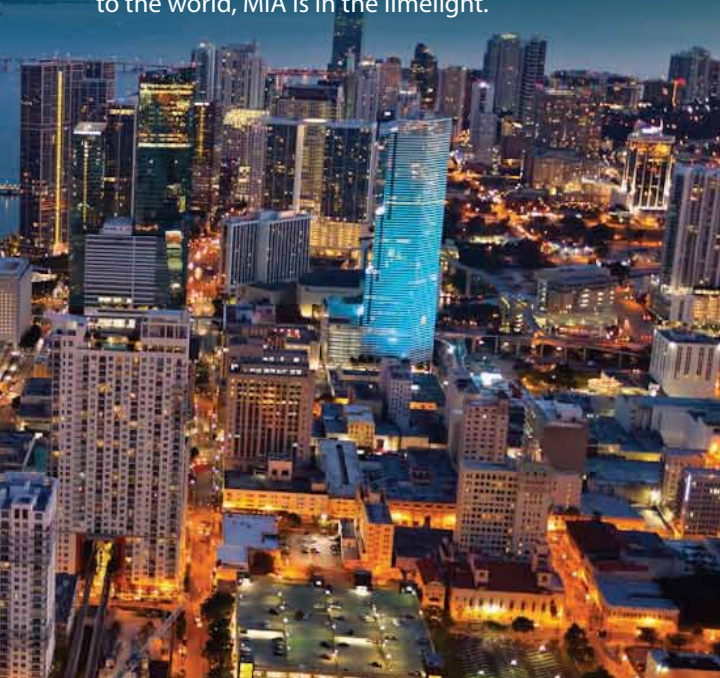
**Buses**

**Bikes**



Miami-Dade County is coming of age with a robust transportation and transit system, a world class cruise and container port, a state-of-the-art international airport, expansion of popular managed lanes, enhanced bus, and a new approach to “complete” streets to enhance bicycle and pedestrian access.

The investments of the past three decades are beginning to bear fruit. On July 28, 2012, Metrorail’s new Orange Line opened transit connections from points north, south, east and west. The Miami Intermodal Center (MIC) adjacent to the Miami International Airport (MIA) provides new access and new economic growth opportunities surrounding one of the region’s most significant economic engines. The Rental Car Center in the MIC boasts 3.4 million square feet of space with 16 rental car companies and 6,500 vehicles serving 28,000 customers per day. No need for a shuttle from the airport. A MIA Mover takes you there in minutes. The gateway to the world, MIA is in the limelight.



# Air, Land and Sea - Miami-Dade **leads** the way



## **Metrorail** –

24.4 miles heavy rail,  
23 stations



## **Metromover** –

Free downtown circulator  
4.4 miles, 21 stations



## **Tri-Rail** –

72 miles commuter rail from  
Miami to Palm Beach County



## **Amtrak** –

Intercity passenger rail



## **Metrobus** –

90 bus routes with 800 buses



## **95 Express** –

Extending into Broward County  
4 Express Routes



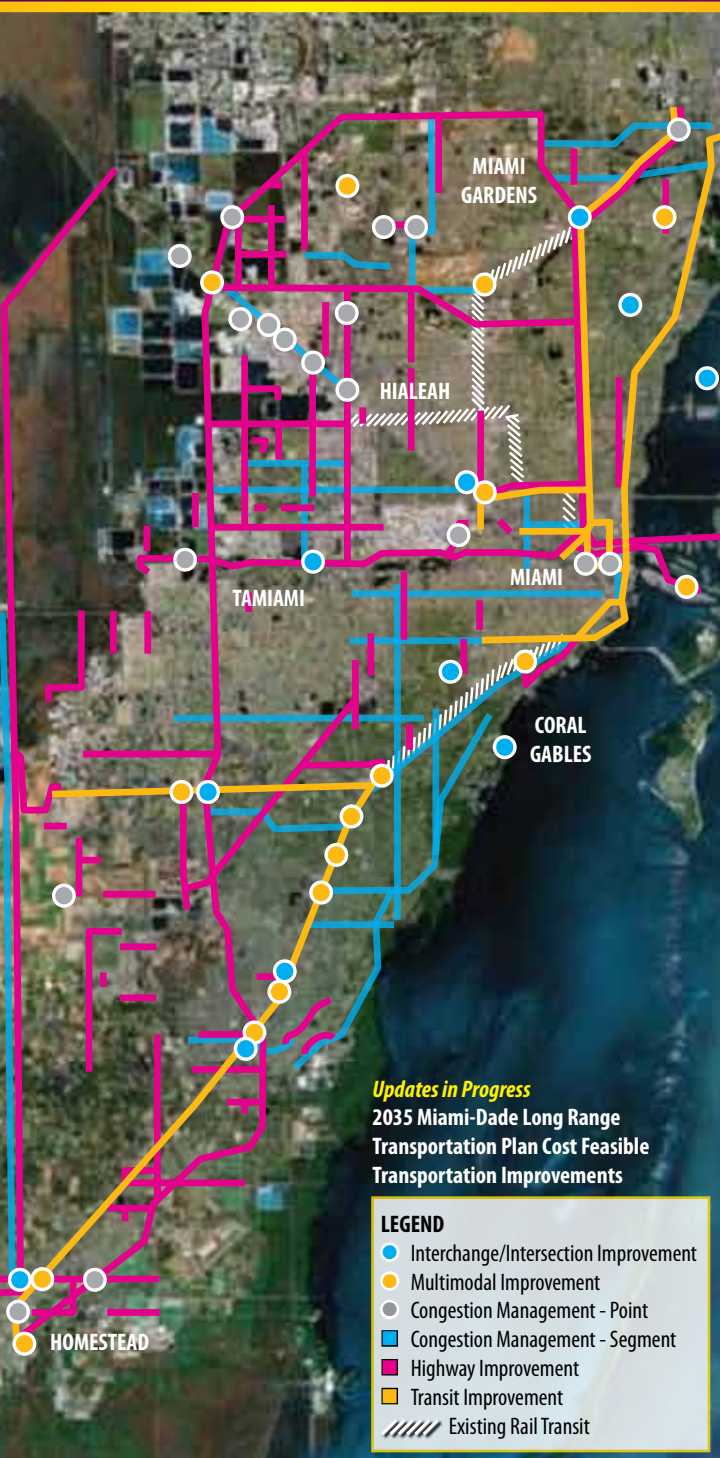


PortMiami is another major transportation hub and jobs generator for Miami and the region. A multi-faceted jewel, PortMiami is known for cargo and cruise lines. Its most recent Master Plan calls for further expansion of its markets and a new strategy to develop its property for retail through a public private partnership.

Florida's top container cargo port is growing and getting deeper to prepare for super-sized cargo ships that will use the Panama Canal Expansion by 2015. Total improvements of over \$2 billion are currently underway for the Deep Dredge as well as intermodal truck and rail connections, including the tunnel for truck access. Already the *Cargo Gateway of the Americas*, PortMiami, FEC and CSX rail carriers are gearing up for an expected annual economic impact of \$34 billion each year. Also known as the *Cruise Capital of the World*, over four million passengers travel to PortMiami which serves as corporate headquarters of four of the world's largest cruise lines.



# Miami-Dade 2040 Long Range Transportation Plan



# Compliance with Federal and State Requirements Study

January 2013

## Getting Ready for 2040 LRTP - *The Study*

**Best Practices Research:** Peer MPOs and exemplary LRTPs; fresh innovative ideas; planning trends; funding options

**Emphasis Areas Review:** What should we pay close attention to in the 2040 LRTP Update?

**Policy and Funding:** MAP-21 and emerging guidance; Florida's Legislature; revenue generation and use; capacity building; policy developments; innovations in project delivery

**Regional Issues:** Harmonizing guiding principles and priorities; activity-based modeling for the regional LRTP; inter-county travel

**Sustainability:** Livability planning and complete streets initiatives; Transportation Systems Management & Operations review; climate resiliency

**Engaging the Public:** Trends and techniques to get the conversation started and involve more people, including those not typically heard

### Performance Measures by

**Emphasis Area:** New federal mandate for performance-based planning

## *Making the most of what we have*

**Miami-Dade MPO takes a fresh look at emerging emphasis areas and national trends in long range planning for metropolitan areas.**



# Best Practices Research

Early in our Study we took a close look at how other peer regions address their transportation planning process. Exemplary MPOs were identified from around the country for review of best practices. In our examination of emphasis areas and recent trends of these LRTPs, we asked the following questions:

- How are transportation needs identified?
- How are investments prioritized and selected?
- How is performance monitored?
- How is the public engaged?
- What makes this LRTP exemplary?

Although all MPOs follow the same guidance from the Federal Highway Administration for metropolitan planning requirements, the manner in which they address these requirements varies widely.





# Exemplary LRTPs

A common theme among all regions is identification of transportation needs that exceed funding availability.

*In several of the major metropolitan areas reviewed (Chicago, New York City, St. Paul, or Denver) over 50 percent of their state's population lives in those metropolitan areas. Miami-Dade County's population at 13.3 percent of the State of Florida is much smaller. Population is a major factor in transportation funding appropriations.*



# Best Practices Research

Our research suggests that there is a definite paradigm shift occurring in transportation planning. That shift is driven by many factors:

- Shrinking revenues
- Changing development patterns
- Economic recession resulting in loss of jobs and lower housing values
- Advances in real-time technology

In comparing Miami-Dade to other regions, there are a number of differences noted. There are only three single-county MPOs in the group, but they are much larger than Miami-Dade. The Phoenix area is twice and San Diego's coverage is four times as large as Miami-Dade.

Miami-Dade falls in the mid-range covering 2,015 square miles, but it has a relatively high density compared with many southern and southwestern cities at 1,237 persons per square mile. The smallest area covered is the Oregon Metro in Portland at 487 square miles, but this region also has the second highest density of 3,080 persons per square mile, second to New York City's 4,537 persons per square mile.

Delaware Valley Regional Planning Council is the only MPO included in this review that crosses state boundaries (PA/NJ).



# Recent Trends

## Funding

- Shortfalls relative to need
- Transit and capacity management are favored solutions over added-capacity highways
- Recognition that fuel taxes are unsustainable

## Performance Measures

- New focus on land consumption, environmental impacts, and quality of life indicators
- Scorecards and Dashboards
- All transportation modes represented
- Use of scenario planning to analyze and visualize outcomes

## Regional Plans

- New generation of activity-based models
- Regional growth and transportation investments in infrastructure

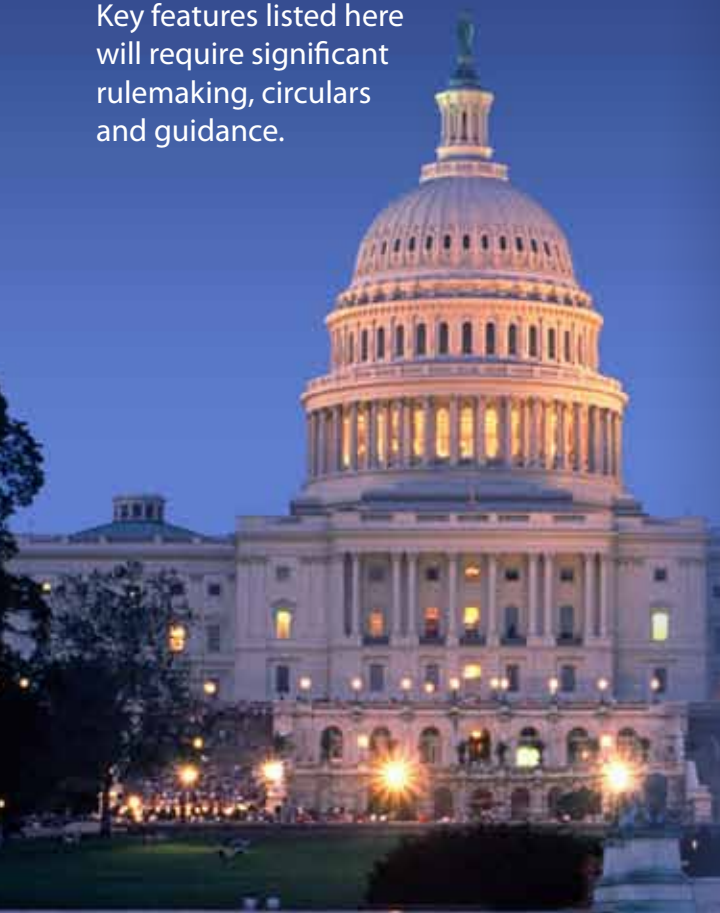
## Public Engagement

- Transportation planning in comprehensive plans that assess a full range of issues (climate change, sustainable development, public health, education, water supplies, energy use, climate resiliency, etc.)
- New technologies
- Visualization and plain English documents



# Emphasis Areas

The new surface transportation legislation consolidates and streamlines a complex body of law. It introduces a paradigm shift in how we fund and deliver transportation infrastructure projects. Earmarks and most discretionary spending are eliminated. Program consolidation, project delivery streamlining, and performance-based planning herald a new dawn in how we plan for our transportation future. Key features listed here will require significant rulemaking, circulars and guidance.





# Policy and Funding

## Moving Ahead for Progress... in the 21st Century (MAP-21)

*Effective 12/1/12 through 12/31/14*

### Funding Levels Remain Stable

### Simplifies and Focuses Funding Programs:

No earmarks. Fewer set-asides.  
States decide how to spend.

### Streamlines Project Delivery

- Environmental review simplified – adds categorical exclusions
- Allows Construction Manager/General Contractor contracts
- Reduces agency review periods

### America Fast Forward:

Expands Transportation Infrastructure Funding Innovation Act (TIFIA) to \$1 Billion/year

### Federal Transit Administration Safety Oversight Role

### Performance-Based Planning Requirements

- National Highway Performance Program
- Highway Safety Improvement Program
- Congestion Mitigation and Air Quality Program
- National Freight Movement

### New MPO Board Member:

Public transportation representation

### New Starts Funding Program Changes

- Alternatives Analysis requirement eliminated
- Travel Demand Modeling optional
- Baseline Alternative eliminated
- Use of pre-qualifications or warrants for funding eligibility
- Planning process streamlined with fewer phases

# Emphasis Areas

## **Strategic Use of Public Private Partnerships (P3) for Transit and Tolling:**

***Provide improvements sooner and reduce cost of construction.***

Most P3 projects involve highway investments with reliable future revenue streams from users of the facilities or taxpayers. Projects are advanced through “availability payments” contingent upon keeping the facility available at agreed-upon service levels. P3 arrangements for transit projects require identification of future revenue streams which is more difficult to secure compared to tollways and congestion management.

**Revenue Sources:** The needs identified in the 2035 LRTP were twice the available funding. How can we fill the funding gaps?

- o 2-cent Local Option Gas Tax
- o Expanded Use of Managed Lanes

**Leveraging Local Funds:** Most (72 percent) of Miami-Dade’s \$35 billion projected revenues in the 2035 Cost Affordable Plan comes from local sources. Ways to leverage more local funds as a match for federal dollars will be explored during the 2040 LRTP Update.

## **South Florida Express Lanes**

**Envisioned:** The success of the 95 Express has inspired a plan to use congestion pricing to improve travel speeds and reliability with a network of express lanes in Miami-Dade and beyond. The plan builds on the 95 Express “proof of concept” and recommends a network of connected congestion priced express lanes that offer predictable travel choices. This is a performance-based operations and planning system that links real-time and historical data with future planning.

# Policy and Funding



# Emphasis Areas

## Innovative Policies/Incentive Programs:

The need for a more sustainable funding mechanism to support transportation infrastructure and alternative modes of transportation is a common theme in transportation plans.

- o **Mileage Based User Fees** are growing in popularity and are under study or pilot testing in a number of states and regions. Interest stems from revenue potential and the need for a more viable means of supporting our transportation systems. Issues remain and vary somewhat from state to state. *New York and Puget Sound have included future funds in their Cost Feasible Plans.*
- o **Congestion Parking Strategies**, or demand-responsive pricing systems, are used to manage growth, improve parking availability and access, and generate revenues for revitalization programs.





# Policy and Funding

**Implementation Assistance** – Making the link between transportation and land use involves many jurisdictions and implementers. MPOs across the country are using local initiatives to build capacities and focus capital investment to great advantage.

## Technology Tools for Getting Around

Public transportation and mobility choices are providing new ways to connect people with where they need to go with a greater degree of ease. Some key research areas include:

- Mobile device applications (or apps) that help people pay for and find their connections
- Card-based systems that integrate multiple transportation systems
- Demand-responsive pricing mechanisms for travel lanes and parking spaces

With these new technologies come challenges. Trial studies and pilot systems now in place worldwide provide insights into the potential for new applications for transportation.



# Emphasis Areas

Miami-Dade MPO works closely with county transit and transportation providers in addition to a myriad of regional planning entities. The private sector is getting more involved, with Florida East Coast Industries now poised to implement the intercity *All Aboard Florida* from Miami to Orlando. ***We all have a stake in our transportation future.***

## Regionally-Significant Transportation Corridors

- I-95
- I-75
- US 27
- CSX/FEC passenger rail
- Palmetto Parkway



# Regional Issues

## Harmonizing Guiding Principles

- Mandates
- Initiatives

## Master Plan Updates

- Freight
- Ports
- Airports
- Bicycle

## Seven50

This seven-county, fifty-year planning process addresses a number of cross-cutting issues that affect transportation across the region. The Development Patterns Working Group will provide a back-drop for regional issues that link transportation to land use.



# Emphasis Areas

## Regional Activity-Based Modeling

For the first time, our tri-county region of Miami-Dade, Broward and Palm Beach counties will use a model that focuses on the behavior of individuals - predicting where and when they travel, and for what purpose. How many cars a household has, household size, if the household has a toll transponder, income, age – many factors go into the replication of travel choices we make every day. *Built on a regional level, each individual county will apply the model to their 2040 LRTP Update process.*





# Regional Issues

## Air Quality Standards and Compliance

EPA is scheduled to update National Ambient Air Quality Standards (NAAQS) for ozone and particulate matter late in 2013. Miami-Dade's status as attainment, and the urbanized Southeast Florida Airshed which comprises parts of our tri-county region, may be put into question before the completion of the 2040 LRTP Update, yet *it would take years to process a change in status and adopt a State Implementation Plan should an updated NAAQS lead to non-attainment. Because Miami-Dade is in attainment with the NAAQS, Congestion Mitigation and Air Quality competitive grants are not available in this area.*



# Emphasis Areas

The subject of sustainability is prominently displayed in most L RTPs across the country, including Miami-Dade's 2035 L RTP. Southeast Florida (Miami-Dade, Monroe, Broward, and Palm Beach counties) entered into a Climate Change Compact working cooperatively to adapt to sea-level rise and have adopted a *climate resiliency* action plan. But sustainability is about more than climate resiliency. Other emphasis areas reviewed are:

## **Transportation Systems Management & Operations (TSM&O)**

4 Ts: Tolling - Transit - Telecommuting – Technology  
District 6 TSM&O Toolbox  
Congestion Mitigation Process Update

## **Land Use and Transportation Connection**

Seven50 Scenario Planning  
Jobs-Housing Balance



# Sustainability

## Livability Planning

Complete Streets

HUD-EPA-DOT Livability Principles

## Public Health

Encourage walking, biking, transit

Access to transit

Access to healthy foods

## Equity: Access and Affordable Housing

Environmental Justice

Transportation Equity

Affordable Housing

## Safety and Security

Bicycle/Pedestrian Safety

Emergency Preparedness

Regional Evacuation Plans

Target Improvements at High Accident Locations

## Sustainability and Sea Level Resiliency

*GreenPrint Scorecard*

*Climate Change Compact*



# Emphasis Areas

MPOs are required to provide meaningful opportunities for the public to be engaged in the transportation planning process prior to decisions about projects and funding. Special efforts are required to engage people not typically heard from. New technologies are great and really expand our ability to reach more people and expand the conversation in new ways.





# Engaging the Public

## Trends in public engagement

- Visualization – maps and graphics
- Worldwide web dissemination
- Smart Phone “Apps”
- Use of social media
- Focus groups
- Discussion groups
- Telephone eTownHall meetings

Face-to-face contact and the connection with the human voice remain the strongest and most trustworthy means of engaging people.



# Performance Measures

***Shrinking budgets = Sharper focus on outcomes we can measure***

**Performance Measures:** Miami-Dade MPO uses measures of effectiveness to prioritize projects for inclusion in the LRTP. Performance measures go the next step to monitor outcomes against established targets and disseminate results to the public.

Under MAP-21, the U.S. Department of Transportation Secretary will establish performance measures for national and interstate highway performance.

**Targets:** Once national measures are established, states will set targets for those measures. MPOs will also establish targets for transit performance in cooperation with transit providers to ensure consistency with:

- Transit Asset Management System (\$5326)
- Public Transportation Agency Safety Plan (\$5329)

Different targets will be established for urban versus rural areas.



# MAP-21 Requirements

**Monitoring:** MPOs will be required to monitor outcomes of transportation plans relative to established targets.

**Reporting:** States will be required to report performance outcomes every two years. The Secretary of Transportation will roll up and report these outcomes to Congress. *Corrective action may be prompted – not sanctions.*

**Florida has an enviable record - over 90% of our highways and bridges meet a state-of-good-repair.**

## MAP-21 National Goals:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement & Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays



# **Recommendations**

## **Building Consensus**

### **Shaping the Future of Transportation**

### **Leading the Way to Prosperity and a Sustainable Future**



## **Align with recent and emerging principles and priorities.**

- HUD DOT EPA Livability Principles
- Governor Scott's Transportation Vision and FDOT Implementation Priorities
- Six Pillars of Florida's Future Economy
- Seven50 Regional Vision and Blueprint

## **Take a fresh look at transit corridors and technology in the needs assessment.**

- East-west connectivity
- All Aboard Florida
- Florida East Coast Passenger Rail
- Regional Bus Corridors





# Recommendations *(continued)*

## **Explore new funding opportunities with MAP-21 to leverage local funds.**

- Public Private Partnerships – more funds for Transportation Infrastructure Financing Innovation Act (up to \$1 billion/year by 2014)
- Transit-Oriented Development Planning Pilot
- Corridor-Based Bus Rapid Transit Projects
- Core Capacity Improvement Projects
- State of Good Repair Program

## **Develop and implement new revenue sources.**

- Explore Use of 2-cent Local Option Gas Tax
- Possible Mileage Based User Fee Pilot Project
- Explore potential for congestion parking strategies



## **Coordinate closely with the State of Florida in developing MAP-21 Performance Measures.**

- Secretary of Transportation develops Performance Measures by April 1, 2013
- State targets due April 1, 2014
- MPO Performance Targets 10/1/15
- Miami-Dade LRTP due October 29, 2014

## **Analyze and streamline existing LRTP Performance Measures.**

- Reportable - Measurable
- Focus on Person Throughput

## **Consider incorporating new Performance Measures in the LRTP.**

- Multimodal
- Bicycle/pedestrian safety
- Impact of transportation investments to the economy and jobs





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For more information on the study

*2040 Long Range Transportation Plan (LRTP):*

*Compliance with Federal and State Requirements*

please visit **[www.miamidade.gov/mpo](http://www.miamidade.gov/mpo)**

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