

2040 Long Range Transportation Plan (LRTP): Compliance with Federal and State Requirements



Presentation to the Transportation Planning Council

February 11, 2013

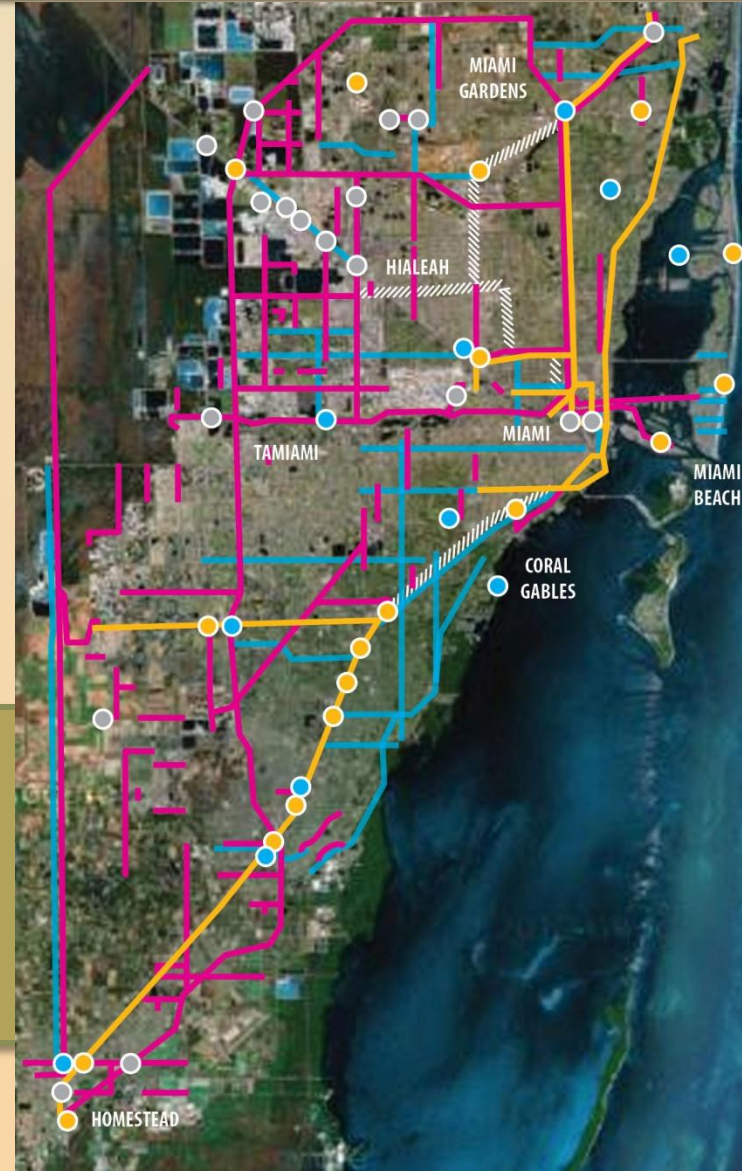
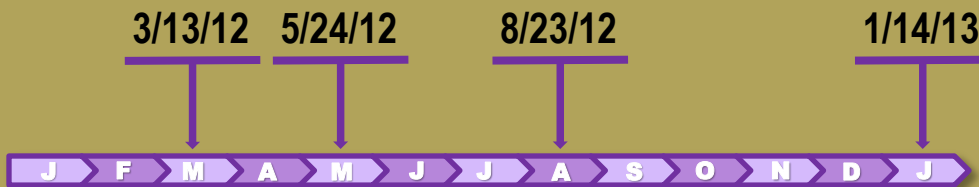
prepared by
JACOBS

Considerations for 2040 LRTP Update

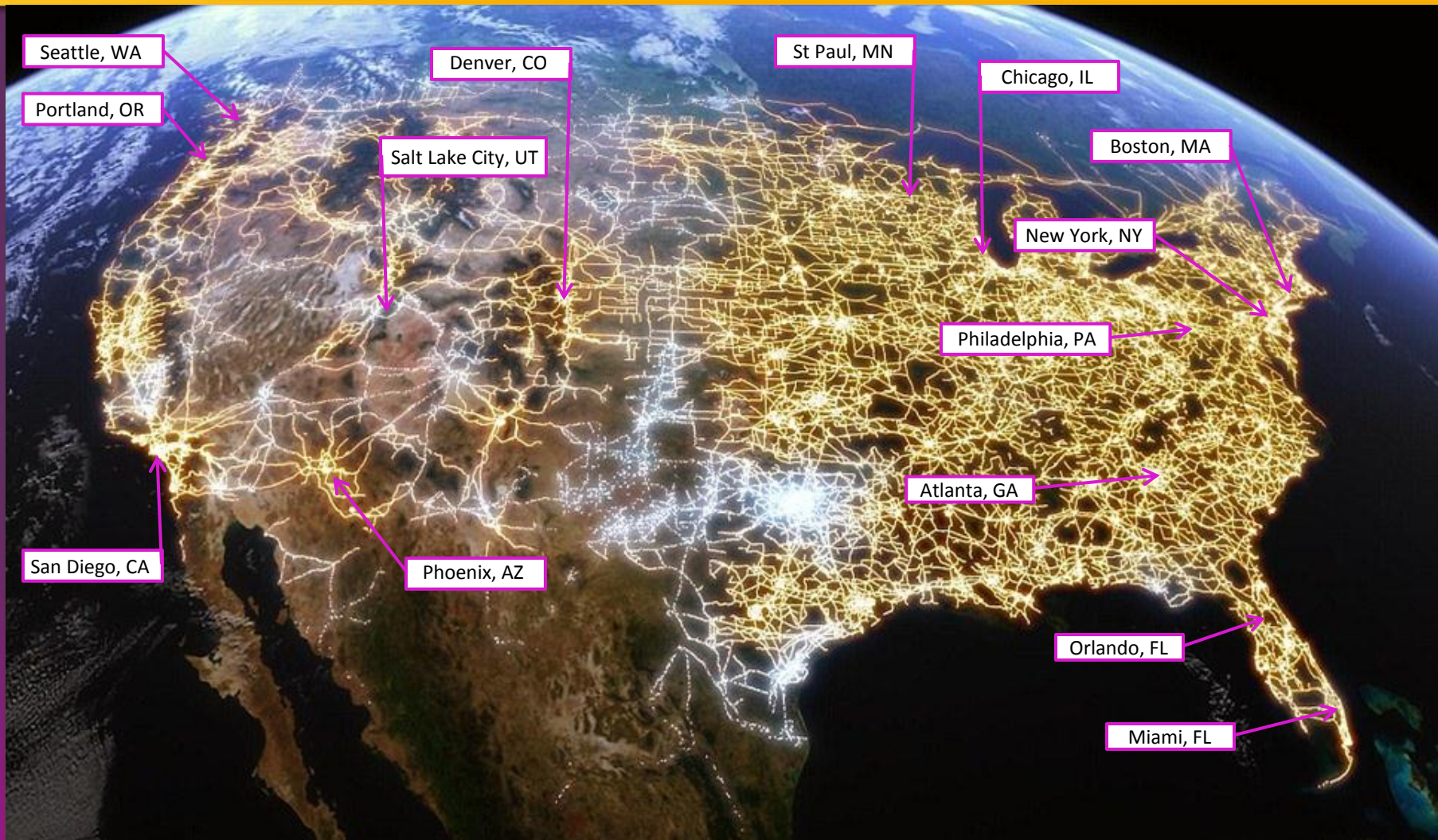
Purpose of the Study

- What changed since 2009?
- What might change by 2013? 2040?
- What new emphasis areas should we address?
- How should they be measured?

Study Advisory Committee Meetings



Reviewed Peer LRTPs



Planning Trends – Focus on Outcomes

- New Revenue Sources
- Transportation Systems Management & Operations
- Economic Development
- Mobility Hubs and Transit-Oriented Development
- Safety and Security
- More Complex Models
- Alternative Transportation Modes (Bicycle/Pedestrian)
- Private Sector Involvement (Project Delivery/Operations)
- Public Health
- Equitable Distribution of Benefits

What Has Changed Since the 2035 LRTP?

MAP-21 effective 10/1/12 through 12/31/14

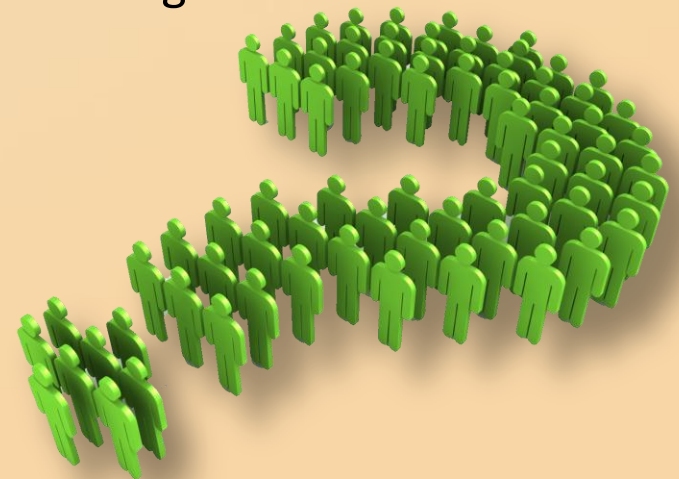
- New Focus Areas and Funding Consolidation
- Introduces Performance-based Planning Requirements
- Major overhaul to Major Capital Investment Process

State Legislation

- Eliminates Growth Management laws
- Transportation Regional Incentive Program changes
- Expands managed lanes revenue use
- FY 2014 Budget surplus

Local and Regional

- Emphasis on managed lanes
- Transit expansion (public and private)



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Federal, State, Regional, and Local Considerations for 2040

MAP-21:

Moving Ahead for Progress in the 21st Century



MAP-21 BRINGS BIG CHANGE

- Consolidated 87 programs to 30
- Expanded Loan Capacity
Performance-based Planning
- New National Goals
- Streamlining Environmental
Process and Project Delivery

MANY CHANGES REQUIRE RULEMAKING

MAP-21:

Moving Ahead for Progress in the 21st Century

Effect of MAP-21 Consolidation

National Highway Performance Program (NHPP)

- Interstates, Freeways, Major Highways
- Up to 50% can be transferred to STP
- Expanded from 160,000 to 220,000-mile network
- 58% of funds go to 5% of all roadways

Surface Transportation Program (STP)

- Added 460,000 non-NHPP bridges 76.5% of total

Transportation Alternatives

- Added Safe Routes to Schools and Recreational Trails

NO NEW FUNDS MEANS MORE PROJECTS COMPETE FOR SAME DOLLARS

MAP-21:

Moving Ahead for Progress in the 21st Century

Other Highlights

- New **safety** oversight role for FTA
- Requires public **transit** representative on MPO Board
- Increases **TIFIA** funds (loans)
- Requires **performance targets** for highway and bridge conditions, freight movement, and safety; and some regions for air quality and congestion.
- Expands allowable **toll lanes** on federal-aid highway capacity
- **Public-Private Partnership** procedures and approaches (rulemaking)
- **Environmental streamlining**
 - Integrates Planning/NEPA – no Alternatives Analysis Requirement
 - Adds Categorical Exclusions (in existing ROW, multi-modal projects, less rigorous review for projects under \$10 million total)

MAP-21:

Moving Ahead for Progress in the 21st Century

Performance Measures Tied to MAP-21 Goals

MAP-21 Goals	Measure	MAP-21 Program
Safety	Serious Injuries per VMT Fatalities per VMT Number of Serious Injuries Number of Fatalities	HSIP
Infrastructure Condition	Bridge Condition on the NHS Interstate Pavement Condition NHS Pavement Condition	NHPP
Congestion Reduction	Traffic Congestion	CMAQ
System Reliability	Performance of Interstate System Performance of NHS	NHPP
Freight Movement and Economic Vitality	Freight Movement on Interstate	various
Environmental Sustainability	On-Road Mobile Source Emissions	CMAQ
Reduced Project Delivery Delays	None	n/a

Source: AASHTO

Performance Measure Schedule

Schedule for MAP-21 Performance Measures
Compared with South Florida Plan Schedules (Fiscal Year)

		FY 2013				FY 2014				FY 2015				FY 2016			
ACTION	DATE	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
MAP-21 Effective Date	10/01/12	●															
DOT Performance Measures	04/01/14																
State Performance Targets	04/01/15																
MPO Performance Targets	10/01/16																
State Reports to DOT	10/01/17																
Miami-Dade LRTP	10/29/14																
Regional LRTP	04/01/15																
Regional Freight Master Plan	09/30/13																
Southeast Florida Partnership Regional Vision and Blueprint	12/31/14																

Source: MAP-21 Subtitle B – Performance Management, Sec. 1201 Metropolitan Transportation Planning

FTA Major Capital Investments

**Final Rule and Policy Guidance –
4/9/13 effective date**

Broad Goals:

- Measure Wider Range of Benefits
- Support Streamlining in New Measures

Four key changes:

1. Cost-effectiveness Simplified
2. Environmental Benefits Expanded
3. New Economic Development Factors
4. Streamlines Project Evaluation Process

MORE TO COME



MAP-21 Rulemaking and Guidance

What's Next?

- Congestion relief evaluation criterion
- Evaluation and rating process for Core Capacity and Program of Interrelated Projects
- Expedited technical capacity review
- Revised New Starts/Small Starts process
- Reduction in process “steps” requiring FTA evaluation/ratings



State Law Changes Since 2009

- Growth Management faced significant changes with the Community Planning Act of 2011
 - Eliminates Transportation Concurrency *Requirement*
- Transportation Regional Incentive Program: New Rules
- New planning requirements
 - Freight * Seaports * Intermodal
- New State Tolling Authority
 - HOT/Express lanes * Bonds
* Privatization * Funding



Regionally Significant Approach

Express Lanes Grid

Florida East Coast Corridor

- *All Aboard Florida*
Private Sector Intercity Rail
- Expansion of Commuter
Passenger Rail

Miami Intermodal Center

Port of Miami Expansion

2040 Activity-Based Model

Regional Concept of Transportation Operations



Figure 1: Current Status of the Express Lanes Network - *DRAFT*

Local Initiatives

- **Sustainable Transportation Strategies**
- **Transit Oriented Development**
 - **Track Record:** Brownsville Transit Village, NW 7th Avenue Transit Village, Brickell Citicentre, etc.
 - **Future:** Douglas Road, Palmetto, Coconut Grove and South Miami MetroRail Stations
- **Private Sector Involvement**
 - All Aboard Florida, Miami Intermodal Center, Port of Miami Tunnel and future Retail/Office



Recommendations

Align with recent and emerging principles and priorities

- HUD DOT EPA Livability Principles
- Governor's Transportation Vision and FDOT Implementation Priorities
- Florida Chamber of Commerce "Six Pillars"
- Seven50

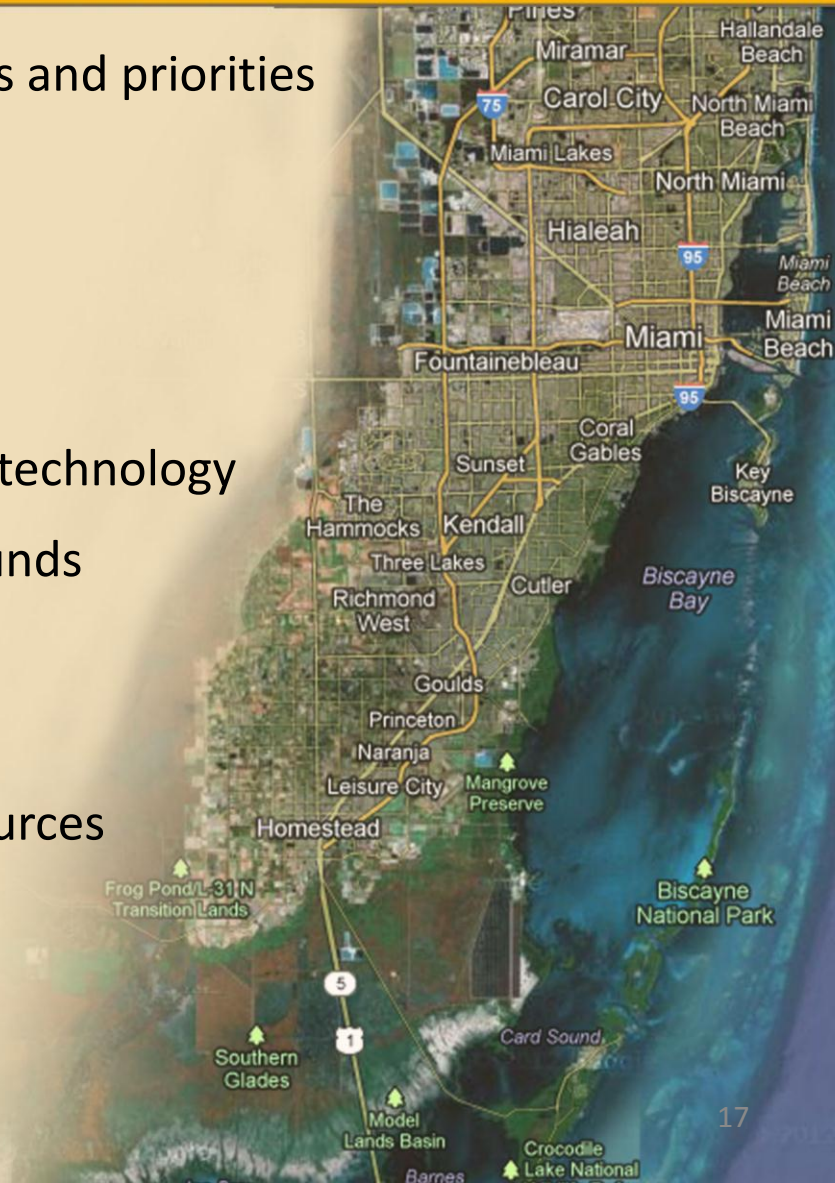
Take a fresh look at transit corridors and technology

Explore opportunities to leverage local funds

- New Starts Project Candidate (BRT)
- Core Capacity
- TOD Pilot Project

Develop and implement new revenue sources

- Possible MBUF (VMT tax) Pilot Project
- 2-cent Local Option Gas Tax



Recommendations

Coordinate closely with State in developing Roadway Performance Measures to align with MAP-21:

- Reduce fatalities
- Improve road and bridge conditions
- Reduce congestion
- Increase system reliability
- Improve freight network, public transportation, and safety
- Meet “state-of-good-repair”

Analyze and streamline Performance Measures

Consider New Performance Measures in LRTP

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



Big Changes in Miami-Dade

Port of Miami

- * Post-Panamax * Tunnel * Deep Dredge
- * Intermodal * Cruise

Miami International Airport

- * Miami Intermodal Center * Terminal Expansion
- * New Cargo Facility * Roadway Improvements

Miami-Dade Transit

- * AirportLink * MIA Mover Open * Orange Line
- * MIA Metrorail Station * New Metromover Cars
- * EASY Card * Transit Tracker
- * New Metrorail Vehicles Coming

FDOT/Miami-Dade Expressway/ Florida's Turnpike Enterprise

- * TSM&O * Palmetto Expressway * I-75
- * Homestead Extension * NW 57th Avenue

