



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP
SUPPORTING DOCUMENTS

TECHNICAL REPORT 1

**GOALS, OBJECTIVES,
& PERFORMANCE RESULTS**

SEPTEMBER 2019



LONG RANGE TRANSPORTATION PLAN (LRTP)

TECHINICAL REPORT 1

GOALS, OBJECTIVES, & PERFORMANCE RESULTS

This document was prepared by the Miami-Dade Transportation Planning Organization (TPO) in collaboration with the Florida Department of Transportation (FDOT) District Six, Miami-Dade Expressway Authority (MDX), Florida's Turnpike Enterprise (FTE), South Florida Regional Transportation Authority (SFRTA), Miami-Dade Department of Transportation and Public Works (DTPW), Miami-Dade Regulatory and Economic Resources (RER) Department, Miami-Dade Aviation Department (MDAD), 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 TPO Citizens' Transportation Advisory Committee (CTAC), Miami-Dade TPO Bicycle/ Pedestrian Advisory Committee (BPAC), Miami-Dade TPO Freight Transportation Advisory Committee (FTAC), Transportation Aesthetics Review Committee (TARC), Broward County Metropolitan Planning Organization (MPO), Palm Beach County Transportation Planning Agency (TPA), and the South Florida Regional Planning Council (SFRPC).

The Miami-Dade TPO 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 participating 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 TPO to comply with all the requirements of the Americans with Disabilities Act (ADA). For materials in accessible format please call (305) 375-4507.

The preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 and Title 23, U.S. Code), and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

GOALS, OBJECTIVES, & PERFORMANCE RESULTS

PREPARED BY:
Gannett Fleming Inc.

PREPARED FOR:



Miami-Dade Transportation
Planning Organization (TPO)

September 2019



CONTENTS

THE TPO VISION	1
GUIDING LEGISLATION.....	1
NATIONAL GOALS.....	2
FEDERAL PLANNING FACTORS	3
NATIONAL PERFORMANCE MANAGEMENT MEASURES	3
Safety.....	4
Pavement and Bridge	4
Systems and Freight	4
REVIEW AND REFINEMENT OF LRTP GOALS	5

LIST OF FIGURES

FIGURE 1 - National Goals/Federal Planning Factors	6
FIGURE 2 - Correlation Between MAP-21 National Goals and LRTP Goals	7
FIGURE 3 - Correlation Between Federal Planing Factors and LRTP Goals.....	8



FHWA defines a goal as a “broad statement that describes a desired end state.” Goals guide the LRTP toward achieving a desired outcome. Objectives define a measurable outcome that contributes to the achievement of a goal. Combined, the goals and objectives define the content of the LRTP, based on identified priorities and support the vision of the LRTP.

THE TPO VISION

The Miami-Dade TPO is guided by a comprehensive vision to provide diverse mobility choices and thus is the vision of the 2045 LRTP. The 2045 LRTP Vision reinforces the Strategic Miami Area Rapid Transit (SMART) Plan, a policy adopted by the Miami-Dade TPO identifying the advancement of rapid transit project as its highest priority.

The Miami-Dade TPO vision is:

“ Provide mobility options for Miami-Dade County residents and visitors and promote economic competitiveness by investing in the County’s transportation infrastructure while protecting the environment and maximizing the efficiency of the existing transportation system. ”

GUIDING LEGISLATION

This task included the refinement of the goals, objectives, and policies that guide the LRTP development process which is guided by the Fixing America’s Surface Transportation (FAST) Act. The FAST Act is most recent reauthorization of the Federal Surface Transportation Program, signed into law (Public Law 114-94) on December 4, 2015. The FAST Act funds the Surface Transportation Program from 2016 through 2020. It authorized over \$305 billion in funding for surface transportation projects, which amounts to an average of \$56.2 billion per year. Under this Act, there is a new focus on programs established to facilitate freight movement and mobility, timely delivery of projects, improvement of the performance management process and continuation of performance-based planning and programming. The FAST Act builds on the requirements established in MAP-21, which was signed into law in 2012, particularly regarding performance-based planning and programming.

The TPO planning process is complex and requires the incorporation of the National Goals, consideration of the Federal Planning Factors, and incorporation of the Performance-Based Planning and Programming (PBPP) process that incorporates the implementation of the National Performance Management Measures. The original requirement for the incorporation of PBPP came from MAP-21. The FAST Act included several new requirements for the MPO planning process, mainly the incorporation of a PBPP. The law requires MPOs to develop an LRTP “through a performance-driven, outcome-based approach to planning.” PBPP must consider all modes of transportation and must be “continuing, cooperative, and comprehensive,” [23 U.S.C. §134 (c)]. MAP-21 also required the development of transportation performance measures and targets that relate to the National Goals.

NATIONAL GOALS

MAP-21 required the incorporation of the National Goals in the planning process. This requirement was carried forward in the FAST Act. The National Goals are:

- 1 SAFETY**
To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2 INFRASTRUCTURE CONDITION**
To maintain the highway infrastructure asset system in a state of good repair.
- 3 CONGESTION REDUCTION**
To achieve a significant reduction in congestion on the National Highway System (NHS).
- 4 SYSTEM RELIABILITY**
To improve the efficiency of the surface transportation system.
- 5 FREIGHT MOVEMENT AND ECONOMIC VITALITY**
To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.
- 6 ENVIRONMENTAL SUSTAINABILITY**
To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7 REDUCED PROJECT DELIVERY DELAYS**
To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process; including reducing regulatory burdens and improving agencies' work practices [23 U.S.C. § 150 (b)].

FEDERAL PLANNING FACTORS

Federal Planning Factors [23 U.S.C. § 134 (h)(1)] in the planning process. These requirements were established in previous reauthorizations of the Surface Transportation Program. Under the FAST Act, there were two additional Planning Factors added: *improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts on surface transportation and enhancing travel and tourism*. The Federal Planning Factors are:

- 1** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2** Increase the safety of the transportation system for motorized and non-motorized user.
- 3** Increase the security of the transportation system for motorized and non-motorized users.
- 4** Increase the accessibility and mobility of people and for freight.
- 5** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- 6** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- 7** Promote efficient system management and operation.
- 8** Emphasize the preservation of the existing transportation system.
- 9** Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- 10** Enhance travel and tourism.

NATIONAL PERFORMANCE MANAGEMENT MEASURES

The National Performance Management Measures were developed to address the National Goals. The FAST Act builds upon the performance requirements enacted under MAP-21 by establishing timelines for State Departments of Transportation (DOTs) and MPOs to comply with the performance requirements. Subsequent to the authorization of the FAST Act, the Federal Highway Administration (FHWA) issued a series Final Rules for the implementation of the National Performance Management Measures. The implementation of the National Performance Management Measures is incorporated in FHWA's Transportation Performance Management (TPM) process. FHWA defines TPM as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.¹

SAFETY

FHWA issued two final rules associated with safety, the “Highway Safety Improvement Program (HSIP)” final rule and the “National Performance Management Measures: Highway Safety Improvement Program”, both effective April 14, 2016 [23 CFR § 924 and 23 CFR § 490]. The second rule contains the measures created to address the mission of the HSIP, which is “to achieve a significant reduction in traffic fatalities and serious injuries on all public roads”.² The National Performance Management Measures and Targets for Safety are:

- » Number of Fatalities – All Public Roads
- » Fatality Rate per 100 million Vehicle Miles Traveled (VMT) – All Public Roads
- » Number of Serious Injuries – All Public Roads
- » Serious Injury Rate per 100 million VMT – All Public Roads
- » Number of Combined Non-Motorized Fatalities and Serious Injuries – All Public Roads

PAVEMENT AND BRIDGE

FHWA issued a final rule for Pavement and Bridge entitled “National Performance Management Measures: Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program,” effective May 20, 2017. The Final Rule included the National Performance Management Measures to assess pavement and bridge condition on the National Highway System (NHS) [23 CFR § 490]. The National Performance Management Measures and Targets for Pavement and Bridge are:

- » Interstate System Pavement in Good Condition
- » Interstate System Pavement in Poor Condition
- » Non-Interstate NHS Pavement in Good Condition
- » Non-Interstate NHS Pavement in Poor Condition
- » NHS Bridge Deck Area in Good Condition
- » NHS Bridge Deck Area in Poor Condition

SYSTEMS AND FREIGHT

FHWA issued a final rule for System and Freight entitled “National Performance Management Measures: Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program,” effective May 20, 2017, except certain components of the Greenhouse Gas measure, which were effective September 28, 2017. The Greenhouse Gas Measure was later repealed by FHWA, effective July 2, 2018. States and MPOs must adopt two-year and four-year targets for these measures. The National Performance Management Measures and Targets for System and Freight applicable to Miami-Dade County are:

- » Percent Person-Miles Traveled on the Interstate that are Reliable
- » Percent Person-Miles Traveled on the Non-Interstate NHS that are Reliable
- » Truck Travel Time Reliability (TTTR) Index

REVIEW AND REFINEMENT OF LRTP GOALS

The Goals of the 2040 LRTP are:

GOAL 1 Improve System and Travel

GOAL 2 Increase Safety of the Transportation System for All Users

GOAL 3 Increase the Security of the Transportation System for All Users

GOAL 4 Support Economic Vitality

GOAL 5 Protect and Preserve the Environment and
Quality of Life and Promote Energy Conservation

GOAL 6 Enhance the Integration & Connectivity of the System,
Across and Between Modes, for People and Freight

GOAL 7 Optimize sound Investment Strategies for
System Improvement and Management/Operation

GOAL 8 Maximize and Preserve the Existing Transportation System

The Goals of the 2040 LRTP were reviewed with respect to federal, state, and local requirements and plans. The Goals were compared to the National Goals and the Federal Planning Factors and the corresponding National Goals/Federal Planning Factors were identified and are shown in **Figure 1**.

FIGURE 1 - LRTP NATIONAL GOALS/FEDERAL PLANNING FACTORS

FEDERAL PLANNING FACTORS		MAP-21 NATIONAL GOALS
01 IMPROVE SYSTEM AND TRAVEL	4 Increase the accessibility and mobility of people and for freight	3 Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System 4 System Reliability - To improve the efficiency of the surface transportation system 5 Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
	7 Promote efficient system management and operation	
	9 Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	
02 INCREASE SAFETY	2 Increase the safety of the transportation system for motorized and non-motorized users	1 Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
03 INCREASE SECURITY	3 Increase the security of the transportation system for motorized and non-motorized users	
	7 Promote efficient system management and operation	
04 SUPPORT ECONOMIC VITALITY	1 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	5 Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
	7 Promote efficient system management and operation	
	10 Enhance travel and tourism	
05 PROTECT & PRESERVE ENVIRONMENT & QUALITY OF LIFE	5 Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	6 Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
	9 Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	
06 ENHANCE CONNECTIVITY	1 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	5 Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
	4 Increase the accessibility and mobility of people and for freight	
	6 Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	
07 OPTIMIZE SOUND INVESTMENT STRATEGIES	5 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	7 Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices
08 PRESERVE EXISTING SYSTEM	5 Emphasize the preservation of the existing transportation system	2 Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
	9 Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	

Red indicates the new Federal Planning Factors

This information was presented at the 2045 LRTP Steering Committee Meeting Number 2 held on April 20, 2018.

In addition, the correlation between the Goals and National Goals and Planning Factors are shown in **Figures 2 and 3**, respectively.

FIGURE 2 - CORRELATION BETWEEN MAP-21 NATIONAL GOALS AND LRTP GOALS



[23 USC 150(b)]

FIGURE 3 - CORRELATION BETWEEN FEDERAL PLANING FACTORS AND LRTP GOALS



** New Planning Factors established under the FAST Act. [23 USC134(h)(1)]

The development of an LRTP is a collaborative process among implementing transportation agencies and other planning agencies. It is important for consistency among transportation plans and policies therefore, several plans were reviewed to ensure consistency with the LRTP's goals and objectives of stakeholders' plans. The following plans/policies were reviewed during the update process for the 2045 LRTP:

FEDERAL PLANS/POLICIES

- » Moving Ahead for Progress in the 21st Century Act (MAP-21)
- » Fixing America's Surface Transportation Act (FAST Act)
- » U.S. DOT Final Rules
- » FHWA Expectations Letter

STATE PLANS/POLICIES

YEARS

2009	2009 Florida Rail System Plan- Policy Element
2012	Florida 2025 Aviation System Plan
2013	Florida Freight Mobility and Trade Plan Policy Element
2015	FDOT Transportation Asset Management Plan
2015	Florida Transportation Plan
2015	Florida Transportation Plan and Strategic Intermodal System (SIS) Policy Plan Update Partner and Public Involvement Plan
2016	Florida Seaport System Plan and Florida Waterways System
2016	Florida Strategic Highway Safety Plan
2016	Florida's Turnpike Enterprise Master Plan Update, FY 2016-FY 2045
2016	Strategic Intermodal System Policy Plan
2017	Florida Highway Safety Improvement Program 2017 Annual Report
2017	Florida Pedestrian and Bicycle Strategic Safety
2017	Motor Carrier System Plan
2018	Florida Planning Emphasis Areas
2018	FDOT 2018 Highway Safety Plan

REGIONAL/LOCAL/POLICIES

YEARS

2010	City of Coral Gables Comprehensive Plan
2011	City of Miami Beach 2025 Comprehensive Plan
2011	Evaluation and Appraisal Report (EAR)-Based Amendments to the City of Homestead Comprehensive Plan
2011	PortMiami 2035 Master Plan
2014	2040 Long Range Transportation Plan
2016	MDX 2040 Long Range Master Transportation Plan (LRMTP)
2016	North Miami Florida Evaluation and Appraisal Report (EAR)-Based Comprehensive Plan Amendments
2017	City of Doral Transportation Master Plan
2017	City of Miami Comprehensive Neighborhood Plan
2017	FY 2018-2027 SFRTA Forward Plan- Transit Development Plan
2017	Miami Dade Transit 10 Ahead 2018-2027 Transit Development Plan

The 2045 LRTP Goals were refined to reflect technology, planning emphasis areas, and current trends which resulted in the refinement of Goal 1 to be: Maximize Mobility Choices Systemwide. This refinement was presented at the 2045 Steering Committee Meeting Number 16 held June 28, 2019. Objectives associated with each Goal were minimized as directed by the TPO and developed to support the achievement of the goal and to assess transportation improvements and facilitate system and project improvements. The 2045 LRTP Goals were weighted as they were in the 2040 LRTP. The eight 2045 LRTP Goals, weights, and objectives are shown below:

1

Maximize Mobility Choices Systemwide

25

WEIGHT

OBJECTIVES

- » Provide a comprehensive transportation network for dependable and reliable transportation options
- » Reduce Congestion
- » Promote System Reliability
- » Increase mobility choices throughout the county

2

Increase the Safety of the Transportation System for All Users

08

WEIGHT

OBJECTIVES

- » Improve the safety of the transportation system
- » Improve the Quality of Life for all ages and abilities
- » Promote projects in high crash locations - (locations with the highest number of crashes)
- » Improve safety of the transportation system for the elderly and disabled
- » Provide educational opportunities for older adults to learn about TNCs

3

Increase the Security of the Transportation System for All Users

03

WEIGHT

OBJECTIVES

- » Provide safe and reliable evacuation routes
- » Promote growth outside of areas vulnerable to flooding

4

Support Economic Vitality

12

WEIGHT

OBJECTIVES

- » Provide affordable housing
- » Improve access to employment centers
- » Provide access to tourist destinations - seaports, airport, beaches, etc.
- » Improve freight connectivity and access

5

Protect and Preserve the Environment and Quality of Life and Promote Energy Conservation (14)

14

WEIGHT

OBJECTIVES

- » Preserve agricultural land or critical habitat consumed by transportation projects
- » Minimize and mitigate air and water quality impacts of transportation facilities, services and operations
- » Promote projects that support urban infill and densification
- » Provide affordable transit service from identified Communities of Concern to major activity centers (i.e. healthcare, recreation, education, employment, and cultural facilities)
- » Improve the Quality of Life for all ages and abilities

6

Enhance the Integration and Connectivity of the System, Across and Between Modes, for People & Freight

14

WEIGHT

OBJECTIVES

- » Improve connectivity to SIS and intermodal facilities

7

Optimize Sound Investment Strategies for System Improvement and Management/Operation

12

WEIGHT

OBJECTIVES

- » Optimize investments on local facilities
- » Support the development of alternative transportation revenue sources to maintain funding levels necessary to implement this plan

8

Improve and Preserve the Existing Transportation System

12

WEIGHT

OBJECTIVES

- » Improve the resiliency/reliability of the transportation system
- » Reduce the vulnerability and increase the resilience of critical infrastructure to the impacts of climate and events. Preserve infrastructure (sustainability and resilience)
- » Site and design new transportation infrastructure to minimize exposure to sea level rise within the infrastructure life span, based on the Southeast Florida Regional Climate Change Compact’s 2015 Unified Sea Level Rise Projection

¹ *Transportation Performance Measurement*. U.S. Department of Transportation, Federal Highway Administration. <https://www.fhwa.dot.gov/tpm/>.

² Highway Safety Improvement Program. U.S. Department of Transportation, Federal Highway Administration. <https://safety.fhwa.dot.gov/hsip/>.

³ Model Long-Range Transportation Plans: A Guide for Incorporating Performance-Based Planning. U.S. Department of Transportation, Federal Highway Administration. https://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/.

PAGE INTENTIONALLY LEFT BLANK



Learn More by Visiting:
www.miamidadetpo.org/

