

Miami Urbanized Area (UZA)/Transportation Management Area (TMA)

Regional Report for 2007 State Certification Review Miami-Dade, Broward and Palm Beach Metropolitan Planning Organizations

Prepared by Florida Department of Transportation Districts Four and Six

Introduction

The Miami-Dade, Broward and Palm Beach Metropolitan Planning Organizations (MPOs), as multiple MPOs for the Miami UZA/TMA, share responsibility for ensuring that major issues in their combined metropolitan planning areas are addressed and that requirements in state and federal law governing the metropolitan transportation planning process are met. They also share responsibility for ensuring that the enhanced regional coordination commitments they made, in trade for staying separate following the last decennial census, result in effective regional level planning and systematic improvements to the regional transportation system. The tri-county region served by the three MPOs is shown in Figure 1. Certification reviews are the tool used to determine whether the MPOs are fulfilling these responsibilities. They are conducted annually by the Florida Department of Transportation (FDOT) and every four years by the Federal Highway Administration and the Federal Transit Administration for MPOs in TMAs.

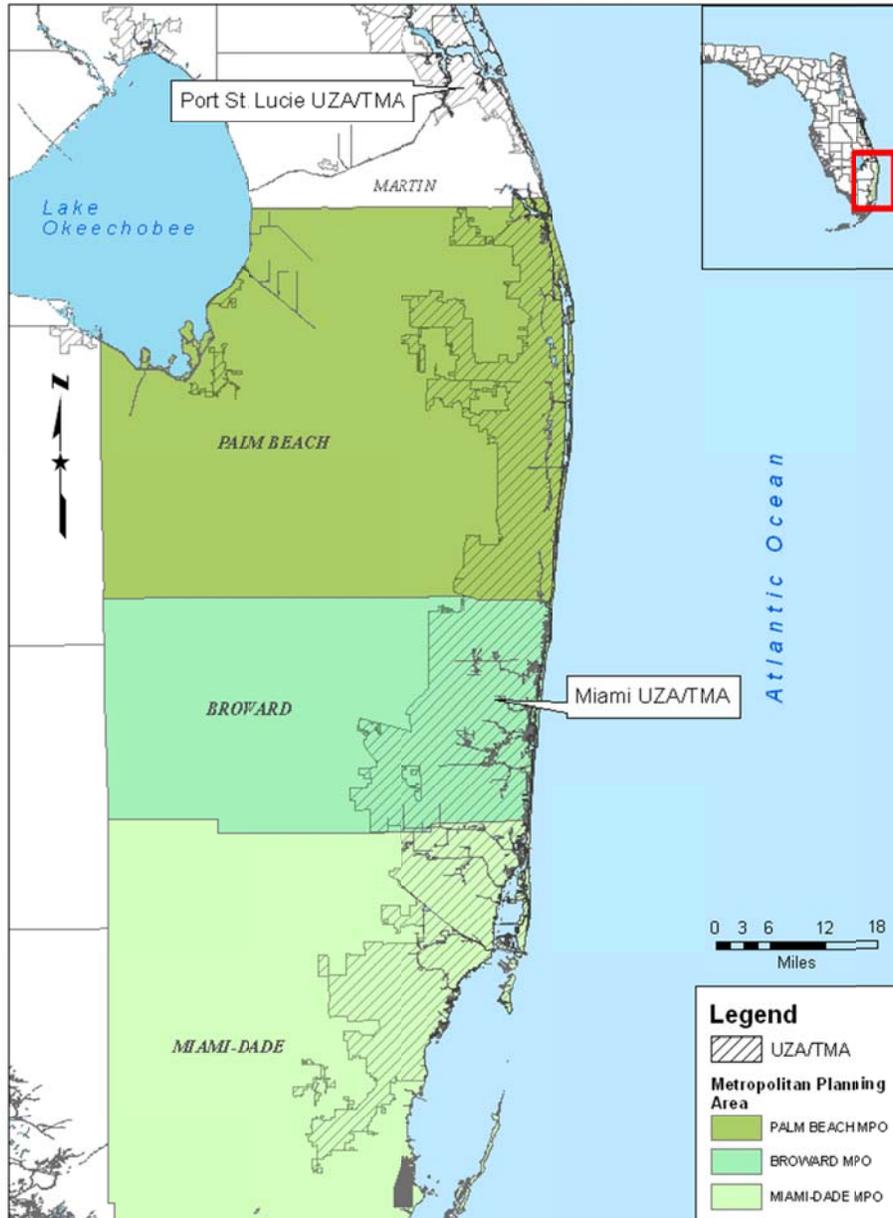
In 2006, FDOT Districts Four and Six conducted modified state certification reviews for the three MPOs that focused on assessing progress made in meeting the following enhanced regional coordination commitments:

- Development and implementation of a regional long range transportation plan (RLRTP) for the tri-county region (with initial RLRTP to be common regional element in individual 2030 LRTPs)
- Development and implementation of a regional prioritization process, yielding a single list of prioritized regionally significant projects for the tri-county region
- Development and implementation of a regional public involvement process to build public understanding and awareness of the region and regional transportation issues and opportunities
- Continuation of regional-level air quality planning efforts
- Generation of regional land use strategies with the South Florida and Treasure Coast Regional Planning Councils (RPCs)
- Utilization of performance measures to assess the effectiveness of enhanced regional coordination efforts.

The Districts did the same in 2007 after consulting with the federal agencies on how best to coordinate their efforts with the federal certification review also being conducted in 2007. The three MPOs updated their responses to the Enhanced Regional Coordination Checklist developed for the last state certification review. The Districts convened a regional meeting in February 2007 for discussion of efforts made to implement the recommendations in the 2006 regional report. This regional report draws on the updated checklist (copy attached) and input received at

the regional meeting. It is being used by the federal agencies to help develop the regional coordination section of their federal certification review report for the Miami TMA.

Figure 1: Miami Urbanized Area/Transportation Management Area



Metropolitan planning areas for the three Miami UZA/TMA MPOs match county boundaries, creating a tri-county region.

The Miami-Fort Lauderdale-Pompano Beach Metropolitan Statistical Area (MSA), consisting of Miami-Dade, Broward and Palm Beach counties and more than 100 municipalities, is the 7th largest MSA in the United States. It had an estimated population of 5,463,857 in 2006, a 9.1% increase over 2000. Since the developed area within the MSA is situated within a relatively long and narrow strip between the Atlantic Ocean and the environmentally-sensitive Everglades, most major road and transit routes run north-south. The MSA is served by three international airports and four ports, three of which are deep water ports.

Findings

The updated checklist documents long-standing informal coordination among the three MPOs in various areas, steps taken since 2003 to meet enhanced regional coordination commitments, and establishment of the Southeast Florida Transportation Council (SEFTC) in January 2006 to formalize regional transportation planning and coordination efforts and to tap into new state Transportation Regional Incentive Program (TRIP) funds. This section provides an overview of progress made and provides the basis for the recommendations presented in the next section.

Regional Long Range Transportation Plan

A common regional element was selected as the initial RL RTP to accommodate work that already was under way on 2030 LRTPs for the three MPOs with an adoption deadline of December 2004. Components of the element, developed by an RL RTP committee consisting of representatives of the MPOs, the South Florida Regional Transportation Authority (SFRTA), Districts Four and Six, and the RPCs, are regional goals and objectives, corridors of regional significance (map and designation criteria), and regionally significant project lists. The three MPOs and SEFTC have approved each of the components. The remaining step continues to be finalization and incorporation of the common regional element into the 2030 LRTPs by amendment. Finalization of the document involves providing narrative to explain and link element components.

The latest version of the Southeast Florida Regional Planning Model (SERPM), now being validated using 2005 data, will allow the three MPOs, for the first time, to use a shared regional model for their long range transportation planning purposes. The SERPM will support not only development of individual MPO 2035 LRTPs but also development of a stand-alone 2035 RL RTP reflecting the results of regional-level analysis. These four next generation plans, to be completed by December 2009, will need to be coordinated with each other and with other plans for the tri-county region (e.g., SFRTA's Strategic Regional Transit Plan). They also will need to be coordinated with planned regional visioning efforts for Southeast Florida (2060 Southeast Florida Vision).

Regional Project Prioritization

As shared with SEFTC, the continuing expectation of the Districts is that the three MPOs, in coordination with their regional partners, will develop a transparent, defensible regional project prioritization process and use it to rank all projects on the regional transportation system through the planning horizon year. This approach provides the long-term system level view needed to ensure that improvements are made in a systematic and equitable fashion and in a manner that best implements regional goals and objectives. Having a regional plan with regional project priorities provides a basis for advocating for additional resources for the region, particularly at the state and federal levels.

Use of TRIP funds is subject to statutory eligibility and priority criteria, with preference being given initially to production-ready projects. The MPOs utilized a compilation approach drawing on their separately developed 2030 LRTPs and priorities to produce a SEFTC list of candidate regional projects for FY 06/07 TRIP funds. FY 07/08 TRIP funds were allocated to regional projects in Broward and Palm Beach counties that had been ranked using a scoring system tied to the regional goals and objectives developed for the initial RL RTP. The Broward and Palm Beach

project list and a project list for Miami-Dade were presented to SEFTC in October 2006, followed later by a list showing regional projects in all three counties organized by priority tier with the projects in each tier listed in county alphabetical order. One list of ranked regional projects for the tri-county region is to be developed for the FY 08/09 TRIP funding cycle.

Work on regional project prioritization is proceeding on two tracks. Recognizing the need to have a process available for use now, the first track involves revisiting the initial process developed to address its shortcomings to the maximum extent possible. The other track involves setting the stage for development of the next generation regional project prioritization process as part of development of the 2035 RL RTP. Also, the MPOs have committed to developing a process to ensure regional projects and priorities are clearly and consistently reflected in their Transportation Improvement Programs.

Regional Public Involvement

Regional public involvement activities have largely been undertaken as a part of individual MPO public involvement processes and include regular meetings of the public information officers for the three MPOs. Three well-received regional (tri-MPO) citizen advisory committee meetings have been held. Also, the MPOs have been providing coordinated public involvement support for selected regional-scale projects (e.g., South Florida East Coast Corridor Transit Analysis Study). A regional public involvement plan, which will provide for periodic evaluations of its effectiveness, is being prepared and will be presented to SEFTC when completed. A SEFTC logo and web site (www.seftc.org) have been developed.

Regional Land Use Strategies

The updated checklist highlights four initiatives involving land use and transportation with participation by the RPCs primarily in Broward or Palm Beach counties. One of the initiatives, the State Road 7 Collaborative, involves municipalities in Miami-Dade and Broward counties. There are good examples of transportation and land use initiatives with regional implications in Miami-Dade County, including the North Corridor (NW 27th Avenue) rail station area planning and design charrettes and the Golden Glades Multi-Modal Terminal public-private joint use development proposal. In addition to working with the MPOs, the RPCs have interlocal agreements with the SFRTA to enhance strategic planning policy as it relates to transportation/transit and land use in the tri-county region. Regional land use strategies will be implemented through local government comprehensive plans, RPC strategic regional policy plans, and other plans that address transportation and land use connections. More clarity continues to be needed on how the varied efforts, planned or under way, will fit together to promote coordinated and wise transportation investment and land use decisions from a regional perspective.

Regional Performance Measurement

One set of performance measures has been developed in the form of measures of effectiveness for regional objectives in the initial RL RTP (e.g., total vehicle miles traveled and number of new transit oriented developments in region). Threshold values needed to allow the measure to be used have not yet been set. Another set of performance measures is envisioned to capture whether the enhanced regional planning and coordination efforts being undertaken by the MPOs are resulting in systematic improvements to the regional transportation system tied to supportive land uses. The updated checklist indicates the MPOs are monitoring and may become involved

in efforts of the Florida Indicators Network to develop common indicators to assess progress in meeting regional goals and objectives.

Pace of Progress

One key factor impeding progress has been the lack of a multi-year plan for completing regional level work tied to dedicated resources needed to ensure its full and timely implementation. SEFTC has taken the important steps of converting the RL RTP committee into its formal technical advisory committee, the Regional Transportation Technical Advisory Committee (RTTAC), and creating a SERPM subcommittee. The technical advisory committee was expanded in the process to add members from the three county transit agencies to the original MPO, SRFTA, District and RPC members. The updated checklist indicates the three MPOs are considering retaining a consultant for development of the 2035 RL RTP and support for activities of the RTTAC.

Recommendations

The following recommendations, in no priority order, apply to the Miami-Dade, Broward and Palm Beach MPOs.

- (1) Finalize the regional element constituting the initial RL RTP and incorporate it by amendment into the 2030 LRTPs for the three MPOs. Publish the element in a brochure format, as supported by SEFTC, to facilitate wider distribution and awareness of the element.
- (2) Coordinate the scopes of services for the 2035 LRTPs and lead development of the scope of services for the 2035 RL RTP through the RTTAC.
- (3) Promote and participate in regional visioning efforts in conjunction with development of the 2035 RL RTP.
- (4) Continue working with Districts Four and Six on the Southeast Florida Regional Planning Model to support development of the 2035 RL RTP and meet other multimodal demand forecast modeling needs.
- (5) Develop and implement a regional project prioritization process able to generate a single multimodal list of prioritized regionally significant projects for the tri-county region in coordination with all regional partners. This process is expected to incorporate TRIP project identification and prioritization (as subset of ranked projects) and evolve over time. It also is expected to be coordinated with individual MPO prioritization processes.
- (6) Expand efforts to identify public and private funding partners to leverage funds available for regional projects, particularly under the TRIP. Also, identify and pursue options and approaches for increasing funding available for regional projects.
- (7) Develop, publish and begin implementing a general regional public involvement plan designed to build public understanding and awareness of the tri-county region and regional transportation issues and opportunities. This plan, with current efforts as a foundation, should

provide for continuous and consistent engagement of the public and complement public involvement efforts conducted for specific projects (e.g., RL RTP development). In addition, the plan should be evaluated periodically for effectiveness and updated as warranted.

(8) Provide regular updates on regional planning and coordination efforts to MPO advisory committees and boards and post them on individual MPO web sites. Explore additional ways to increase MPO advisory committee interest and involvement in regional level efforts.

(9) Continue to work with the RPCs and other partners to develop and implement an overall strategy for improving the integration of transportation and land use in the tri-county region.

(10) Develop regional performance measures with regional and state partners that have a role in the regional transportation system, including as part of development of the 2035 RL RTP.

(11) Develop a five-year SEFTC work plan to guide the development activities of the 2035 RL RTP and other regional level efforts. Also, identify and secure the staffing, technical and other support needed to implement the work plan. In addition, use identical language for shared regional planning and coordination activities in the three Unified Planning Work Programs.

Districts Four and Six remain partners with the MPOs, ready to assist in the implementation of these recommendations by sharing and clarifying expectations, contributing expertise and providing technical support.