

Miami Urbanized Area / Transportation Management Area 2009-10 Regional Report

Prepared for the:
Miami-Dade, Broward, and Palm Beach
Metropolitan Planning Organizations
and Southeast Florida Transportation Council

Prepared by:
Florida Department of Transportation (FDOT)

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Appendix A: Miami Urbanized Area/Transportation Management Area

Document Acronyms:

Acronym	Definition
CAC	Citizens Advisory Committee
EPA	U.S. Environmental Protection Agency
FDOT	Florida Department of Transportation
FTP	Florida Transportation Plan
HUD	U.S. Department of Housing and Urban Development
L RTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
RCAC	Regional Citizens Advisory Committee
RL RTP	Regional Long Range Transportation Plan
RPC	Regional Planning Council
RPIMT	Regional Public Involvement Management Team
RPIP	Regional Public Involvement Plan
RTTAC	Regional Transportation Technical Advisory Committee
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEFRP	Southeast Florida Regional Partnership
SEFTC	Southeast Florida Transportation Council
SERPM	Southeast Florida Regional Planning Model
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TRIP	Transportation Regional Incentive Program
UZA	Urbanized Area

I. Introduction

This report documents progress made by the Miami-Dade, Broward, and Palm Beach Metropolitan Planning Organizations (MPOs), through the Southeast Florida Transportation Council (SEFTC), in addressing regional transportation planning in a coordinated, comprehensive, and continuing process. The tri-county region served by the three MPOs and SEFTC is shown in Appendix A. FDOT is a partner with the MPOs in the regional planning process, contributing expertise and providing technical support.

The MPOs' and SEFTC's regional planning efforts have continued to evolve and, as a result, major objectives have been achieved. Examples of the most current accomplishments include:

- Formal adoption of the first stand-alone Southeast Florida Regional Long Range Transportation Plan (RLRTP) for 2035 that includes associated regional goals, objectives and measures of effectiveness, with each MPO contributing \$150,000.
- Adoption and utilization of a single regional travel demand model for transportation planning;
- Establishment of a Regional Modeling Subcommittee where uniform technical approaches have been implemented.
- The three MPOs have also agreed to support a much larger regional effort to develop a seven-county (also including Monroe, Martin, St. Lucie and Indian River Counties) Regional Vision and Plan for Sustainable Development for 2060.
- South Florida East Coast Corridor Study Phases I and II – 85 Mile Alternatives Analysis through all three counties with each MPO participating at \$2,000,000. The MPOs have provided funding in varying amounts based on track distance for Phase III of the Study.
- Validation/development of the next version of the Southeast Florida Regional Planning Model (SERPM) – three-county model that will support the 2040 LRTPs – with the three MPOs contributing a total of \$450,000 towards the cost of this project.
- South Florida Regional Freight Plan – three-county freight plan that was funded \$100,000 FDOT, \$33,333 each MPO.
- Joint stakeholder participation in several cross-jurisdictional projects including:
 - Miami Urban Partnership Agreement/95 Express Bus/Bus Rapid Transit – Miami-Dade and Broward
 - I-75 Project Development & Environment (PD&E) Study – Miami-Dade and Broward
 - US 27 Freight Rail Feasibility Study – Miami-Dade, Broward, and Palm Beach
 - I-95 Managed Lanes Feasibility Study: Broward Boulevard to Donald Ross Road – Broward and Palm Beach
 - State Road 7 Mobility Studies – Broward and Palm Beach
 - State Road 7 PD&E Study (Sample Road to Glades Road) – Broward and Palm Beach

II. Background

As a result of the 2000 U.S. Census, the Miami Urbanized Area encompasses parts of Miami-Dade, Broward, and Palm Beach Counties. The MPOs for each respective County responded to the potential of consolidating into a single MPO by committing to develop and implement a coordinated planning effort resulting in, but not limited to:

- Regional long range transportation plan covering the tri-county region;
- Regional project prioritization process;
- Regional public involvement process; and
- Develop performance measures to assess the effectiveness of regional coordination efforts.

After several years of ad hoc coordination, the Southeast Florida Transportation Council was created, under Florida Statute Chapter 339.175, to serve as a formal forum for policy coordination and communication to carry out these regional initiatives agreed upon by the MPOs from Broward, Miami-Dade and Palm Beach Counties. An Interlocal Agreement between the MPOs was completed and the first SEFTC meeting was held in January 2006.

In 2006 and 2007, FDOT assessed the progress being made by the three MPOs in meeting their regional coordination commitments as part of annual state certification reviews. In 2008, it was decided to separate the regional reports from the certification review packages. On July 14, 2010, a regional meeting was convened to discuss the efforts made toward improving regional planning and coordination. Following that meeting, the three MPOs presented FDOT with a finalized updated regional report checklist, which can be viewed at http://www.seftc.org/regional_information. This regional report highlights the progress and achievements of SEFTC and the regional coordination efforts of the three MPOs as of December 2010.

III. Regional Long Range Transportation Plan

The regional process was greatly enhanced when SEFTC adopted a stand-alone 2035 RL RTP in 2010, which can be viewed at http://www.seftc.org/regional_information. The individual MPO 2035 LRTP updates provided the basis for the stand-alone regional document. During the development process, the MPOs agreed to the use of a single regional planning model and a Regional Project Management Team. Plan deliverables were vetted through the Regional Transportation Technical Advisory Committee (RTTAC).

Detailed improvements on regional coordination were also achieved, including the following:

- A more robust regional transportation network map was developed that addresses transit, highways and freight;
- The RL RTP was coordinated with other plans for the tri-county region (e.g., South Florida Regional Transportation Authority's Strategic Regional Transit Plan);
- A regional freight plan, with regionally prioritized freight projects, was developed collaboratively by the three MPOs and FDOT and incorporated into the RL RTP;
- Regional goals and objectives were developed that accomplished consistency with the eight SAFETEA-LU planning factors, compatibility with the 2035 LRTP goals for the three MPOs, applicability across transit and roadway modes, and functional application through quantifiable measures of effectiveness;
- Projects from the individual MPO LRTPs on the regional transportation network were compiled in 5-year increment periods in a 2035 Regional Cost Feasible Plan;
- The Regional Modeling Subcommittee was effective in developing the cost feasible 2035 SERPM network and will oversee the development of SERPM 7.0 for the 2040 long range transportation planning update cycle through a memorandum of understanding signed by the three MPOs and FDOT.

IV. Regional Project Prioritization

Two regional project prioritization efforts have been ongoing among the regional partners: one relating to the Transportation Regional Incentive Program (TRIP) and the other relating to the Regional Long Range Transportation Plan efforts. Below is a description of both ongoing, complementary efforts.

Transportation Regional Incentive Program (TRIP) Prioritization Process

The TRIP was established by the Florida Legislature specifically requiring that eligible projects be based on regional priorities. Through the coordination of SEFTC, the tri-county region process for TRIP project selection evolved to an objective ranking with adoption of an interim regional

prioritization process in 2007. This process was developed through the RTTAC (with consultant assistance from FDOT) and was used for the annual TRIP cycles for 2007 and 2008. It ranks regional projects using criteria organized into two tiers, with one addressing the cost-benefit ratio and the other addressing project-readiness and safety, multi-modal and regional connectivity benefits. There was no 2009 TRIP cycle. SEFTC submitted a list of candidate regional projects drawn from previously approved ranked lists for the comparatively small amount of funding available in the 2010 TRIP cycle.

Regional Long Range Transportation Plan (RLRTP) Prioritization Process

For the 2035 RLRTP prioritization process, efforts were undertaken to apply (similar to the TRIP prioritization process) an objectives-driven performance based approach. However, for the adopted 2035 RLRTP, a compilation approach was ultimately implemented where a subset of regional projects were identified in the three local MPO cost feasible plans and inserted into the RLRTP.

Overall, the regional prioritization process has evolved over the years due to regional coordination and collaboration efforts. The region continues to work together on the topic in order to identify strategic projects and funding opportunities.

V. Regional Public Involvement

Regional public involvement activities are included within the public involvement processes of the three MPOs. They also include regular meetings of the public involvement coordinators for the three MPOs, meeting as the Regional Public Involvement Management Team (RPIMT). The Regional Citizens Advisory Committee (RCAC), composed of members of the CACs for the three MPOs, typically meets annually. SEFTC has developed a logo and maintains a web site (www.seftc.org). Recent website enhancements include the addition of a subscription feature for notices of upcoming meetings. The website includes SEFTC plans and other documents, and improvements are made on a continuing basis.

The RPIMT completed a Regional Public Involvement Plan, which was approved by SEFTC in July 2008. The plan sets out a general structure for regional efforts and also covers particular projects. One such project was incorporation of 2035 RLRTP information into the public involvement processes conducted for the three MPO 2035 LRTPs.

VI. Regional Land Use Strategies

The MPOs' updated regional report checklist highlights multiple initiatives involving land use and transportation with participation by the RPCs and other partners. Notable initiatives include the State Road 7 Collaborative which involves municipalities on a multiple county basis and the 2060 visioning program.

Integration of transportation and regional land use strategies will be coordinated through local government comprehensive plans, RPC strategic regional policy plans, and other plans that address transportation and land use connections.

VII. Regional Performance Measurement

The RTTAC has initiated the development of a regional performance measurement system to be completed by July 2012. The system's purpose is to gauge the effectiveness of ongoing regional coordination efforts. The performance measures will cover both transportation system components as well as policy components in order to quantify how the enhanced regional planning and coordination efforts are leading to systematic improvements on the regional network.

VIII. Evolving Challenges and Opportunities

The three MPOs took a major step in 2008 when they retained a single consultant team (contract administered by the Palm Beach MPO) to develop the 2035 RL RTP. SEFTC has continued, working through the MPOs, to retain a consultant to provide meeting support and support regional planning activities.

Following established annual calendars for meetings, the RTTAC and SEFTC are known forums for consideration of studies and initiatives that are regional in scale or otherwise important to the region.

Studies of interest to the tri-county region served by SEFTC are noted below:

- The 2060 Florida Transportation Plan (FTP) was recently adopted as a plan for all of Florida. The FTP is organized into three sections: (1) key trends, issues and opportunities; (2) long range goals to guide the state's transportation decisions with objectives, strategies and indicators to support each goal; and (3) key actions to implement the plan with emphasis on transportation decision making, funding and finance, and progress tracking and reporting.
- The Southeast Florida Regional Partnership (SEFRP), covering the seven-county coastal area from Monroe County to Indian River County, was formed in early 2010 to pursue a grant through the U.S. Department of Housing and Urban Development (HUD), U.S. DOT and the U.S. Environmental Protection Agency (EPA) Partnership for Sustainable Communities. The partnership is developing an improved planning process for federal housing, transportation, and infrastructure investments to protect the environment, promote equitable development, and help address the challenges of climate change. The SEFRP was awarded a \$4.25 million grant to develop a 2060 regional plan for sustainable development, including a regional vision. Economic development and equity will be key themes.

IX. Recommendations

The following actions are recommended to continue the comprehensive and coordinated regional transportation planning efforts within the tri-county region served by the MPOs of Miami-Dade, Broward, and Palm Beach Counties.

Development and implementation of a Regional Long Range Transportation Plan for the tri-county region

- Continue development of the Southeast Regional Planning Model, in coordination with FDOT, to support regional long range transportation planning, travel demand forecasting, and meet other multimodal analysis needs.
- Develop an annually updated five-year SEFTC work plan to guide the timing and delivery of regional level work, including RL RTP implementation and updates, over time.
- Consider pursuing regional level greenway planning efforts.
- Continue efforts to identify public and private funding partners to leverage funds available for regional projects.

Development and implementation of a regional project prioritization process for the tri-county region

- Continue refinement of the regional project prioritization process.

Development and implementation of a regional public involvement process to build public understanding and awareness of the region and regional transportation issues and opportunities

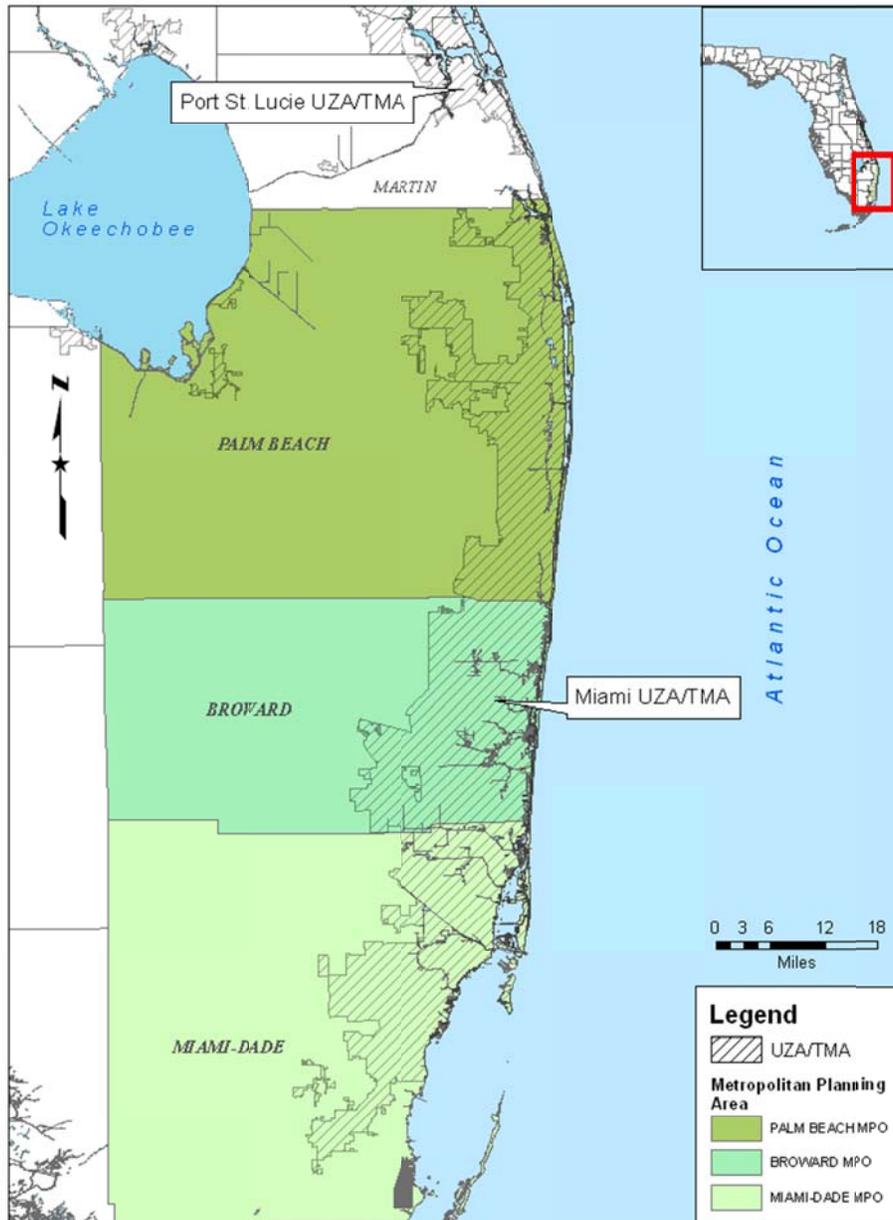
- Continue implementation of the Regional Public Involvement Plan. Add measures of effectiveness for regional public involvement efforts to the plan, and provide for periodic evaluations using those measures followed by plan updates as warranted.
- Maintain the Integrated Transportation Information System across the tri-county region.
- Implement user friendly websites throughout the region displaying current and future projects (example: Miami-Dade interactive TIP).
- Continue SEFTC web site maintenance and provide interactive opportunities for public input through the web site. .

Utilization of performance measures to assess the effectiveness of regional coordination efforts.

- Continue refinement of regional performance measures to evaluate the effectiveness regional coordination efforts by the MPOs. These results should reflect the RLRTP goals, objectives and measures of effectiveness and ultimately become part of a recurring monitoring system.

In addition to the four established regional commitments, the integration of transportation into regional land use strategies should continue to be considered through the participation of the MPOs in various initiatives or studies by the RPCs and other partners.

Appendix A: Miami Urbanized Area/Transportation Management Area



The metropolitan planning areas for the three Miami UZA/TMA MPOs match county boundaries, creating the Southeast Florida 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 5,547,051 in July 2009, a 10.8% 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, many major road and transit routes run north-south. The MSA is served by four railroad corridors, and has three international airports and four ports, three of which are deep water ports.