

SOUTHEAST FLORIDA
REGIONAL TRANSPORTATION PLAN



2045

Miami-Dade • Broward • Palm Beach

DRAFT



“Never doubt that a small group of thoughtful, committed people can change the world; indeed, it’s the only thing that ever has.”

-Margaret Mead, Anthropologist

POLICIES

Regional transit
with
supporting
infrastructure

New
revenue
sources

Complementary
land use

Flexible
revenue
spending

1. Regional transit with supporting infrastructure are primary long-term mobility objectives

- a. A regionally connected high-capacity transit system fundamentally changes Southeast Florida's mobility outlook. It is needed to move the amount of people we are anticipating.
- b. There will always be demand for auto travel and associated congestion but implementing a high-capacity transit system provides Southeast Floridians with viable and more reliable mobility.
- c. A safe, complete, and well-connected first/last mile system is needed to support the transit system.

2. Complementary land use is essential

- a. A major high-capacity transit investment in the region will not be successful without complementary land uses.
- b. A majority of new development should occur around existing and future high-capacity transit routes.
- c. Complementary land uses also make short walk/bike trips possible and further reduce the need for motorized transportation.

3. Creating flexibility within how our existing revenue resources are spent is vital

- a. The current State funding programs are too restrictive and do not allow for implementing transit investments in the manner needed to serve our rapidly growing urbanized area.
- b. Greater flexibility is needed with existing State funding sources so they may also be used to fund transit investments and other supporting infrastructure.
- c. Each dollar spent on transit will have greater impact on moving people than each dollar spent on highways.
- d. We must continue to operate and maintain our highway system.

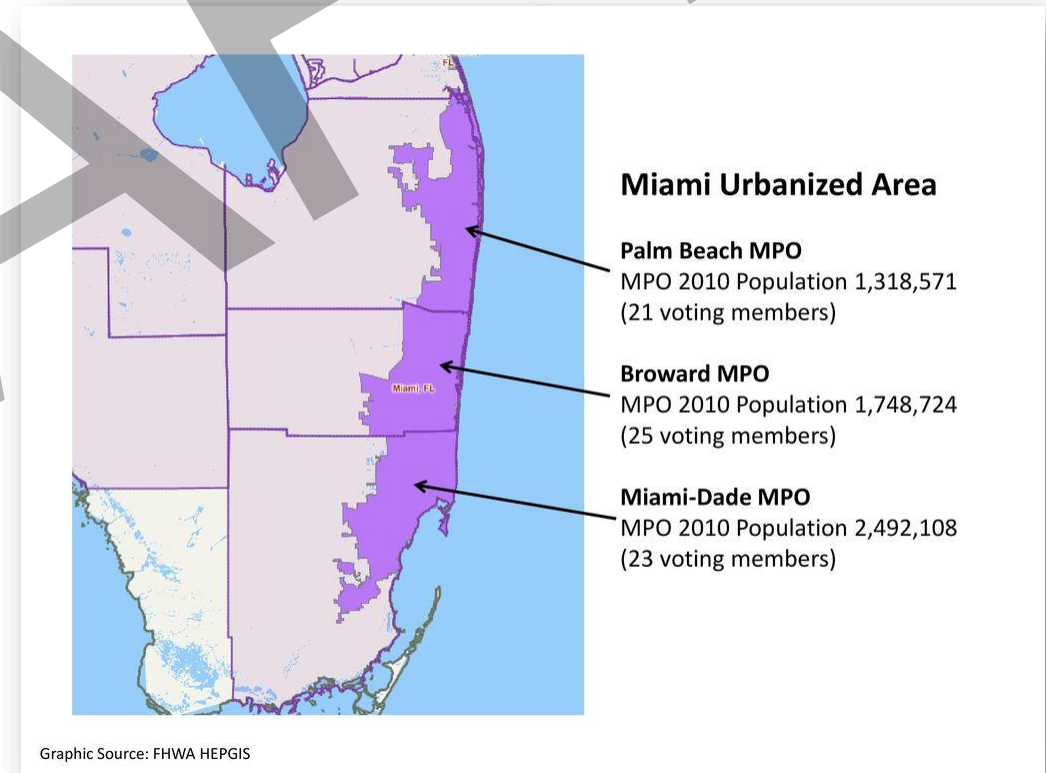
4. New revenue sources are necessary

- a. Our current revenue projections indicate we will not have enough funding to cover the cost of building, operating and maintaining the desired regional high-capacity transit system.
- b. We will need to seek additional funding sources at all levels (Federal, State, County and Local) to build, operate, and maintain the regional high-capacity transit system.

What is SEFTC?

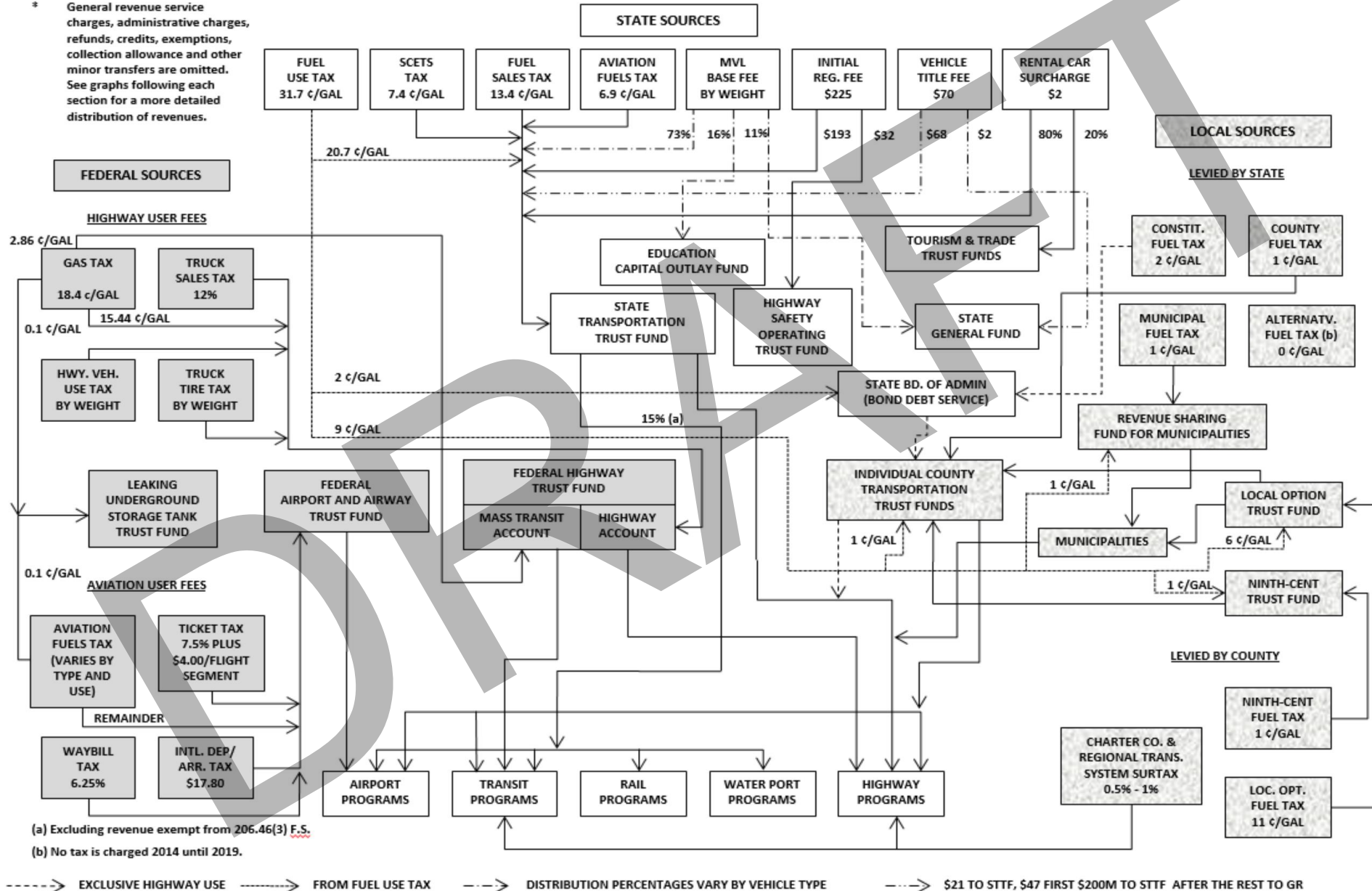


The Southeast Florida Transportation Council (SEFTC) is a formal partnership of the three MPOs all within the U.S. Census designated Miami Urbanized Area.



“Straightforward” analysis of programs and sources

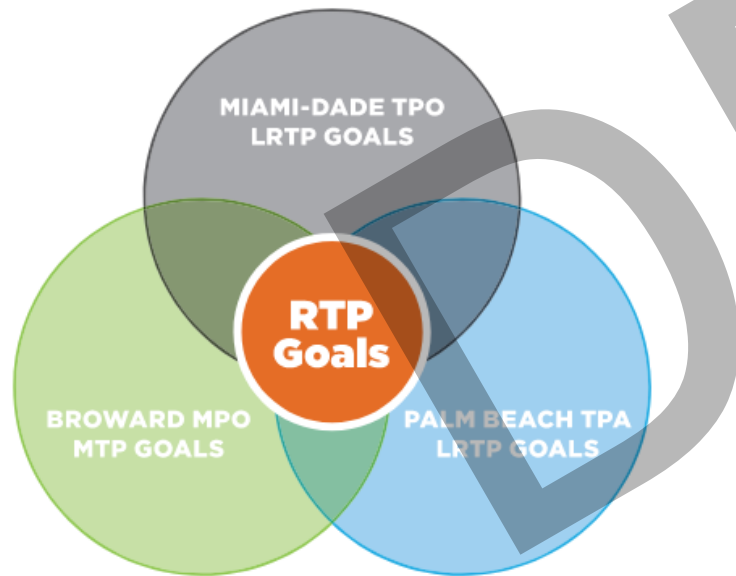
* General revenue service charges, administrative charges, refunds, credits, exemptions, collection allowance and other minor transfers are omitted. See graphs following each section for a more detailed distribution of revenues.



Goals, Objectives, and Performance Measures

2045 RTP VISION:

CREATE A SHARED REGIONAL TRANSPORTATION PLAN THAT IDENTIFIES REGIONAL, FUNDING, AND POLICIES THAT SERVE AND BENEFIT THE ENTIRE SOUTHEAST FLORIDA REGION



SUSTAINABILITY AND QUALITY OF LIFE

1. MULTIMODAL SYSTEM & LAND USE

Provide an accessible, efficient, and reliable multimodal transportation system that is well integrated with supportive land uses

2. HEALTH, ENVIRONMENT, & SAFETY

Protect the region's health and environment, and provide for a safer and more secure transportation system for the region's residents, businesses and visitors

3. ECONOMY

Optimize and expedite sound investment strategies to support an expanding regional economy

4. EQUITY & PUBLIC SUPPORT

Invest in publicly supported, equitable transportation options for all users, including low-income and minority neighborhoods, as well as the aging population



GROWING POPULATION



MISMATCHED INVESTMENTS



vs.



LAND USE LIMITS ACCESS



Planning for Different Future Scenarios



1. HIGH-CAPACITY TRANSIT NEEDS:

What regional-scale transit services are needed to accommodate the future growth anticipated for the region?



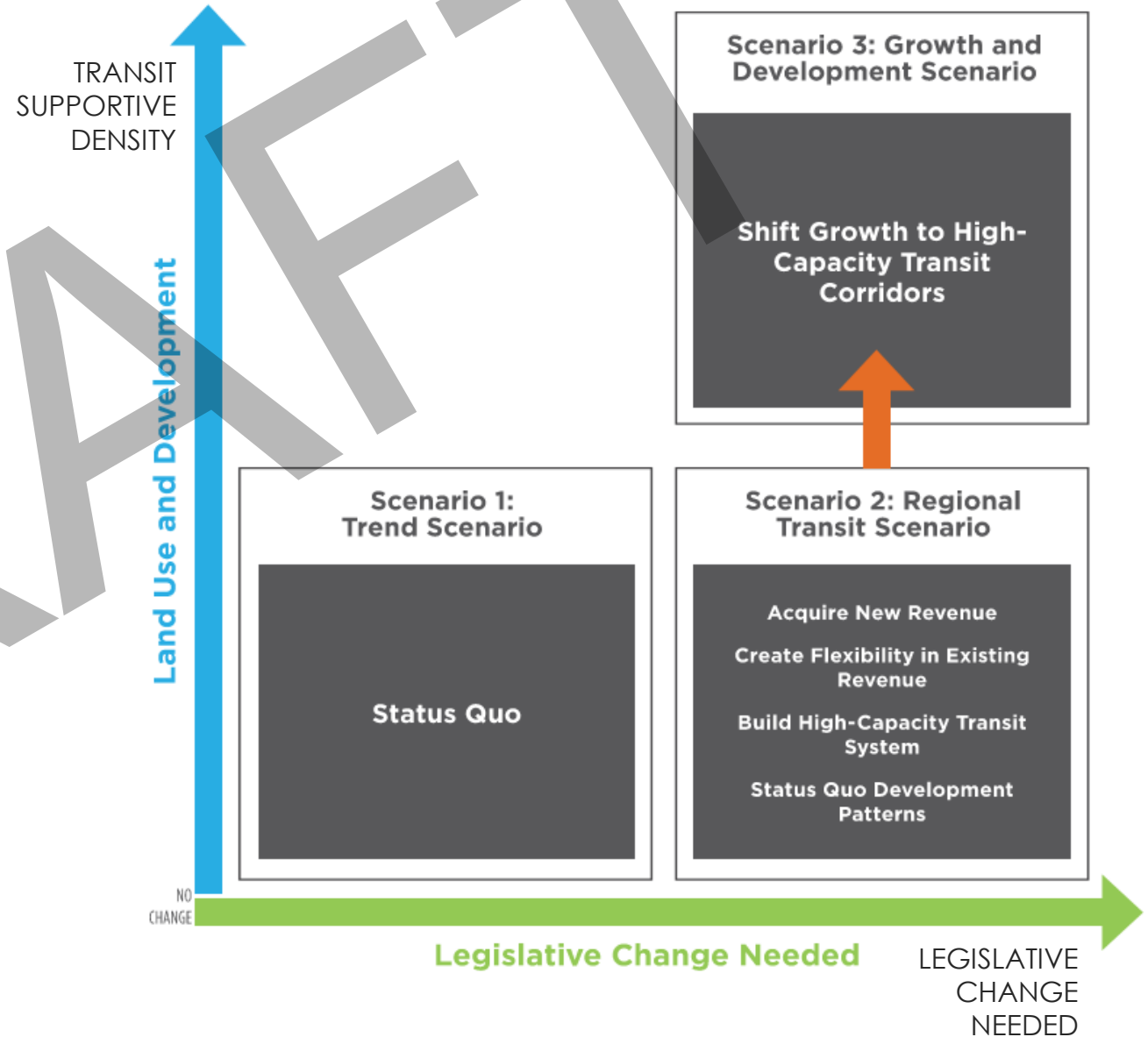
2. GROWTH AND DEVELOPMENT:

Are changes in development patterns necessary to complement regional high-capacity transit investments?



3. FINANCIAL AND LEGISLATIVE:

What changes to policy and legislation will allow for greater flexibility in how existing revenue sources are used? What new revenue sources can feasibly generate revenue for regional transportation infrastructure?



Scenario

Unchanged Future

Alternative Future



High-capacity transit system ridership

~190,000

Daily riders

~665,000

Daily riders



Walkable access to high-capacity transit from home



1 out of 20 people



7 out of 20 people



Walkable access to jobs from high-capacity transit

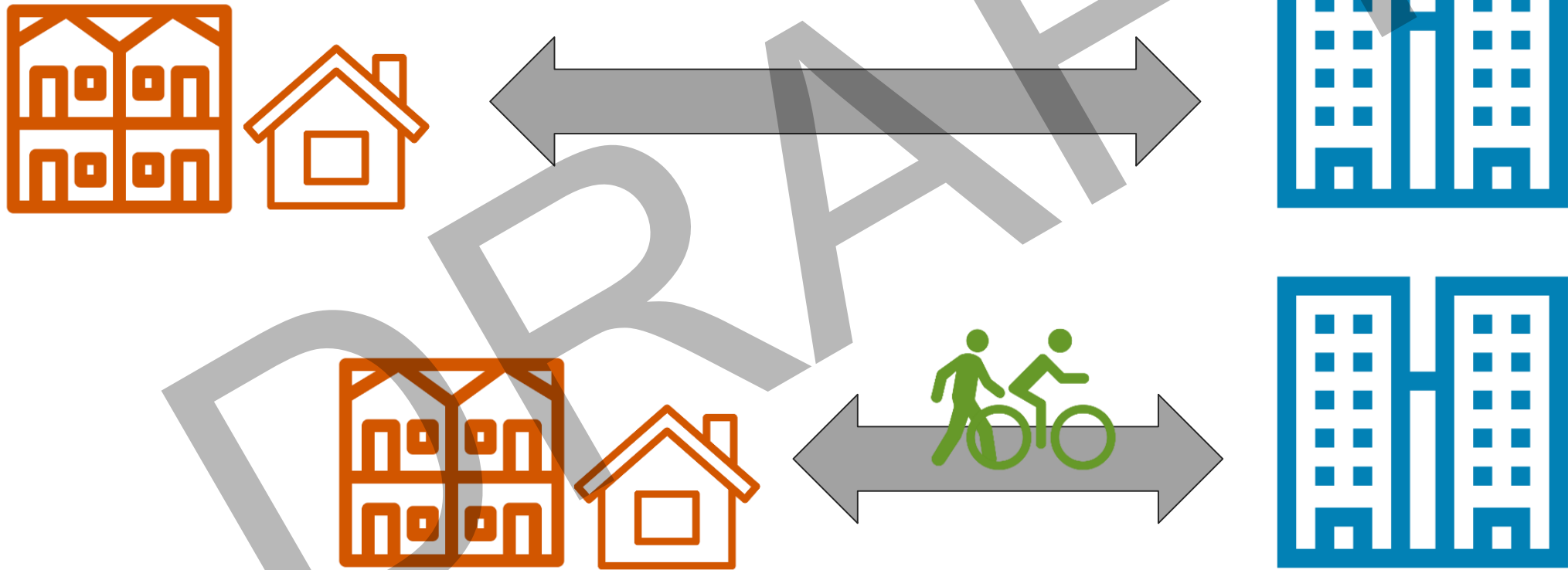


2 out of 20 jobs

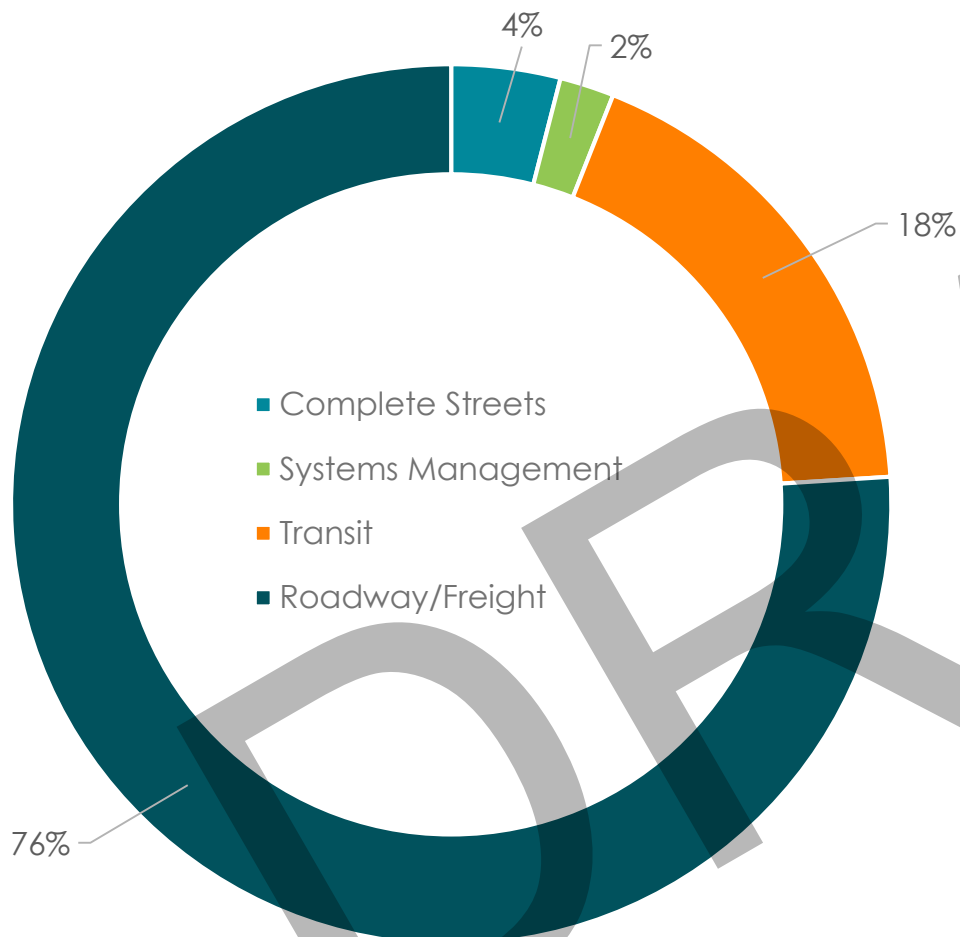


10 out of 20 jobs

**Closer origins and destinations =
More walk + bike trips**



Our Investment Decisions as a Region through 2045



HIGH-CAPACITY TRANSIT AND COMMUTER/ EXPRESS SERVICE ROUTE MILES ADDED

TRANSIT OPERATOR	2015	2045	CHANGE	PERCENTAGE DIFFERENCE
Commuter Rail	71	85	14	+19%
Urban Rail	24	35	11	+45%
BRT/LRT	0	149	149	+100%
Express Routes	328	465	137	+42%
TOTAL	424	735	311	+73%

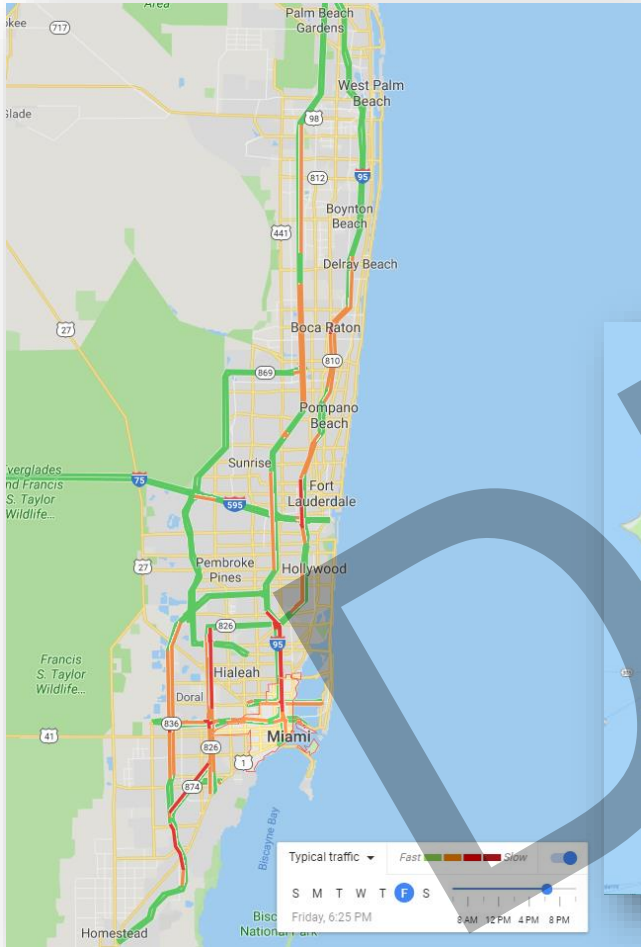
LANE MILES ADDED BY FACILITY TYPE

FACILITY TYPE	2015	2045	DIFFERENCE	PERCENTAGE DIFFERENCE
Limited Access	3,400	4,500	1,100	+33%
High Speed Arterials	8,600	9,100	500	+6%
Low Speed Roadways	4,000	4,300	300	+7%
TOTAL	16,000	17,900	1,900	+12%

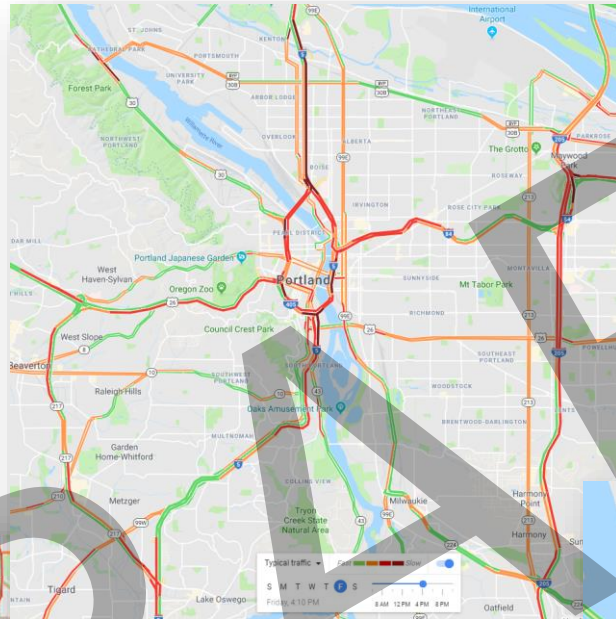
* Estimate does not include Miami-Dade DTPW existing transit O&M expenses of \$22.71B or Broward County's \$10.76B Sales Surtax

Southeast Florida vs. Regions with Transit

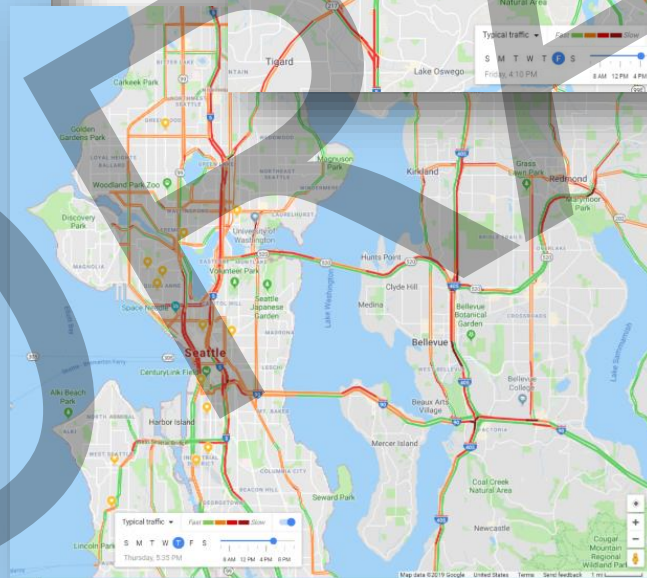
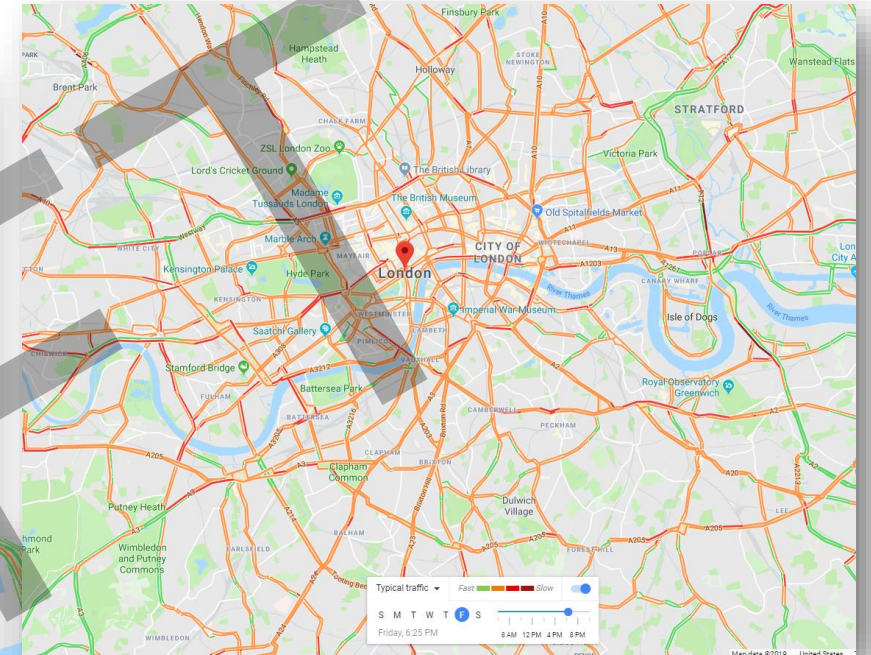
Southeast Florida



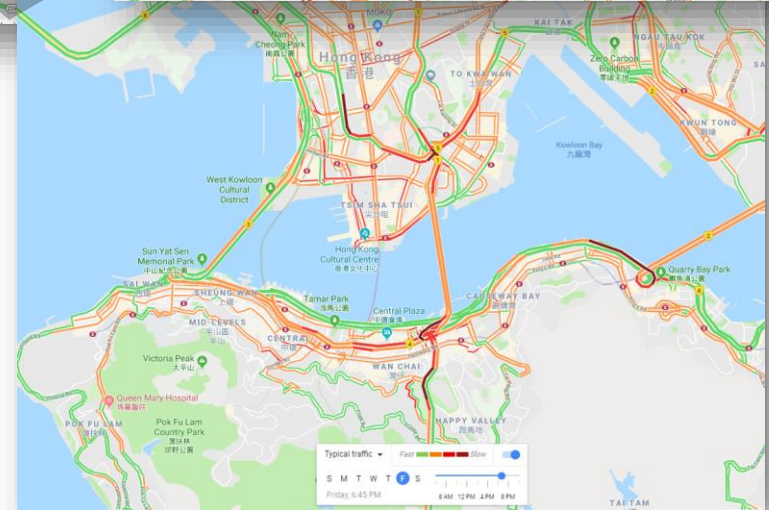
Portland



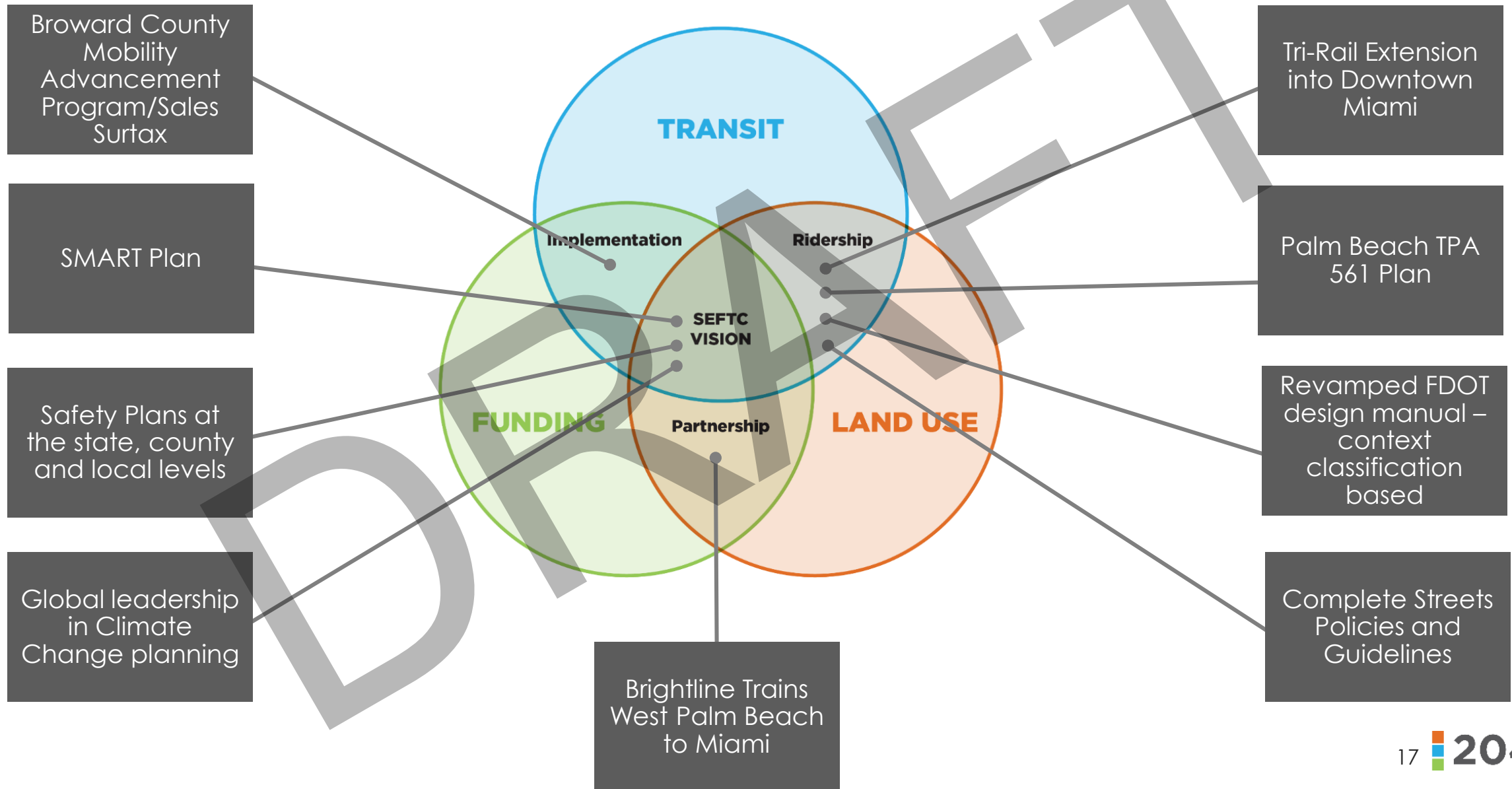
London



Seattle



We are making great strides towards achieving the Vision!



Questions?

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