

SOUTHEAST FLORIDA  **2045**
REGIONAL TRANSPORTATION PLAN
Miami-Dade • Broward • Palm Beach

SEFTC MEETING
AUGUST 7, 2020

2045 RTP TRACKER

COMPLETED ACTIVITIES

ADOPTION

GOALS

NETWORK

SCENARIOS TESTING & PROJECT RECONCILIATION

POLICIES &
REVENUE SUMMARY

REPORT

The 2045 RTP process began January 2018 and is scheduled for adoption August 2020

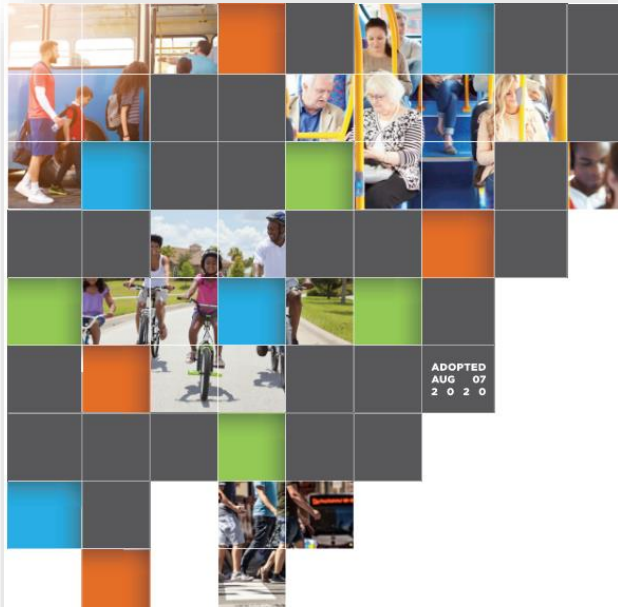
RTP VISION

Create a shared regional transportation document that identifies regional needs, funding and policies that serve and benefit the entire Southeast Florida region.

What Has Occurred Since February's SEFTC Meeting?

- Completed all Technical Memoranda
 1. Goals, Objectives and Measures of Effectiveness & Best Practices for Transit Supportive Regions
 2. Regional Multimodal Corridors Network
 3. Legislative and Funding
 4. Scenario Planning and Transit Propensity
 5. Financial Resources
 6. Travel Demand Modeling (and associated networks)
- Prepared, reviewed, and completed the RTP Final Summary Document
 - 15+ reviewers across 5 agencies

The 2045 Regional Transportation Plan...



ADOPTED
AUG 07
2020

SOUTHEAST FLORIDA
REGIONAL TRANSPORTATION PLAN
Miami-Dade • Broward • Palm Beach

2045



LETTER FROM THE CHAIR

Southeast Florida is home to over 6 million residents and is a top destination for travelers from across the globe. Our region is expected to grow by 1,000 residents each week over the next 25 years. As it is today, our transportation system is imbalanced and bursting at the seams. We're losing billions of dollars annually due to traffic congestion. The lack of well-connected transportation options impacts residents' access to jobs and visitors' access to local attractions, and ultimately deters businesses from coming to South Florida.

In these unparalleled times of pandemics and climate-fueled disasters, we must have a sense of urgency to transition our future to be more economically and environmentally resilient. Other regions have responded to challenges similar to those which we face, and in return, have experienced both significant economic growth and a better quality of life simultaneously. We deserve the same.

There's a solution, but it isn't wider roads. It's a different system. Through our coordinated long-range planning efforts, we have made great strides in identifying policies and transportation facilities and services that will strengthen our region and the competitiveness of our nation as a whole at the global scale. This document builds on the Miami-Dade, Broward, and Palm Beach Metropolitan Planning Organizations' 2045 long-range planning documents to create one unified voice. Together, the three counties' projects coalesce into a regional plan that will provide resilient and equitable transport for our residents, businesses, visitors, and the national economy.

In closing, this is our call to action to diversify our current mobility approach, connect to our land use planning, and create higher returns on investments for our economy and society. I ask that you join us in the pursuit to move people, create jobs, and strengthen our communities at MoveFloridaForward.com.

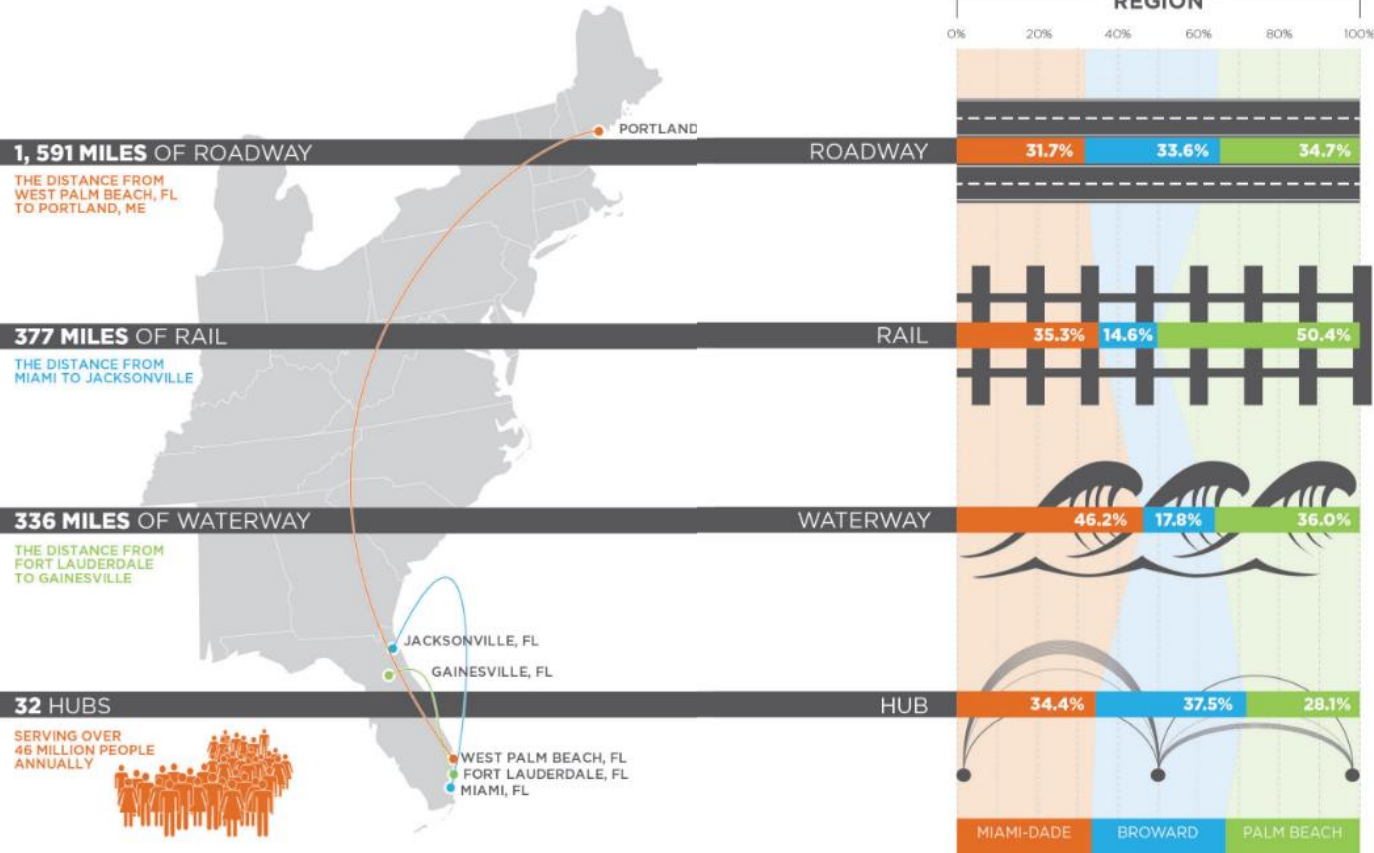
Oliver G. Gilbert III
Southeast Florida Transportation Council Chair
Miami-Dade Transportation Planning Organization, Chairman
City of Miami Gardens, Mayor

...a call to action.

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Defining “Regional” is the 1st Step



Goals, Objectives, and Performance Measures

2045 RTP VISION:

CREATE A SHARED REGIONAL TRANSPORTATION PLAN THAT IDENTIFIES REGIONAL NEEDS, 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



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

GROWING POPULATION



MISMATCHED INVESTMENTS



VS.

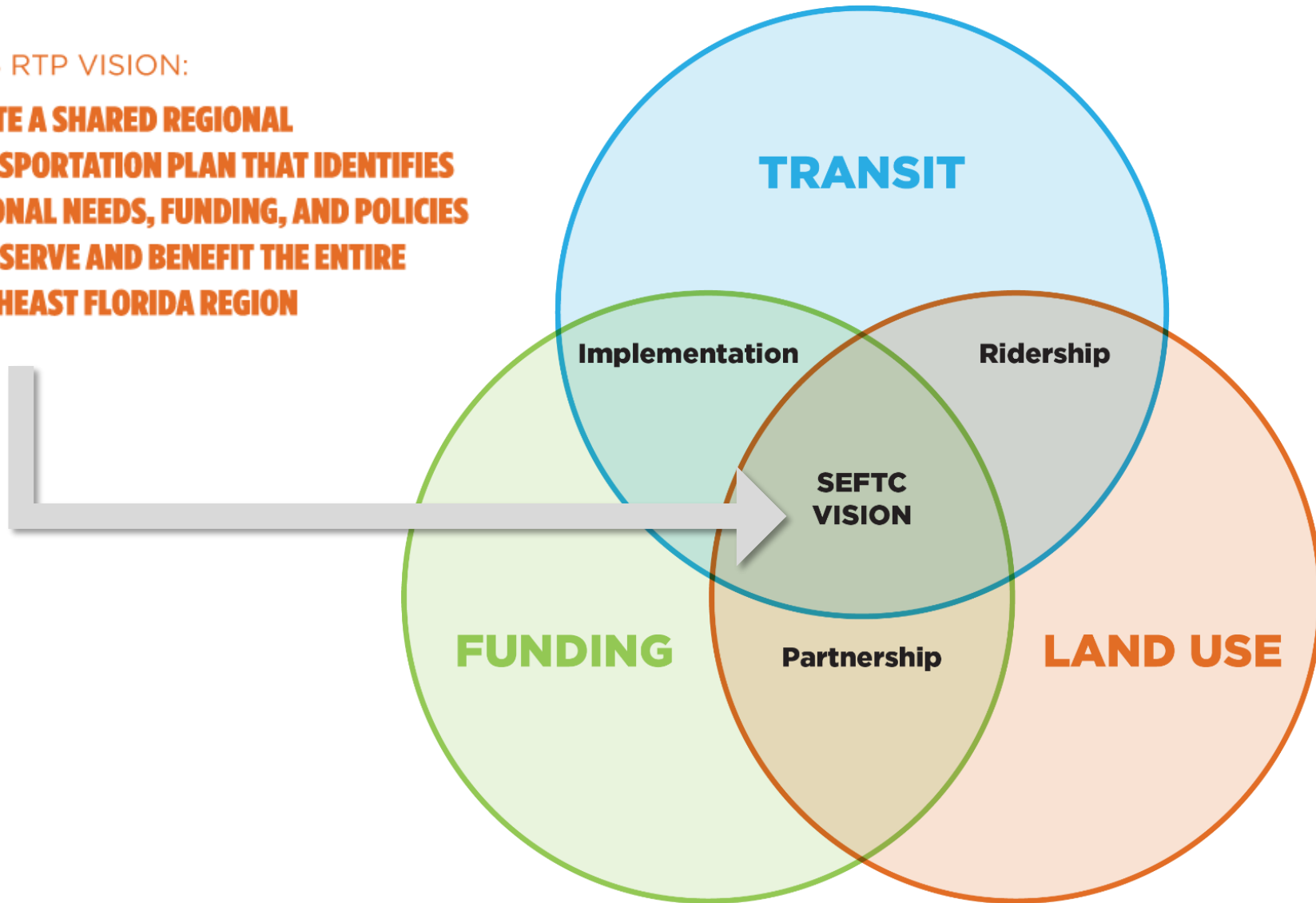


LIMITED ACCESS



2045 RTP VISION:

**CREATE A SHARED REGIONAL
TRANSPORTATION PLAN THAT IDENTIFIES
REGIONAL NEEDS, FUNDING, AND POLICIES
THAT SERVE AND BENEFIT THE ENTIRE
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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?



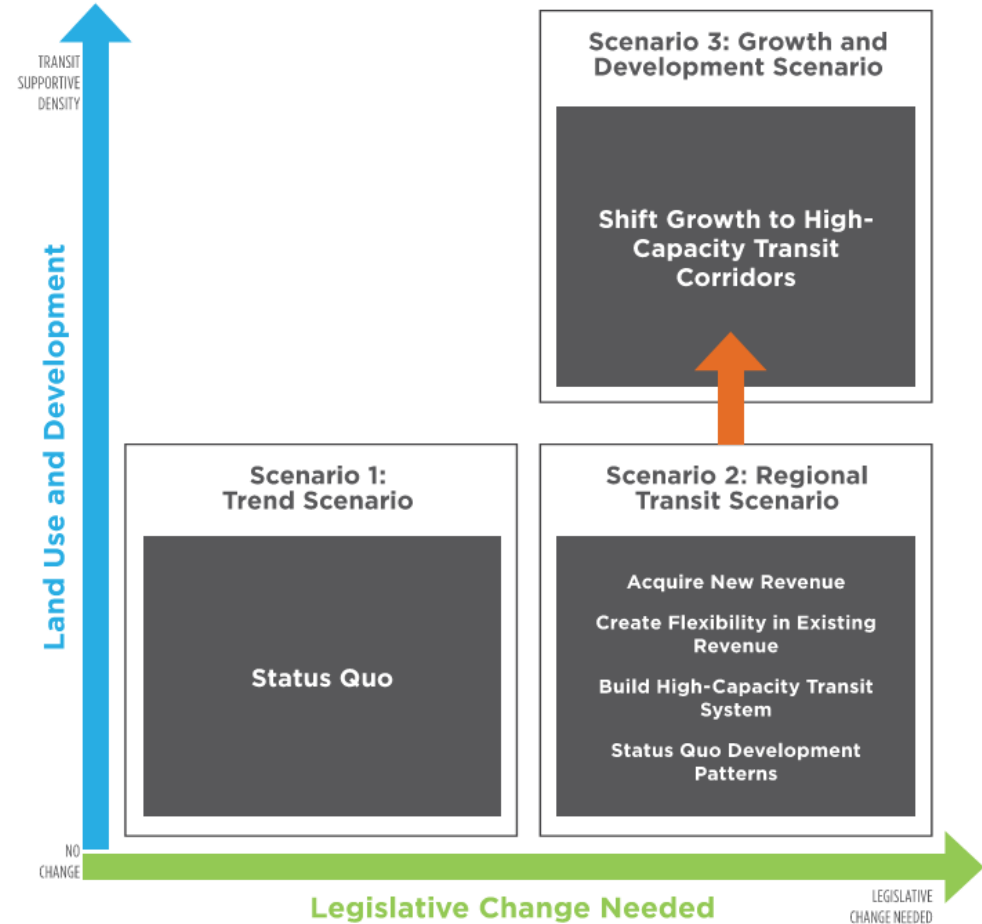
2. GROWTH AND DEVELOPMENT:

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

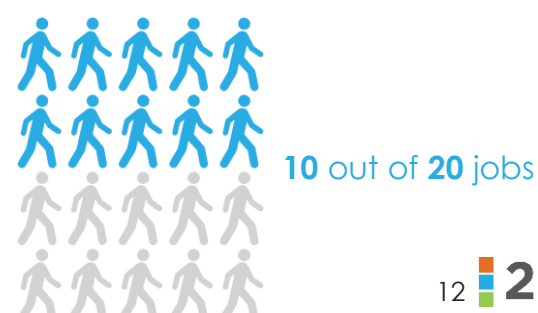
~665,000 Daily riders



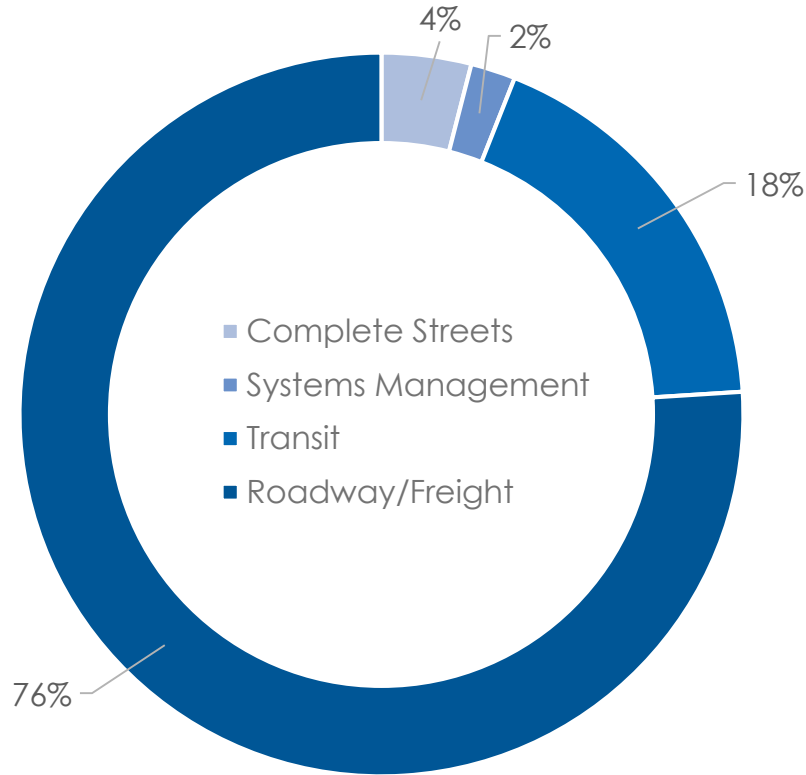
Walkable access to high-capacity transit from home



Walkable access to jobs from high-capacity transit



Our Investment Decisions as a Region through 2045



LANE MILES ADDED BY FACILITY TYPE

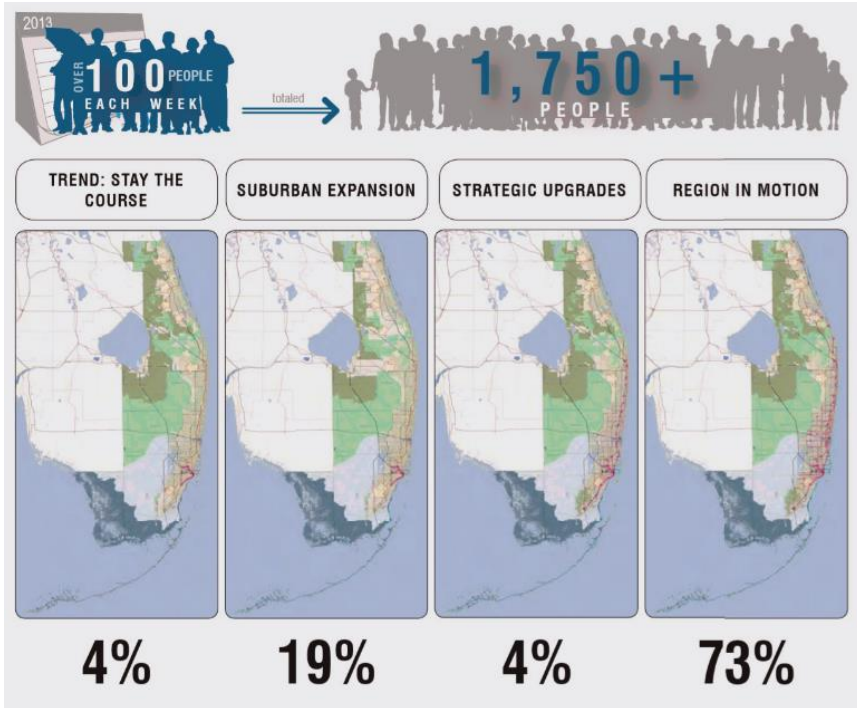
TRANSIT OPERATOR	2015	2045	CHANGE	PERCENTAGE DIFFERENCE
Commuter Rail	71	85	14	+19%
Urban Rail	24	35	11	+45%
BRT/LRT	0	149	149	+100%
Express Routes	328	465	137	+42%
TOTAL	424	735	311	+73%

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

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

In 2013 our region told us they wanted a different future...



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...and in 2020, we are hearing the same message.

MIAMI-DADE TPO PLAN PERIODS I-IV FUNDING ALLOCATION PRIORITIES

Transit and Transit-Supportive Infrastructure identified through the SMART Plan is the #1 priority.

BROWARD MPO FUNDING PROGRAMS AND POLICY ALLOCATION PRIORITIES

- 20% Roadway
- 10% Transit
- 15% Systems Management/Safety
- 25% Complete Streets & Localized Incentives
- 10% Mobility Hubs

PALM BEACH TPA MAJOR PROJECT PRIORITY ALLOCATIONS

- 13% Transit
- 73% Complete Streets/Pedestrian and Bicycle
- 14% Roadway

Funding Available for MPO Priorities

\$ Miami-Dade
\$912 million

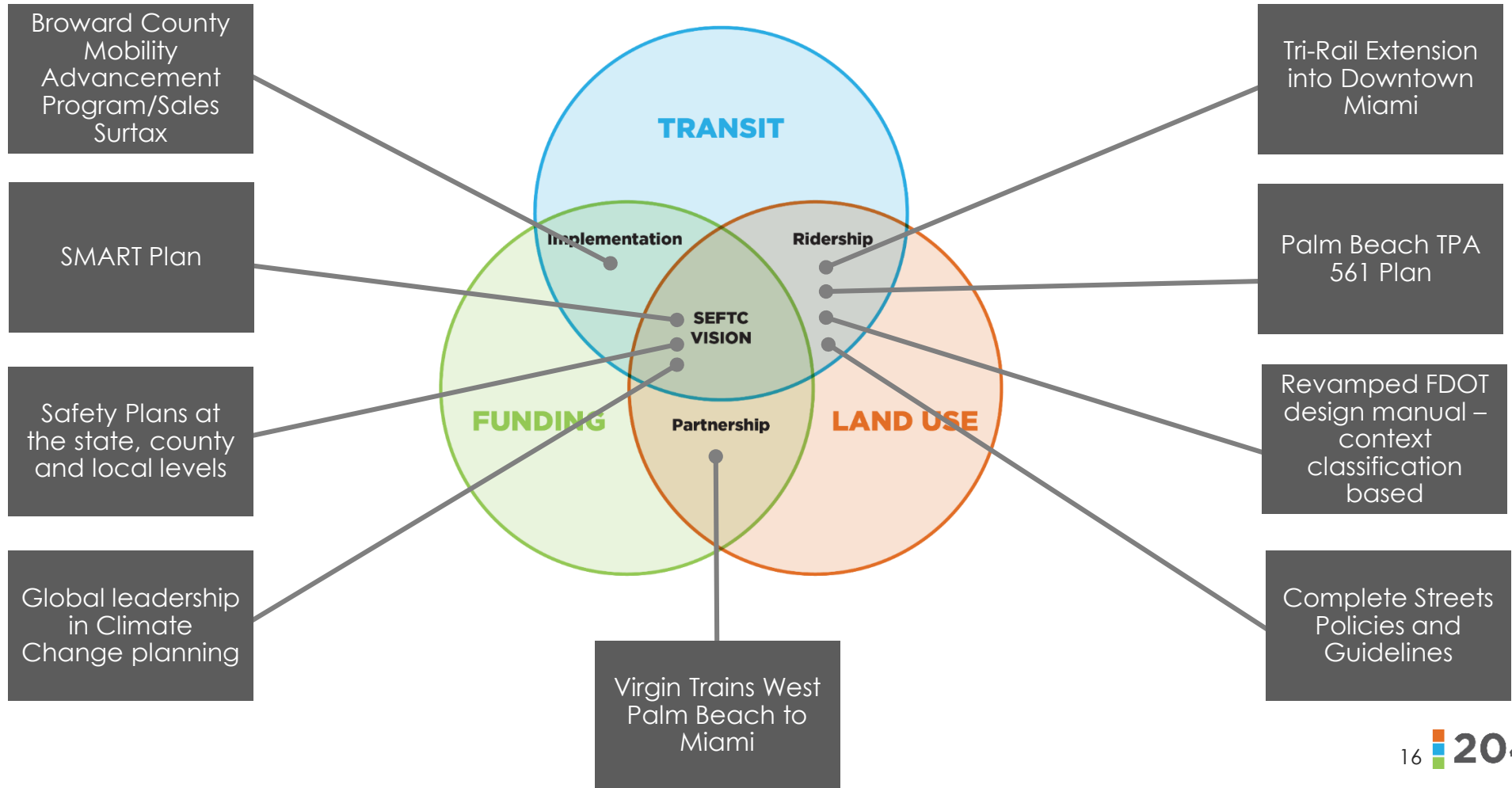
\$ Broward
\$538 million

\$ Palm Beach
\$462 million

The amount of funding the MPOs can influence the most is less than 5% of the total revenue available.

*Based on TMA/SU and
TA-TALU Funds 2025-2045

We are making great strides towards achieving the Vision!



POLICIES



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.

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