

Evaluation and Appraisal Report Task Force

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Infrastructure and Services Overview

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Concurrency (State Law)

- s. 163.3180, Florida Statutes (Concurrency)
- Sanitary sewer, solid waste, drainage, and potable water are the only public facilities and services subject to the concurrency requirement on a statewide basis.
 - If concurrency is applied to other public facilities, the comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide its application.
 - Infrastructure needed to ensure that adopted level-of-service standards are achieved and maintained for the 5-year period of the capital improvement schedule must be identified.

Concurrency

- CIE-3B. All development orders authorizing new, or significant expansion of existing urban land uses, shall be contingent upon the provision of services at levels which meet or exceed the adopted LOS standards.
- Level of Service (LOS) standards for the following services are outlined in the Capital Improvements Element.
 - Roadways
 - Mass Transit
 - Local Parks
 - Potable Water Supply
 - Sanitary Sewer
 - Solid Waste Disposal
 - Flood Protection
 - Public School Facilities



Capital Improvements Schedule

Capital Improvements Schedule – The capital projects needed to support growth are listed along with their costs, location, expected revenues and funding sources. This schedule is regularly adjusted to incorporate the latest changes adopted by the BCC and private developer commitments.



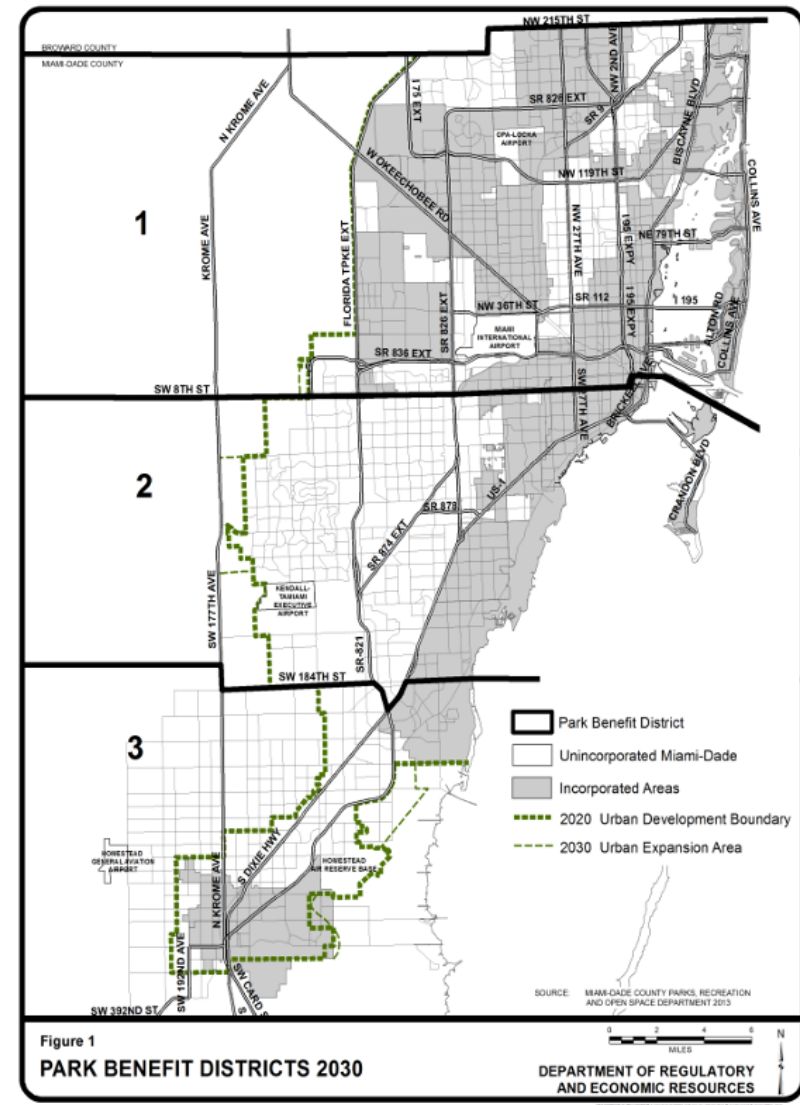
Airport South Terminal



PortMiami

Recreation Open Space LOS Standard

- **Level of Service Standard.** 2.75 acres of local recreation open space per 1,000 permanent residents in unincorporated areas (calculated for each Park Benefit District); and a County-provided, or an annexed or incorporated, local recreation open space of 5 acres or larger must exist within a 3 mile distance from the residential development.
- **ROS-4D.** The County shall continue to explore the use of special taxing districts and other dedicated funding mechanisms for the long-term provision and management of park and recreation open space and facilities, especially where they offer economic advantages to the County and residents.



Public Schools Level of Service

- The adopted level of service (LOS) standard for all Miami-Dade County public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) Capacity (With Relocatable Classrooms). This LOS standard, except for Magnet Schools, shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by the Miami-Dade County Public Schools. The adopted LOS standard for Magnet Schools is 100% of FISH (With Relocatable Classrooms), which shall be calculated on a districtwide basis.
- Implemented through an Interlocal Agreement between the County and MDCPS.

Solid Waste CDMP Policies

SW-2A. The County Solid Waste Management System, which includes County-owned solid waste disposal facilities and those operated under contract with the County for disposal, shall collectively maintain a solid waste disposal capacity sufficient to accommodate waste flows committed to the System through long-term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated non-committed waste flows, for a minimum of five (5) years.

SW-2B (in part). Except as provided by Objective SW-1 and the supporting policies, no development order authorizing new development or a significant expansion of an existing use shall be issued for any area of the County which is served by a solid waste facility which does not meet the standard in Policy SW-2A or will not meet these standards concurrent with the completion of the development.

Potable Water CDMP Policies

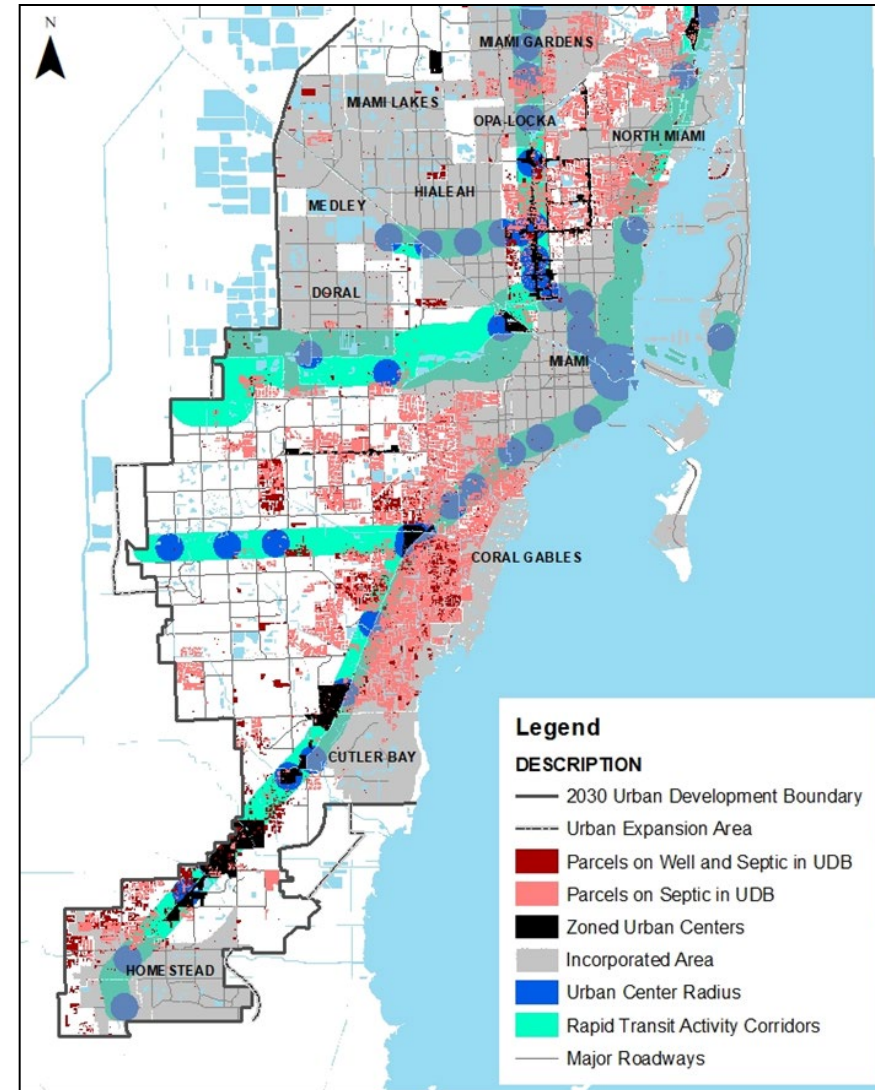
WS-6A (in part). Miami-Dade County will meet all water supply demands associated with new growth from alternative water supply sources, which may include: withdrawals from the Floridan Aquifer and the C-51 Reservoir Project, implementation of water conservation methods, and development of reclaimed and wastewater reuse strategies.

WS-6H. Applications with a projected water demand of one million gallons per day or greater shall be evaluated by the County's Water and Sewer Department to determine the feasibility of an alternative water supply project. Such projects may include the installation of a reverse osmosis plant, wastewater reclamation facility, reuse distribution system or on-site reuse system.

Urban Infrastructure

House Bill 1379 (2023) - For any development of more than 50 residential lots, whether built or unbuilt, with more than one onsite septic system per acre, the CDMP must consider the feasibility of providing sanitary sewer services within 10-years.

WS-4D. Anywhere that the use of existing private wells, interim wastewater treatment plants, or septic tanks pose a threat to the public health or the environmental integrity of Miami-Dade County, the County shall assert its authority to create a special taxing district to finance connections to the public water supply or to the public sewer system.



Sea Level Rise and Extreme Heat

LU-13E. The design, location, and development of infrastructure and buildings operated by or on behalf of Miami-Dade County shall include evaluation of sea level rise utilizing the Unified Sea Level Rise Projection presented below. Miami-Dade County shall develop a sea level rise checklist for use when analyzing County projects.

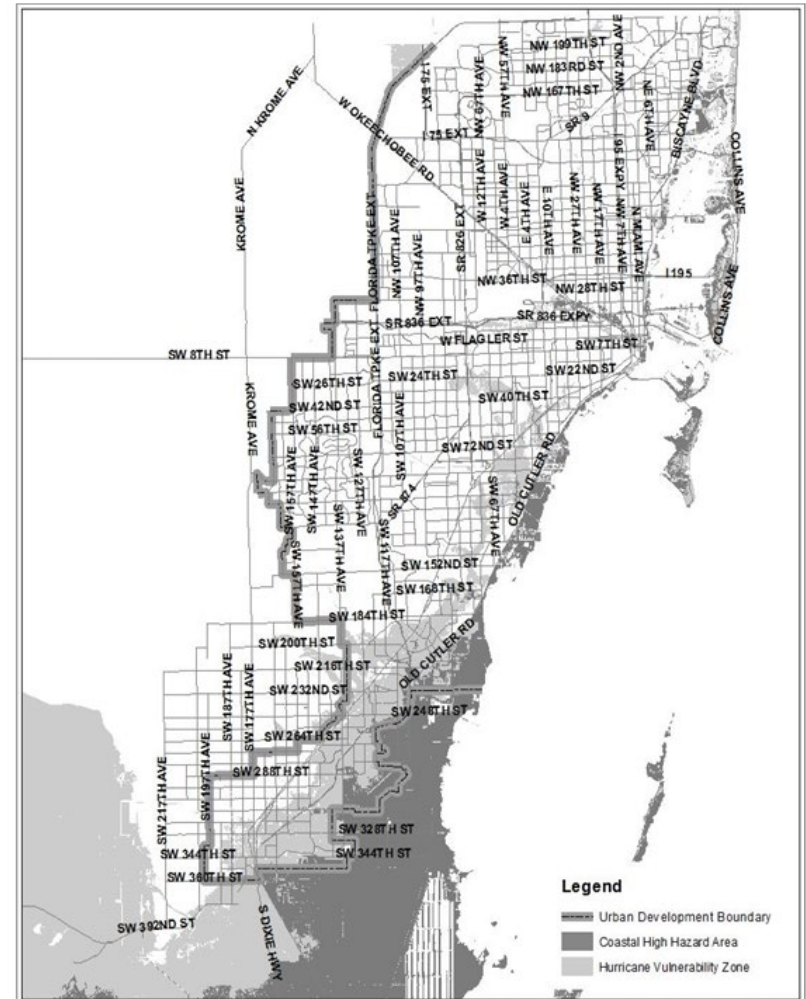
R-451-14 (in part). All County infrastructure projects, including but not limited to County building elevation projects, County installation of mechanical and electrical systems, County infrastructure modifications, and County infrastructure renovations shall consider sea level rise projections and potential impacts for fifty (50) years or the design life of the project, whichever is greater.

LU-10I. Miami-Dade County shall consider strategies to reduce the urban heat island effect which may include requirements for high albedo surfaces, porous pavement, tree canopy, and cool roofs.

CDMP Policies

Given the fundamental influences of infrastructure and service availability on land markets and development activities, the CDMP has since its inception provided that the UDB serve as an envelope within which public expenditures for urban infrastructure will be confined. (CDMP, Page I-84)

CIE-2B. Replacement or extension of infrastructure in coastal high hazard areas will be at or below existing service capacity except where such replacement or extension will improve hurricane evacuation time, mitigate storm damage, address an environmental hazard, or meet regulatory requirements.



Source: Florida Division of Emergency Management SLOSH data (2017)

Figure 13

AREAS SUBJECT TO COASTAL FLOODING

0 11,000 22,000
SCALE IN FEET

Transportation Concurrency

- Ensures roadway capacity is available concurrent with development impacts; it integrates land use and transportation.
- Based on Levels of Service (LOS) standards
- Miami-Dade LOS standards vary by roadway type, transit availability, and location of the project.
- It is a fundamental tool for responsible city planning. It ensures that new development does not outpace the capacity of essential public services and infrastructure
- By requiring that adequate facilities are available at the time development impacts occur, concurrency helps preserve the high quality of life that has been envisioned by the CDMP for the residents of Miami Dade County.

Growth Management

CHRONOLOGY OF GROWTH MANAGEMENT IN FL

- 1970s - Inception of Roadway Impact Fees
- 1985 - FL Growth Management Act introduces Concurrency
- 1992 - Ch.163 amended to allow TCEAs, TCMAAs, & LTCMPs
- 1999 - Introduction of Proportionate Fair Share Contribution & MMTDs
- 2005 - Proportionate Fair Share Mitigation
- 2009 - SB 360, eliminates state-mandated transportation concurrency requirements
- 2011 - The Community Planning Act made concurrency optional, changed calculation methodology, and allowed for the adoption of Mobility Fee Funding System

Transportation Concurrency

Concurrency Determination

- Compare projected traffic vs available capacity
- If LOS maintained → pass
- If LOS fails → mitigation required

Mitigation Options

- Proportionate share contribution
- Roadway improvements
- Signalization upgrades

Adopted Countywide LOS

SUMMARY MIAMI-DADE COUNTY TRAFFIC CIRCULATION LEVEL OF SERVICE STANDARDS

Peak Period* LOS Standards Non-SIS Roadways

Location	Transit Availability		
	No Transit Service	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit Service (Commuter Rail, Metrorail, People Mover, Bus Rapid Transit, Express Bus, or Enhanced Bus Service)
Outside UDB	LOS C-State Minor Arterials LOS C-County Roads and State Principal Arterials		
Between UIA and UDB	LOS D (90% of Capacity); or LOS E (100% Capacity) on SUMAs	LOS E (100% of Capacity)	120% of Capacity
Inside UIA	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity

SIS Roadways

SIS Facility	Location				
	Outside UDB	Inside UDB	Roadways Parallel to Exclusive Transit Facilities	Inside Transportation Concurrency Management Areas	Constrained or Backlogged Roadways
Limited Access Facilities	C	D [E]	D [E]	D [E]	Manage
Controlled Access Facilities	C	D	E	E	Manage

NOTES: LOS inside of [brackets] applies to general use lanes only when exclusive thru lanes exist.
 SIS= Strategic Intermodal System
 UIA= Urban Infill Area—Area east of, and including NW/SW 77 Avenue and SR 826 (Palmetto Expressway),
 and excluding the area north of SR 826 and west of I-95.
 UDB=Urban Development Boundary
 SUMA=State Urban Minor Arterial

Multimodal Mobility Impact Fee

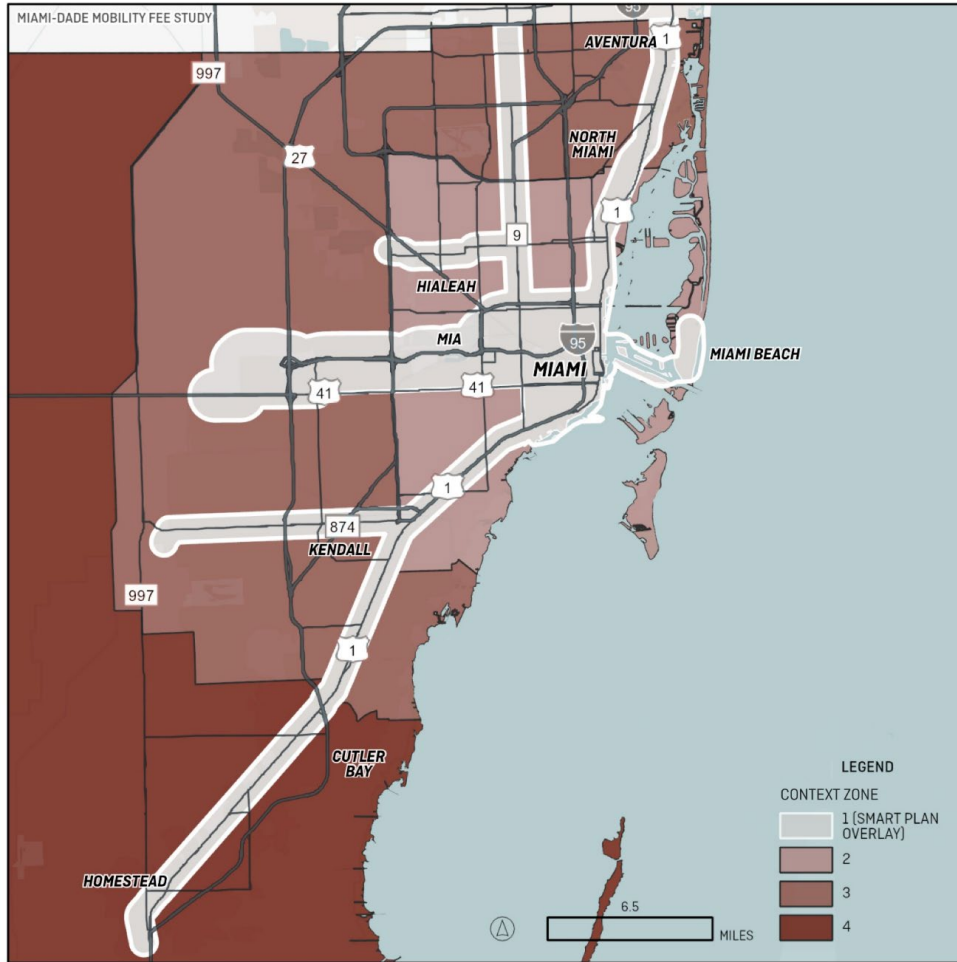
- The County enacted the Roadway Impact Fee in 1988, it limited expenditures to roadway improvements
- In 2024, County updated Roadway Impact Fee to Multimodal Mobility Impact Fee.
- Mobility Fee supplements funding across all travel modes
 - Roads
 - Transit
 - Bike
 - Pedestrian
- Reflects and reinforces growth management and transportation plans and policies
- Flexible in where and how the fees are spent
- Supplements funding for SMART Program Corridors, Trails (Underline, Ludlam, etc., Trolleys, etc.

Multimodal Mobility Impact Fee

Road Impact Fee and Mobility Fee comparison

Objective	Road Impact Fee	Mobility Fee
Supplement funding across all modes	Roads	Roads, transit, bike, pedestrian
Reinforce plans and policies	Urban infill area (in/out) Pedestrian oriented development (POD)	Context zones (SMART Program corridors and rings) POD
Spending flexibility (geography)	Revenues spent only within each of nine districts	Revenues spent within five district + adjacent districts
Spending flexibility (mode)	Transit with specific BCC approval	Revenues spent across all modes

Mobility Fee Context Zones



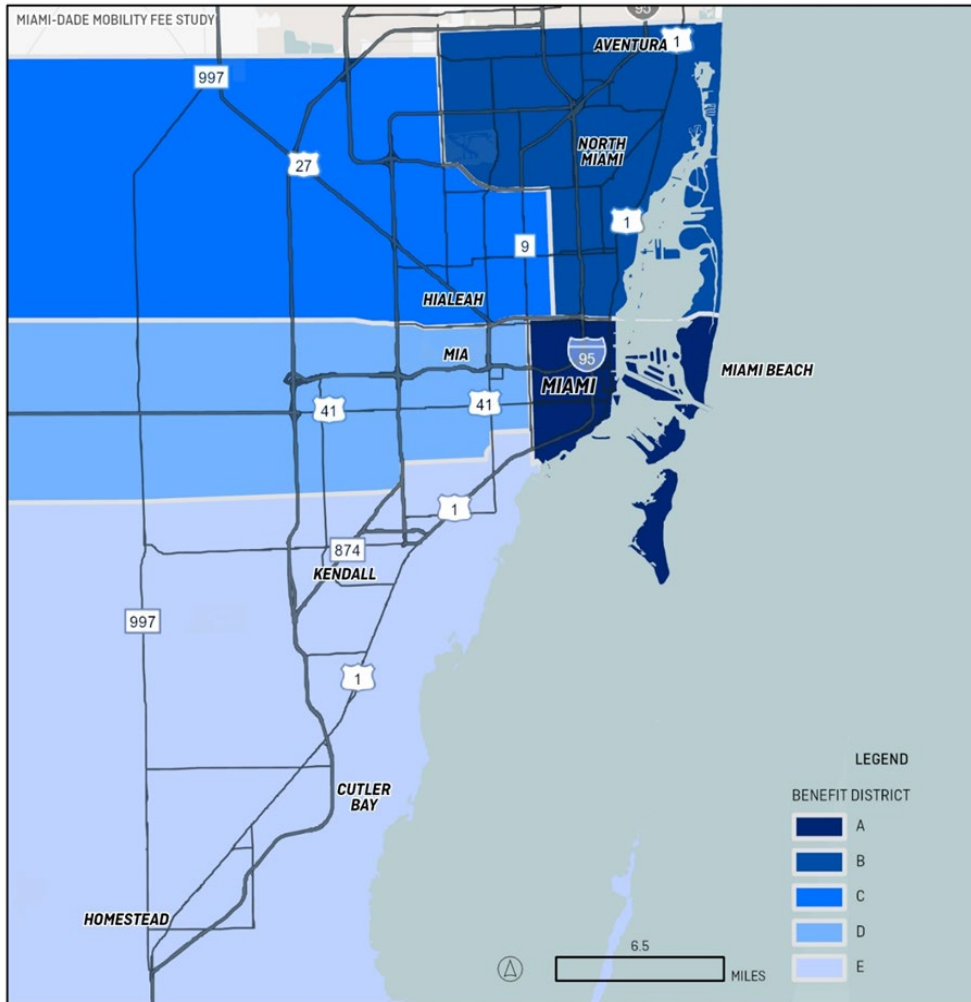
Context zones

- Unique travel demand (mode shares and trip lengths)
- The four context zones have been divided based on each having similar mode shares

Zones

- 1 – SMART Program Corridors
- 2 – Inner ring
- 3 – Middle ring
- 4 – Outer ring

Mobility Fee Benefit Districts

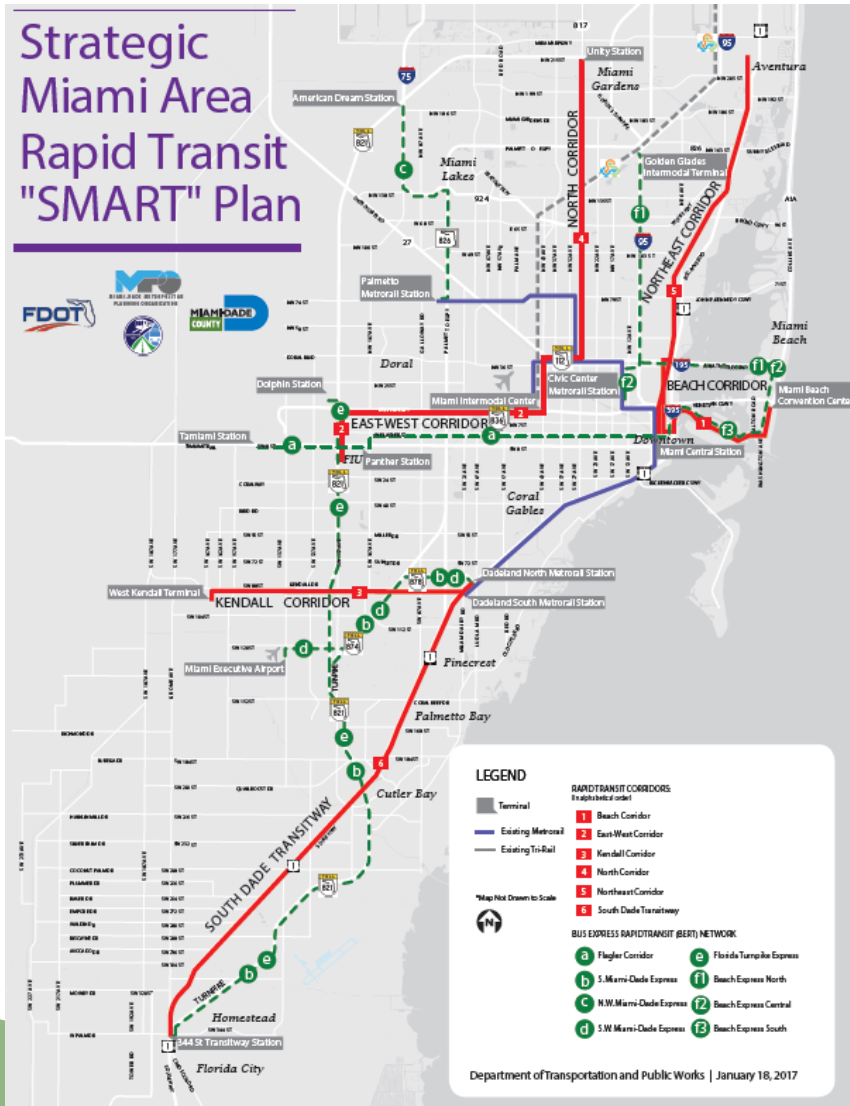


- District A – Downtown Miami, Miami Beach
- District B – Northeast, North Miami
- District C – Northwest, Hialeah
- District D – MIA Airport, US 41
- District E – South, Southwest, Homestead

- Benefit Districts are demarcated based on rational nexus, legal requirement
- Majority of trip origin-destination flows remains within each district
- Trip Origins: Location from which trips are generated
- Trip Destinations: Location where trips end

SMART Plan

Strategic Miami Area Rapid Transit "SMART" Plan



- SMART plan is comprehensive, proactive, and supports the future population and employment growth anticipated in our region
- The SMART Plan will expand transit options along six (6) critical corridors
- It includes a network of Express Buses, known as Bus Express Rapid Transit (BERT), which will connect the SMART rapid transit corridors on limited access facilities



Miami-Dade County Department of
Regulatory and Economic Resources,
Planning Division