



Regional Transportation
Technical Advisory Committee (RTTAC)

Meeting Agenda

November 9, 2011 – 1:30 PM

*South Florida Regional Transportation Authority Board Room,
800 NW 33rd Street
Pompano Beach, FL*

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- I** Call to Order
 - II** October 19, 2011 Meeting Notes
 - III** SERPM Modeling Status Report
 - IV** HUD Sustainable Communities Initiatives Grant Status Report
 - V** 2040 Regional Long Range Transportation Plan Scope
 - VI** SEFTC 5-Year Work Plan
 - VII** Performance Measures
 - VIII** Regional Report
 - IX** SEFTC Meeting-November 21
 - X** Other Business
 - XI** Next RTTAC Meeting – January 11
 - XII** Adjournment



Regional Transportation Technical Advisory Committee (RTTAC) ***October 19, 2011 Meeting Notes***

The following is a summary of the RTTAC meeting held on October 19, 2011.

MEETING TIME AND LOCATION

SFRTA, 1:30 p.m.

MEETING ATTENDEES

1. Randy Whitfield, Palm Beach MPO, rwhitfie@pbcgov.com
2. Wilson Fernandez, Miami-Dade MPO, Wilson@miamidade.gov
3. Paul Flavien, Broward MPO, Flavienp@browardmpo.org
4. Maria Batista, MDT, BPB@miamidade.gov
5. Nilia Cartaya, Miami-Dade Transit, cartayn@miamidade.gov
6. Jonathan Roberson, BCT, jroberson@broward.org
7. Phil Steinmiller, FDOT D6, phil.steinmiller@dot.state.fl.us
8. Chris Dube, FDOT D6, christopher.dube@dot.state.fl.us
9. Steve Braun, FDOT D4, steve.braun@dot.state.fl.us
10. Lois Bush, FDOT D4, lois.bush@dot.state.fl.us
11. Shi-Chiang Li, FDOT D4, shi-chiang.li@dot.state.fl.us
12. Larry Merritt, FDOT D4, larry.merrit@dot.state.fl.us
13. Joseph Quinty, SFRTA, quintyj@sfrta.fl.gov
14. Stephen Anderson, SFRTA, andersons@sfrta.fl.gov
15. Kim Delaney, TCRPC, kdelaney@tcrpc.org
16. Jessica Josselyn, Kittelson & Associates, Inc., jjosselyn@kittelson.com
17. Darryl dePencier, Kittelson & Associates, ddepencier@kittelson.com
18. Franco Saraceno, Gannett Fleming, fsaraceno@gfnet.com

MEETING NOTES

The following is a summary of the key points discussed at the meeting. The comments have been organized by agenda topic. Underlined text highlights deadlines/schedules/and motions.

I Call to Order - Randy Whitfield called the meeting to order.

II July 13, 2011 Meeting Notes - The meeting minutes were approved with no changes.

III SERPM Modeling Status Report

Shi Chiang Li gave an overview of a SERPM 7.0 meeting held Monday, October 17th. He stated that at this stage the group is focusing on the model computations and that this would be the primary effort for the next three months. The key piece is to pull all the data together so that in the spring of 2012 they will have a prototype completed so that model structure issues can be identified by a review team. In May/June of 2012, the model will be calibrated/validated. Monthly progress reports are planned for throughout the project in addition to biweekly meetings between the DOT and consultant project managers. Randy Whitfield asked who was handling the data component; Shi Chiang Li stated that his group would be responsible for and preparing the 2010 base model and data needs.

Wilson Fernandez stated that the microanalysis zones are due to PB by the end of the month.

Wilson Fernandez then discussed the modeling subcommittee. He let the group know that the tentatively planned for October meeting hadn't occurred. Prior to the next meeting he wanted the RTTAC's thoughts on how the subcommittee should function from this point forward (i.e., how does the subcommittee interact with the SERPM 7.0 working group, what is the group responsible for in terms of SERPM 6.7, etc.). It was stated that the DOT has been in close contact with FTA in terms of getting the current model to acceptable levels for project work (such as the FEC). Wilson stated that he will work on preparing an agenda for the next subcommittee meeting which he hopes to occur if not in November then by the end of the year. He stated the date and agenda will be set and prepared by the next RTTAC meeting on November 9th.

Wilson Fernandez also discussed how the current MPO modeling support consultant (Cambridge Systematics) can be used to assist with current modeling activities. In particular, he noted some need with the transit network coding on the new baseline network that was not part of the SERPM 7.0 scope. It was noted that the group should outline what Cambridge can assist with under the remaining funds in the contract. Wilson stated that piece of information should be clarified by November 9th.

Regarding the new network being built, Shi Chiang Li stated to Wilson Fernandez that it should be available within the next couple weeks if he is interested in seeing it. Shi Chiang Li stated that issues will arise that his subconsultant will not be responsible for that the RTTAC Modeling Subcommittee will be responsible for. He stated that as the issues arise, he will alert the committee who will then determine appropriate next steps.

Wilson asked that Shi-Chiang Li prepare a summary stating what the SERPM 7.0 consultants are responsible for versus the MPO's. He requested deadlines also be a part of the summary. Randy Whitfield asked that the summary and deadlines be shared among the three MPOs for review and confirmation.

Wilson Fernandez stated the microanalysis zones are due to the SERPM 7.0 consultant by the end of the month (others heard by November 12th, but the date was not confirmed). He

also suggested that if funding is available, Cambridge Systematics could do the quality assurance/quality control check of the work.

IV HUD Sustainable Communities Initiatives Grant Status Report

It was rescheduled for the next RTTAC meeting.

V 2040 Regional Long Range Transportation Plan Scope

Randy Whitfield opened the discussion stating that he prepared a draft scope for the team for discussion. His draft started from the 2035 scope and was adjusted based on feedback received to date from various partners. He stated that the group needs to determine where they intend to go with the scope sooner rather than later because the scope is scheduled for advertisement early next year.

A discussion occurred regarding the 2040 data sets that will need to be prepared. The two alternatives include: (1) the 2040 data is prepared by the 3 MPO's and handed off to the HUD team to then develop their 2060 data set with the understanding that the 2040 plans data will not be revised or (2) that the HUD team develop their 2060 data set (including their preferred scenario) and hand that off to the MPO's for use in the RL RTP and LRTP's.

Individual thoughts/statements included:

- Shi-Chiang Li felt that the HUD team should come up with one single 2060 SE data set for the region. From there, the MPO groups would take the year 2060 recommended scenario (SE and land use data) and adjust for 2040 planning purposes. That adjustment would then become the horizon year for the regional and local 2040 LRTP efforts. If this process was agreed to, then the MPO's would have to be a part of endorsing the 2060 HUD team data sets prior to being handed off for 2040 planning purposes.
- Wilson agrees philosophically but isn't comfortable relying on the conclusion of a separate process which the MPO's do not have direct supervision or control over. He is concerned whether the HUD team has the capacity to undertake such a large activity for each one of the LRTP's.
- Lois Bush noted that the HUD team has three working groups made up of the MPO's. She stated the HUD team knows the critical linkages and that they will get back to the RTTAC regarding whether or not they are able to prepare the datasets in the appropriate timeline and quality.
- Wilson Fernandez stated as another option that the MPO's prepare the 2040 datasets as they have in the past and hand those off to the HUD team for them to use in their 2060 dataset development.
- Phil Steinmiller agreed with Wilson Fernandez' approach.
- Randy Whitfield stated he is concerned with preparing datasets twice. He only wants the MPO to have to prepare one dataset, regardless of who prepares it and when. As long as the plan is completed in a timely manner and additional funds are not needed for redundant activities.
- Kim Delaney stated that the HUD group is aware of the critical timing issues and that discussions are underway to determine appropriate next steps.

In summary, Randy Whitfield stated that by November 7th, Dover Kohl will be under contract. By that point in time, the RTTAC will know if, how, and when the datasets will be prepared. That information will be summarized and reported back to the RTTAC on

November 9th. Randy Whitfield asked Kim Delaney to contact Dover Kohl and ask that they contact each MPO regarding the scope needs and assumptions.

After it was discussed that additional discussions with Dover Kohl and the MPO's I needed further discussion occurred regarding the 2040 RL RTP scope. Those discussion points are summarized below.

- Phil Steinmiller would like additional time to look at the scope in detail prior to commenting.
- Wilson Fernandez stated it is his belief that the scope will be substantially different from the previous 2035 RL RTP scope.
- Phil Steinmiller stated that the group needs to start big picture and gain consensus there first, prior to discussing the details. Once the group agrees conceptually on an approach, then the details can be added.
- Randy Whitfield stated the scope currently is just something to start with and that the group can adjust it as needed and agreed to between now and when it is finalized.
- Lois Bush noted that time is of the essence because the RL RTP scope will dictate the LRTP scopes and the UPWPs.
- Rather than Dover Kohl calling every MPO individually he stated that he prefers sending them the MPO concerns/comments via writing and that Dover Kohl can respond in writing.
- Steve Braun stated that he agrees with Wilson's approach – that the RTTAC group should decide the needs for their products, not the HUD team.
- Randy Whitfield stated that it appears most are comfortable doing the data task themselves as individual MPO's and not having the HUD team prepare the information. However, he stated that his MPO does not want to prepare data sets twice and that the HUD and LRTP's should be using the same data set.
- Phil Steinmiller asked if the z data needs adjustments in order to meet the needs of the ABM implementation. Shi-Chiang Li responded that nothing substantially changes between the current model z-data needs and the ABM z-data needs. The only difference is that we will have more classifications in the job types. Also, there will be more behavioral sides to the variables. He stated that the PB team will work closely with MPOs to make sure we end up with a final dataset that meets the needs of the ABM model.
- Wilson Fernandez referred the group to a flow chart graphic he produced that illustrates his understanding of the Regional LRTP process and how it connects with the local LRTP processes. He was looking for input on the graphic and suggested the group gain consensus on the big picture/framework prior to proceeding with details.
- Lois Bush stated she would check with Jeff Weidner on the freight plan component.

In the second conclusion to the discussion, Randy Whitfield asked the group to review the 2040 RL RTP scope and send comments to him by November 1st.

VI SEFTC 5-Year Workplan

Randy Whitfield stated he prepared a rough draft of the 5-year SEFTC workplan for the group to review and comment on by November 1st. Lois Bush stated that Regional TIP and Regional Funding should be items considered for inclusion in the workplan.

VII Performance Measures

Randy Whitfield opened the discussion on the performance measures topic reminding the group that this is an activity the region is required/responsible for conducting per the interlocal agreement. He emphasized that the activity is to measure and track coordinate and that the region is not required to measure system performance as a region.

Darryl dePencier from Kittelson & Associates walked the group through the Task A Memorandum that summarizes interviews of other MPO agencies in the nation regarding coordination measurement. In summary, the research determined that other agencies throughout the country are not measuring coordination and that Florida would be ahead of the curve if we do this process.

Jessica Josselyn then walked the group through the sample annual report card. She clarified that the report card would track the RL RTP system performance measures identified and adopted in the 2035 cycle while also still tracking coordination. The coordination piece of the report card would solely focus on the pieces outlined in the SEFTC Interlocal Agreement.

All comments received were positive. Kim Delaney stated she would share with Jessica some objectives related to tracking 'green' activities within an area. Jessica asked that the group prepare comments and send them to her and Randy by November 1st.

VIII Other Business

No other business was discussed.

IX Next RTTAC Meeting – November 9

The next RTTAC meeting is scheduled for Wednesday, November 9, 2011.

X Adjournment

The meeting was adjourned by Randy Whitfield.



MEMORANDUM

TO: RTTAC Members

FROM: Randy M. Whitfield, P.E.
Director Palm Beach MPO

DATE: October 19, 2011

RE: **HUD Sustainable Communities Initiative Grant Status Report**

The regional planning councils are moving forward with the process to develop a 2060 Regional Vision Blueprint (RVB) for seven counties in Southeast Florida. The consultant selection process ranked a team led by Dover, Kohl and Partners as the first choice. The consultant is scheduled to attend to provide an overview and tentative schedule of activities. There will also be a discussion of the work groups involved in developing the Blueprint. Further information will be provided at the meeting.

Staff Recommendation: For information purposes.

RMW/eer



MEMORANDUM

TO: RTTAC Members

FROM: Randy M. Whitfield, P.E.
Director Palm Beach MPO

DATE: November 9, 2011

RE: **2040 Regional Long Range Transportation Plan Scope**

The committee is continuing its discussions for preparation of the 2040 Regional Long Range Transportation Plan (RLRTP). Based on the discussions, the attached draft Scope of Services was distributed with the previous meeting package for review and comment. No significant comments were received. The attached schedule shows the proposed timing of the various planning activities in the region but will change with refinement.

A major concern is the development of the socio-economic data and the relationship with the HUD study discussed under another item on the agenda. A representative from the SFRPC who has been involved with the South Florida Economic Forecasting Partnership will attend to discuss demographic forecasts at the county level and needs for the Regional Blueprint. Discussion among the MPOs has addressed input from other plans and studies (i.e. public transit, freight). A Regional Transportation/Transit System Master Plan and a Regional Freight Study have been mentioned in conjunction with the 2040 Plan effort. A draft scope is under development for the transit plan and will be distributed shortly. A Regional Freight Summit is scheduled for November 18 and will help define the freight planning activities to be considered in the Plan process.

Further discussion and coordination is needed prior to completion of the Scope. Identification and allocation of resources is also needed.

Staff Recommendation: For discussion purposes.

RMW/eer

Attachments

2040 Regional Long Range Transportation Plan for Southeast Florida

Scope of Services

The 2000 Census combined portions of Miami-Dade, Broward, Palm Beach, and Martin counties into the Miami Urbanized area. Following this designation, FDOT and the three counties agreed to maintain the three MPOs and their transportation planning processes to be coordinated through regional activities to address mobility of people and goods in Southeast Florida. The Southeast Florida Transportation Council (SEFTC) was created by the three MPOs to coordinate and carry out the activities necessary to meet the regional transportation planning needs. The Regional Long Range Transportation Plan for Southeast Florida (RLRTP) is the tool linking the three county Metropolitan Planning Organizations (MPO's) long range plans together into one vision. In 2010, SEFTC adopted the 2035 Regional Long Range Transportation Plan for the region. This document provides a set of highway and transit improvements for the region developed in coordination with the respective local long range transportation plans using local and regional costs and revenues.

SEFTC is now initiating an update of the adopted 2035 RLRTP to extend the planning horizon to 2040. The RLRTP will include the following components:

- A Transportation Network that consists of public transit, highways, bikeways, and greenways for the movement of both people and goods.
- Transportation Demand Management (TDM) measures that reduce demand on the transportation network, such as carpooling, telecommuting, vanpooling, and other innovative programs.
- Transportation System Management (TSM) measures that maximize the efficiency of the transportation network, such as signal timing, freeway ramp metering, and auxiliary lane projects.
- A financial plan that lays out the funding sources and mechanisms required to implement the strategies of the RLRTP.
- A transportation system performance evaluation that lays out the ability of the proposed strategies to address our challenges.
- A Strategic Plan that identifies additional strategies and projects beyond the Cost Feasible Plan for further exploration if and when the possibility of additional funds become apparent in the future.

The planning efforts will be closely coordinated with local LRTP updates underway during the same time frame as well as other regional planning efforts impacting the transportation system of Southeast Florida. To ensure coordination with the three county 2040 LRTP updates, an integrated set of tasks will be established for this project including the following elements:

- coordinated regional visioning activity,
- goals objectives and measures of effectiveness consistent with local plan updates,
- public involvement activities conducted in conjunction with local plan public involvement activities, and

- regional travel demand model activities
- coordinated regional transportation needs and revenue projections with local plans.

Preparation of the regional plan will be a collaborative effort that incorporates the tasks conducted for the three county LRTP's and consolidates these activities into one document. This approach will require continuous interaction with the three county plans related to travel demand projections, agency and public outreach, and development of regional needs. A Regional Consultant will be retained to carry out the identified tasks in this Scope to prepare the 2040 RL RTP and other activities in support of regional transportation planning efforts for the Southeast Florida area.

Roles & Responsibilities

The Regional Consultant is responsible for completing the coordination, technical support, and documentation described in this Scope of Work. The Regional Consultant will collaborate with the SEFTC, the Regional Transportation Technical Advisory Committee (RTTAC) and any subcommittees on the strategic direction of the RL RTP, **support facilitation of the RTTAC**, prepare and make presentations to the Southeast Florida Transportation Council (SEFTC), coordinate technical and public involvement activities with local MPO staff, coordinate modeling efforts with FDOT District IV and local MPO staffs, and provide direction, oversight, quality assurance, and quality control of all Regional Consultant work.

The SEFTC is the decision-making body for the RL RTP. The SEFTC is responsible for establishing the vision, goals, and objectives of the RL RTP; approving the Cost Feasible Plan, the Finance Plan; and, adopting and implementing the RL RTP. The Regional Consultant will support the SEFTC by preparing and presenting interim and final RL RTP products for review, approval, and adoption.

A Regional Contract Manager will be identified to oversee the 2040 RL RTP preparation and facilitate interaction between the Regional Consultant and the various stakeholders in the development of the RL RTP. The RTTAC will serve in a technical advisory role to the SEFTC. Key interim deliverables and the draft RL RTP will be vetted with the RTTAC before being completed and/or presented to the SEFTC for action. The RTTAC will also serve in a coordination role between the RL RTP, the MPO LRTPs, and any other planning effort of significance to the region. RTTAC members will review all materials provided in advance of meetings, regularly attend all meetings, provide timely responses to action items resulting from the meeting summaries, and collaboratively work with the Regional Consultant to successfully complete the RL RTP.

Under this scope of work, the Regional Consultant will perform the following tasks for the RL RTP for Southeast Florida:

- 1.0 Project Management
- 2.0 Schedule Coordination
- 3.0 Project Initiation & Document Assembly & Review
- 4.0 Southeast Florida Regional Vision Blueprint

- 5.0 Goals, Objectives, Measures of Effectiveness and Performance Measures
- 6.0 Regional Public Involvement
- 7.0 Regional Modeling
- 8.0 Regional Revenue
- 9.0 Regional Needs Plan
- 10.0 Regional Cost Feasible Plan
- 11.0 Regional Corridors Plan
- ~~12.0 Regional Transit Capacity and Quality of Service~~
- ~~13.0 Regional Interim Plans (2015, 2020, 2025, and 2030)~~
- 14.0 Staffing support
- 15.0 Documentation
- 16.0 Meetings

Tasks 1 through 16 are discussed in further detail on the following pages.

1.0 PROJECT MANAGEMENT

The purpose of this task is to ensure the timely and satisfactory completion of the RL RTP and coordinate it with the local MPO LRTPs. This will be accomplished through collaboration of the Regional Contract Manager and the Regional Consultant Project Manager, as they oversee and direct the work performed by staff, consultants, and decision-makers. The Regional Contract Manager and the Regional Consultant will communicate on a frequent basis, through meetings, teleconferences, and emails. Each will be working to support the other to plan and implement the scope of work and incremental steps to successfully complete the project.

The Regional Consultant will manage and conduct the consultant services for the 2040 RL RTP for Southeast Florida under the direction of the Regional Contract Manager and in accordance with the budget allocation by task that is mutually agreed to for this project. Budget allocations by task are provided as estimates only and not strictly binding.

2.0 SCHEDULE COORDINATION

The Regional Consultant will obtain local MPO LRTP project schedules from appropriate RTTAC members and combine them into a Master Schedule that lists the project milestones, meetings, and deliverables and represents how regional and local plan activities will be coordinated. The Regional Consultant will also obtain project schedules for other relevant study activities underway in the same time frame which may include freight planning, transit planning and the Regional Vision Blueprint preparation. The Regional consultant will identify complementary tasks in the various planning efforts to avoid duplication and to coordinate activities and schedules. The Regional Consultant will also identify potential scope and/or schedule conflicts, develop suggested solutions, and present these to the Regional Contract Manager and the RTTAC for resolution and clarification.

3.0 PROJECT INITIATION & DOCUMENT ASSEMBLY & REVIEW

The purpose of this task is to initiate interactions between the Regional Consultant and RTTAC and establish the planning premise and set of key assumptions upon which the RL RTP is to be based. The Regional Consultant will compile and review documents that pertain to the regional transportation system and existing and forecast travel activities in the three-county area. State and federal requirements for regional long-range transportation plans will be reviewed as a part of this task. Other documents may include, but are not limited to, airport master plans, seaport master plans, inland port study, SFRTA strategic transit system plan, transit operating data, local and statewide freight and goods movement studies, local transit development plans, SFRTA Strategic Transit Plan, congestion management plans, and available Regional Vision Blueprint material. The Regional consultant will also review regional activities related to climate change in the Southeast Florida Regional Climate Change Action Plan and energy conservation planning by the Gold Coast Clean Cities Coalition.

The documents will be reviewed and summarized by the Regional Consultant, in terms of regional impact and relevance to the RL RTP. The Document Summary will also include any potential conflicts among the studies or inconsistencies that must be addressed and resolved by the RTTAC.

The Regional consultant will meet with the RTTAC to initiate the overall project; review the Master Schedule, key milestones, and roles and responsibilities; and, discuss the Document Summary. The RTTAC will work to determine the appropriate means of resolving the identified conflicts and inconsistencies for the purposes of the RL RTP.

The Regional Consultant will prepare and deliver a Summary of Assumptions and Actions, as an outcome of the RTTAC meeting that describes the actions to be taken by specific agencies to ensure consistency with the RL RTP. The Regional Contract Manager will distribute the Summary of Assumptions and Actions to each agency that is responsible for timely implementation of these actions.

Finally, the Regional Consultant will provide the Regional Contract Manager with a RL RTP Checklist that summarizes the state and federal requirements for such plans. The Regional Contract Manager and Regional Consultant Project Manager will use this Checklist as a means of monitoring progress toward satisfactory completion of the RL RTP.

4.0 SOUTHEAST FLORIDA REGIONAL VISION BLUEPRINT

In February, 2011, the Southeast Florida region received an HUD Sustainable Communities Initiative to prepare a "Regional Vision and Blueprint for Economic Prosperity". This Regional Vision Blueprint (RVB) includes the following activities to develop the Plan:

- Build long term collaborative partnerships;
- Build and support the region's leadership capacity;
- Measure where the region currently is and where it will likely be if trends continue;
- Identify a vision of the future with better outcomes than identified in the current conditions and trend analysis;

- Engage communities in developing plans to achieve the Regional Vision and Blueprint with emphasis on equitable and achievable outcomes; and
- Develop strategies to implement the Regional Vision and Blueprint and measure progress towards the Regional Vision and Blueprint outcomes.

A Consortium of local agencies, organizations and governments was created to perform the activities required to develop the RVB. The South Florida and Treasure Coast Regional Planning Councils are responsible managing and directing the activities in support of the Consortium. The MPOs are members of the Consortium and will be the primary mechanisms for the transportation element of the RVB. The 2040 RL RTP will be closely coordinated with the RVB activities to ensure the visioning activities and data preparation is compatible.

The purpose of this task is to monitor the 2060 Southeast Florida visioning process and strive for compatibility and consistency with the regional and local LRTPs, to the extent possible. To the extent possible, the 2040 RL RTP and the 2060 RVB will rely on similar socio-economic data for plan development. There are several points in the local and regional LRTP process where the Regional Consultant will obtain information from the visioning process: (1) Goals, Objectives, and Measures of Effectiveness (GOMs); (2) Scenario development; (3) Needs Plan development; and (4) Cost Feasible Plan development. The Regional Consultant will identify elements from the 2060 visioning process that should be considered and provide information to the RTTAC as the 2040 RL RTP process continues.

5.0 GOALS, OBJECTIVES, AND MEASURES OF EFFECTIVENESS/PERFORMANCE MEASURES (GOMS)

The purpose of this task is to revise and update, where applicable, the regional goals, objectives and measures of effectiveness/performance measures for the RL RTP to ensure the plan is in-line with the regional vision. To develop this, the Regional Consultant will review the eight SAFETEA-LU factors, the GOMs adopted in the 2035 RL RTP and the GOMs developed for the three MPO LRTPs to develop the 2040 RL RTP GOM's. Using this information, the regional GOMs will be developed. Particular emphasis will be placed on refining the measures of effectiveness/performance measures to ensure clear connections exist between the goals and objectives and the list of prioritized projects that are the key outcome of the RL RTP. It is understood that measures identified will be quantifiable using available information to the extent possible and readily available for inclusion in analysis.

6.0 REGIONAL PUBLIC INVOLVEMENT

The purpose of this task is to ensure that the public of the three counties is aware of and involved in the regional planning for the area. The Regional Consultant will coordinate all regional public involvement (PI) activities through the public involvement activities of the three MPO LRTP updates by providing information and materials to be included in the local activities and designed to solicit input on regional transportation concerns and proposals. The Regional Consultant will provide this material for meetings, workshops, newsletters and similar functions to inform the public and solicit input.

The Regional Consultant will meet with the local MPO LRTP public information staff and the local consultants to coordinate communications with the public and determine

appropriate RL RTP materials to be provided. The Regional Consultant will attend and participate in some public events for each MPO LRTP to receive input directly on the RL RTP.

Each of the three counties will provide public involvement materials and information related to their respective LRTPs to the Regional Consultant. The Regional Consultant, with assistance of the RTTAC, will obtain other regionally significant plans that are connected to or impacted by transportation investments such as Palm Tran, Broward Office of Transportation, Miami-Dade Transit, South Florida Regional Transportation Authority, Treasure Coast and South Florida Regional Planning Councils, Florida Department of Transportation District IV and VI, Port of Palm Beach, Port Everglades, Port of Miami, Palm Beach International Airport, Fort Lauderdale-Hollywood International Airport, and Miami-Dade International Airport. The Regional Consultant will prepare Regional PI material using the information gathered above.

The Regional Consultant will develop and maintain a website that contains information and input from the public to the RL RTP update. This website will contain links to the local MPO LRTP websites, as well as the SFRPC 2060 Visioning Plan. RL RTP material will be provided to the staff and consultants working on the local plans to be incorporated into their website updates. The Regional Consultant will place notices of public meetings in the news media (major newspapers, radio, public access TV, local community newspapers), where the regional planning issues will be presented at up to two meetings in any of the three MPO counties.

All comments and concerns relevant to the regional planning efforts received at the various public involvement activities will be documented by the local MPO PI staff and provided to the Regional Consultant for inclusion in the RL RTP. Also, all input related to transportation received from the South Florida and Treasure Coast Regional Planning Councils Regional Visioning Blueprint exercises will be compiled and utilized as input to the development of the RL RTP. The Regional Consultant will compile and summarize all the regional PI related comments at the conclusion of the Regional Cost Feasible Plan.

7.0 REGIONAL MODELING

The purpose of this task is to ensure the modeling portion of this project is clearly defined and assigned to the appropriate staff throughout the region. Coordination and responsiveness will be critical between FDOT District IV modeling staff and consultants, the three MPOs LRTP staff and consultants, and the Regional Consultant. The Regional Consultant will work closely with the RTTAC Modeling Subcommittee as modeling-related decisions are made throughout the duration of the project.

This process requires the FDOT District IV and their consultants to compile and code inputs from the MPOs and their consultants, execute the Southeast Regional Planning Model (SERPM), and provide input and output files to MPO staff and their consultants and the Regional Consultant for review and analysis. Review of outputs by the FDOT District IV, MPOs, and the Regional Consultant will result in a higher level of confidence in model results.

Modeling review work for the Regional Consultant will generally focus on regional corridors, external travel, and travel between the three counties. The following describes, for each plan alternative, the roles and responsibilities of the modeling process for the RL RTP

Task 7.1 Modeling for the Regional Needs Plan

- *The local MPOs will* – Submit their 2040 socioeconomic data and committed project information to the Regional Consultant and the FDOT District IV modeling staff.
- *The FDOT District IV Modeling Consultant will* – Code and run the E+C 2040 network. The outputs will be distributed to the local MPOs for their alternative testing.
- *The Regional Consultant will* - Review and conduct quality control of SERPM network coding for the 2040 E+C network in cooperation with the MPOs.
- *The Regional Consultant will* - Prepare draft external passenger and truck trip forecasts using the Statewide Model, other regional models, and traffic count trends, then provide these numbers to the MPOs and FDOT Districts IV and VI for concurrence.
- *The Regional Consultant will* - Prepare and summarize a regional demographic profile of base and horizon year statistics and ratios obtained from each County for informational purposes only.
- *The local MPOs will* – Develop highway and transit emphasis scenarios on the 2040 E+C network, and conduct their Needs Assessment on a baseline network. The baseline network will be determined by the RTTAC Modeling Subcommittee, with the assistance of the Regional Consultant. This baseline will be necessary to ensure all counties are developing their alternatives in a consistent manor. Once the alternatives are finalized and the Needs are identified, the MPO will submit the highway and transit project coding information to the Regional Consultant for a QA/QC review.
- *The Regional Consultant will* - Coordinate a meeting between the RTTAC Modeling Subcommittee, the Regional Consultant, and FDOT District IV to ensure continued communication between the counties during the development of the alternatives. As stated above, during this meeting, it will be determined what baseline network will be used by each County as they develop their alternatives.
- *The Regional Consultant will* - Review the network coding to ensure consistency across counties. The Regional Consultant will review the travel demand forecasts and MPO network alternatives in the vicinity of County line crossings and large regional intermodal facilities. Once the Regional Corridors Plan has been finalized, and the Alternatives coding information has been finalized, the Regional Consultant will submit this information to FDOT District IV modeling staff.
- *The FDOT District IV Modeling Consultant will* – Code the 2040 Regional Needs Plan based on the information submitted by the local MPOs and Regional Consultant. The model outputs will be supplied to the Regional Consultant and local MPOs for review. Revisions and updates will be made where necessary.

- *The Regional Consultant will* – Analyze the 2040 Regional Needs Plan to determine, from a regional perspective, what projects on the Regional Corridors of Significance from each local alternative plan should be developed/alterd to determine a regional network alternative.
- *The Regional Consultant will* – Coordinate a meeting with the RTTAC Modeling Subcommittee to discuss and gain concurrence on the regional network alternatives.
- *The FDOT District IV Modeling Consultant will* – Run the regional network alternatives (if additional projects/project alterations are developed) and revise where necessary based on the Regional Consultant review.
- *The Regional Consultant will* – Conduct a QA/QC review of the regional network alternatives.
- *The Regional Consultant will* - Prepare and summarize the 2040 Regional Needs Plan network model statistics for performance measure reporting.

Task 7.2 Modeling for the Regional Cost Feasible Plan

- *The local MPOs will* – Provide the Regional Consultant their LRTP Cost Feasible Plan project coding information.
- *The Regional Consultant will* – Conduct a QA/QC review of the three counties LRTP Cost Feasible project information.
- *The FDOT District IV Modeling Consultant will* – Code the 2040 Regional Cost Feasible Plan in the SERPM model and supply the model outputs to the Regional Consultant and local MPOs for review. Revisions and updates will be made where necessary.
- *The Regional Consultant will* - Review and conduct quality control of SERPM network coding for the 2035 Regional Cost Feasible Plan.
- *The local MPOs will* – Review, concurrently with the Regional Consultant, the 2035 Regional Cost Feasible model outputs.
- *The Regional Consultant will* - Prepare and summarize the 2040 Regional Cost Feasible Plan network model statistics for performance measure reporting.
- *The Regional Consultant will* - Summarize regional performance measures for the Transit Capacity and Quality of Service assessment under the Cost Feasible Plan.

Any changes related to the modeling portion of this project must be approved by the Regional Contract Manager and the RTTAC Modeling Subcommittee prior to conducting the work.

8.0 REGIONAL REVENUE

Under this task, the Regional Consultant will develop regional revenue projections of transportation funding for the counties of Palm Beach, Broward and Miami-Dade that will be available to support the region's cost-feasible plan. The financial element of this plan will be developed through the completion of the following subtasks:

Task 8.1: Data Collection of Existing Revenue Sources and Forecast

- Coordinate with the partner MPO's to identify existing transportation revenue resources and forecast the anticipated revenues through the interim and the horizon years based on historical records and current data provided by FDOT and MPO staff, and local governments and publications such as the Florida Department of Revenue (FDOR) and the Florida Legislative Committee on Intergovernmental Relations (FLCIR).
- Investigate Federal and state fuel taxes as well as optional revenue sources that are made available for funding transportation improvement projects in southeast Florida.
- Compile revenue projections for public and private sources from each MPO based on historic data from the counties and cities as well as FDOT revenue forecasts. These will reflect FDOT "set-asides" including SIS and TRIP moneys.
- Where revenue forecasts are lacking, the Team will develop growth assumptions based on historical data and regional socio-economic conditions.
- Revenue projections will be extended through 2035. All revenues will be based on year of expenditure.

Task 8.2: Identification of Operations, Maintenance, and Capital Costs

- Estimate the cost for constructing, operating, and maintaining the E+C transportation system through the 2040 horizon year along with available future operations and maintenance costs. These estimates will include highways, transit, non-motorized modes and similar information contained in airport and seaport master plans and capital programs.
- Apply best practices in cost estimation, including inflation policy based on recent trends on transportation construction and maintenance costs.

Task 8.3: Identification and Evaluation of Potential Revenue Sources and Financing Tools to Implement and Maintain New Projects

- Examine potential revenue sources and innovative financing tools that could be used to leverage additional transportation funding from local, state and federal programs. Potential revenue and financing options include, but are not limited to:
 - Innovative finance (e.g., TIFIA, Private Activity Bonds, GARVEE bonds) and tolling provisions included in SAFETEA-LU and proposal for next authorization;
 - State grant programs;

- Transit capital grants (i.e. Section 5309 New Starts and Small Starts);
 - Tolling strategies (e.g., congestion pricing, and HOT lanes);
 - Public-private partnerships;
 - VMT fees (statewide and local);
 - Local funding options available for implementation, such as local government infrastructure surtax, toll revenues, bond issues, impact fees, ad valorem taxes, municipal services taxing units, county incentive grant program, transit fares, and joint development programs.
- Develop a plan of action describing the steps necessary to enact some of the proposed sources, particularly those that require local action, including building support and consensus among the legislature and the voters.

Task 8.4: Development of a Spreadsheet Tool to Evaluate Revenue Options and Scenario Testing

Assemble the data collected in Tasks 8.1 through 8.3 in an Excel spreadsheet that will allow developing and testing different funding scenarios (e.g., increasing or indexing current fuel tax rate). The consultant will work closely with the RTTAC to develop this tool to ensure that it contains features that will be useful for future financial planning efforts.

Task 8.5: Documentation of Financial Resources

Document the development of the financial plan, review of existing, potential, and innovative funding policies, and cost estimation review and validation in a Technical Memorandum entitled “Financial Resources”. The information in this document will be presented to the RTTAC and SEFTC for approval.

9.0 REGIONAL NEEDS PLAN

The purpose of this task is to develop a coordinated investment strategy for the region. The RL RTP for Southeast Florida will incorporate consideration of regional goals, objectives, and measures of effectiveness developed through all related regional activities and approved by the region’s decision makers. Regional modeling will be closely coordinated and linked with this task. All modeling related activities for the Regional Needs Plan is documented under *Task 7: Regional Modeling*. Key activities under this task are shown below:

- Multimodal assessment of the mobility needs of the public, freight, and goods movement throughout the region
- Modeling Activities identified under *Task 7: Regional Modeling*
- Documentation of the plan for inclusion in the RL RTP
- Presentation to the RTTAC and SEFTC for approval

The development of the RL RTP will consider the effects of programs to implement Transportation Demand Management (TDM) and Transportation System Management (TSM) programs at the regional and local levels. The RL RTP will incorporate highways, transit and non-motorized modes when determining movement of people and goods. Input will be incorporated from the Regional Freight Study and the transit component of the Regional Transportation Master Plan.

Scenarios and transportation system alternatives will be evaluated using accepted air quality models for transportation planning. The development of the RL RTP will also consider measures to reduce greenhouse gas emissions and the potential effects of climate change on the transportation system. The recommendations from the Southeast Florida Regional Climate Change Action Plan will be used in developing alternatives for evaluation.

10.0 REGIONAL COST FEASIBLE PLAN

The purpose of this task will be to develop a plan based on actual funding available. This will be a compilation of the Regional Needs Plan, Regional GOMs, and regional revenue projections. The Regional Consultant will compile the local MPO alternative cost plans and will develop and evaluate a Regional Cost Feasible Plan. FDOT District IV will be responsible for running the model, with the assistance of the Regional Consultant. All modeling related activities for the Regional Cost Feasible Plan is documented under *Task 7: Regional Modeling*. Key activities under this task are shown below:

- Integration of the Regional Needs Plan (*Task 9*) and the Regional Financial Resources Plan (*Task 8*)
- Production of the project cost estimates (assumptions and methodologies must be consistent across counties).
- Modeling Activities identified under *Task 7: Regional Modeling*
- Refine and update the interim project prioritization process developed and adopted in 2007
- Documentation of the plan for inclusion in the RL RTP
- Presentation to the RTTAC and SEFTC for approval

11.0 REGIONAL CORRIDORS PLAN

The RTTAC developed the initial Regional Corridors Plan using criteria taken from the local Plans and various system designations related to roadway uses. State and federal perspectives on corridors of significance will also play a role in the development of recommendations provided by the Regional Consultant. The Regional Consultant reviewed and altered the definitions and network in conjunction with the 2035 Regional Needs and Cost Feasible Plans. The purpose of this task is to again review and refine the definitions and criteria used to develop and adopt a Regional Corridors Plan which incorporates the regional GOMs and vision. The Regional Consultant will begin this activity by reviewing and assessing the previous work performed by the RTTAC in 2006

and the preparation of the 2035 RL RTP. Consideration will be given to any updates to emergency evacuation plans and changes in the criteria and designation of SIS facilities. The results will be presented to the RTTAC.

~~12.0 REGIONAL TRANSIT CAPACITY AND QUALITY OF SERVICE~~

~~This task serves the purpose of meeting the FDOT Central Office requirements for measuring regional transit capacity and quality of service for Southeast Florida.~~

~~The Regional consultant will (1) apply guidance from the Transit Quality of Service Applications Guide developed by the FDOT Public Transportation Office and (2) apply applications from the Transit Capacity and Quality of Service Manual to assess regional transit. Regional level analyses will be performed between regional activity centers and regional corridors on the following four measures:~~

- ~~1. Service frequency~~
- ~~2. Hours of service~~
- ~~3. Service coverage~~
- ~~4. Transit auto travel time~~

~~A draft memorandum summarizing the findings (**Memo #9**) will be prepared by the Regional Consultant. However, ultimately this assessment will be summarized and documented under the Regional Cost Feasible Plan in the RL RTP.~~

~~13.0 REGIONAL INTERIM PLANS~~

~~The purpose of this task will be to compile the 2015, 2020, 2025, and 2030 interim plans from the local MPO plan updates to develop the Regional Interim Plans. These plans will be collected and reviewed by the Regional Consultant to ensure consistency and compatibility amongst all three counties. The information will be presented to the RTTAC and MPO's LRTP staff for any conflict resolution. The project prioritization refined and adopted under the Needs and Cost Feasible Plans will also be incorporated into the Interim Plans. The interim plans will be documented by the Regional Consultant and presented to the RTTAC for approval. All modeling related activities for the Regional Interim Plans is documented under *Task 7: Regional Modeling*. Key activities under this task are shown below:~~

- ~~➤ Modeling Activities identified under *Task 7: Regional Modeling*~~
- ~~➤ Development of the 2015 Interim Plan~~
- ~~➤ Development of the 2020 Interim Plan~~
- ~~➤ Development of the 2025 Interim Plan~~
- ~~➤ Development of the 2030 Interim Plan~~
- ~~➤ Documentation of the plans for inclusion in the RL RTP (**Memo #10**)~~
- ~~➤ Presentation to the RTTAC for approval (**RTTAC Meeting #7**)~~

14.0 STAFFING SUPPORT

Under this task, the Regional Consultant has committed to support the RTTAC staff at up to an additional 12 meetings outside of the 8 RTTAC meetings identified under Tasks 1-13 and 15. Meeting minutes will be completed as a part of this task as determined by the RTTAC Contract Manager. The RTTAC Contract Manager will provide the Regional Consultant one week notice to prepare for meetings and one week to prepare and submit meeting minutes.

15.0 DOCUMENTATION

At the conclusion of the individual tasks, a draft and final report will be prepared by the Regional Consultant and submitted to the Regional Contract Manager for approval. The final report will be presented to the RTTAC and SEFTC for approval and adoption.

- Draft Regional LRTP Report
- Final Regional LRTP Report

The documentation will include maps, tables and charts necessary to present the process and analyses used in the development of the 2040 RL RTP and its components. All documents will be delivered to the Regional Contract Manager for distribution to the RTTAC in electronic form. At the request of the Regional Contract Manager hard copies of the memos will be delivered to the RTTAC. Once finalized, hard copies of the RL RTP will be delivered to the RTTAC by the Regional Consultant.

16.0 MEETINGS

The purpose of this task is to summarize the meetings identified in Tasks 1-15. The Regional Consultant will identify the meetings to be attended throughout the preparation of the 2040 RL RTP. A summary of the meetings will be provided to the Regional Contract Manager and the RTTAC. Any changes made to the meeting schedule throughout the duration of the project will need agreement and approval from the Regional Contract Manager and Regional Consultant.

Fiscal Year	2011		2012				2013				2014				2015			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
SE FL Partnership Vision & Regional Blueprint																		
Soc-Ec Data for Visioning			■	■														
Data Warehouse/Virtual Present Indicators / Scorecard			■	■	■													
Existing Conditions / Trend Scenario Development				■	■	■	■											
Vision							■	■										
Regional Blueprint									■	■	■	■	■					
Demonstration Projects										■	■	■	■					
Regional Planning Model																		
RPM Update																		
Consultant Selection	■																	
Model Structure		■	■	■	■													
Model Calibration, Validation						■	■	■	■									
Regional LRTP																		
Scoping			■	■	■	■												
Advertising, Selection and NTP						■	■											
Plan Development								■	■	■								
Goals, Objectives, Measures								■	■	■								
Revenue											■	■	■	■				
Modeling											■	■	■	■				
Needs											■	■	■	■				
Cost Feasible												■	■	■	■			
Plan Review												■	■	■	■			
Regional Project Prioritization													■	■	■	■		
LRTPs Development																		
Scoping			■	■	■	■												
Advertising, Selection and NTP							■	■										
Vision								■	■									
Scenario Development									■	■								
LRTP Horizon Year ZDATA										■	■	■	■					
Revenue Forecast									■	■	■	■	■					
Plan Development											■	■	■	■				
Plan Review												■	■	■	■			
Regional Freight Plan																		
Obtain Updated Master Plans, Studies							■	■										
Stakeholder Coordination								■	■	■								
Regional Needs									■	■	■	■						
Regional Transit Master Plan																		
Activity 1																		
Activity 2																		

Schedules that are set by others (not changeable):



All others are draft, under review.



MEMORANDUM

TO: RTTAC Members

FROM: Randy M. Whitfield, P.E.
Director Palm Beach MPO

DATE: November 9, 2011

RE: **SEFTC Five-Year Work Program**

The Southeast Florida Transportation Council (SEFTC) was created to serve as a forum for coordination and communication among the agencies involved in transportation planning and programs in South Florida. The latest version of the Interlocal Agreement creating SEFTC includes preparation of a list of anticipated regional tasks with funding as contained in the MPOs' Work Programs. Given the multiple years involved in major transportation planning projects, a five-year time period was chosen to show activities and associated costs. An initial draft was provided for the last meeting. Attached is a revised draft document that addresses the comments received. Estimated associated costs still have to be prepared. These costs will be reflected in the individual MPO Unified Planning Work Programs and the FDOT Work Program.

Staff Recommendation: For discussion purposes.

RMW/eer

Attachment

SOUTHEAST FLORIDA TRANSPORTATION COUNCIL

FY 12-16 WORK PLAN

In 2002, the U.S. Census Bureau delineated the Miami Urbanized Area (UZA) which includes portions of Miami-Dade, Broward, Palm Beach and Martin counties based on the results of the 2000 Census. Figure 1 shows the Miami UZA boundary and the metropolitan planning area boundaries for the three MPOs designated in the Miami UZA. *(To be provided by FDOT)* The UZA represented the growth and merger of three prior UZAs located in Miami-Dade, Broward and Palm Beach counties. Each county had previously been designated as separate urbanized areas. Discussions with the Florida Department of Transportation (FDOT) resulted in the identification of several areas for coordination of transportation planning activities carried out by the MPOs that should be undertaken in a formal manner as provided for in Florida Statutes governing the metropolitan transportation planning process. The Southeast Florida Transportation Council (SEFTC) was created to carry out the duties and responsibilities of a separate administrative entity to serve as a forum for coordination and communication among the Miami-Dade, Broward and Palm Beach MPO's, FDOT Districts 4 and 6, the Florida Turnpike Enterprise, the South Florida Regional Transportation Authority, the South Florida Regional Planning Council, the Treasure Coast Regional Planning Council, Monroe County, Martin County MPO, St. Lucie County MPO and other agencies and organizations involved in transportation planning and programs in South Florida. This coordination is conducted in accordance with the requirements of Chapter 339.175, F.S. and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETY-LU) and subsequent legislative actions deemed appropriate for inclusion by the MPO's. Coordination includes long range transportation planning, short range programming and activities to support regional multimodal transportation projects. The results of the coordination process are provided to the various agencies as guidance in the development of other required transportation plans and programs within the tri-county region.

The duties of SEFTC include the development of:

- a Regional Long Range Transportation Plan;
- a process for prioritization of regional projects;
- a regional public involvement process;
- a series of performance measures to assess the effectiveness of regional coordination activities.
- an annual report documenting the progress and accomplishments of regional goals and objectives; and

- lists of anticipated regional tasks and identify funding for those tasks under the respective MPO's Unified Planning Work Programs.

Membership on the Council consists of the Chair or a designee of each of the three MPO's. The Council has the authority to act on regional plans and programs and to recommend activities which affect individual MPO plans or programs.

To provide technical review and support for regional transportation planning, SEFTC created a Regional Transportation Technical Advisory Committee (RTTAC). Membership on RTTAC consists of staff from the three MPOs, two FDOT Districts, Florida Turnpike Enterprise, Miami-Dade Expressway Authority, two Regional Planning Councils, South Florida Regional Transportation Authority (SFRTA) and three county transit operators. Representatives of the ports and airports also participate.

Regional Tasks

A series of regional tasks have been identified for performing the functions of SEFTC in supporting its regional plans and programs. These tasks are generally funded through the MPOs as part of their respective Unified Planning Work Programs and the FDOT Districts in their respective Work Programs. Some of the tasks are included in continuing activities of the local MPOs in carrying out required tasks for the transportation planning process. Other tasks are specifically related to regional transportation planning activities. The intent of this plan is to more clearly and fully identify regional level and related local MPO activities to find efficiencies and improve results. This plan provides an estimate of the financial resources allocated to regional planning tasks for Southeast Florida. The information contained in this plan is reflected in the respective Unified Planning Work Programs as appropriate and may be modified over time to reflect changes in plans and programs and the resources associated with those changes. A list of the tasks and a brief description for each follows.

SEFTC/RTTAC Support

Staff support for the administrative activities of the Council is provided by the MPOs. This support takes the form of MPO staff and consultant services performing the duties required to prepare and distribute information and materials for SEFTC quarterly meetings and RTTAC more frequent meetings. The functions also include administration of funds expended on regional studies, maintaining and updating the work plan and maintaining records of the Council.

Regional Public Involvement

Public Involvement is a major component of the transportation planning process. Each MPO adopts and carries out its own public involvement program to provide information and receive input to its plans and

programs. Regional aspects of the planning process are incorporated into the local process where appropriate and performed separately when needed. The Regional Public Involvement Plan will be reviewed and updated to consider measures of effectiveness and periodic evaluations. The activities will be coordinated with other regional planning activities as appropriate.

Regional Performance Measures

The Council is developing a series of performance measures to determine the success level of coordination of transportation planning on a regional level. The measures will include a combination of direct measurements of coordination and indirect measures indicating the impacts on transportation from regional activities. Following approval, the performance measures will focus on regional transportation coordination efforts and coordination with other regional planning activities.

Regional Reporting

The Council will provide a report annually documenting the progress and accomplishments of regional goals and objectives. The report will include indicators related to transportation operations in the three counties as well as accomplishments of SEFTC during the previous year. The Council and staff will also participate in development of FDOT regional reports.

Transportation Outreach Program Support

Florida International University (FIU) has developed a program to compile census information into user-identified areas within the three-county area. The program then uses the characteristics of the identified population to suggest techniques to be used for effective public outreach. The program is maintained and updated by FIU through a continuing maintenance agreement with the MPOs.

Website Hosting and Maintenance

The Council currently has a website (www.SEFTC.org) maintained by the consultant retained for preparation of the RL RTP. This consultant is also responsible for providing support to the Council. The website is located on the consultant's server. SEFTC must determine the appropriate location of the website and how to host and maintain the site. Consideration will also be given to expanding the use of the site for social media.

SERPM Model Preparation and Support

The Southeast Regional Planning Model (SERPM) serves as the transportation model for the tri-county region. The model is developed by consultants under contract to FDOT District 4 with oversight by the RTTAC Modeling Subcommittee. Model support is provided through FDOT. Funding of the model development is a joint effort by the MPOs and the FDOT Districts as documented in a Memorandum of Understanding. The model is currently being updated to SERPM 7 for use in developing the 2040 RL RTP and the respective MPO 2040 LRTPs.

Each MPO includes planning for non-motorized travel in the transportation planning process. These plans include bicycle, pedestrian and greenways within each MPO area. Planning is occurring to ensure connections across county lines are coordinated. In addition, consideration is given to development of the East Coast Greenway, a multistate project along the Atlantic seaboard with connections north and south of the Miami Urbanized Area. Movement of pedestrians with emphasis on access to transit is part of the transportation planning process. The regional bicycle/greenway/pedestrian planning results will serve as input and a component of the RL RTP.

Regional Freight Planning

Regional freight planning addresses the movement of goods within and through the tri-county region. It also considers ingress and egress for freight to the area particular in light of the proposals to address waterborne freight following the widening of the Panama Canal. The planning will take into consideration serving the ports and airports as well as trucking interests in the area. The proposals for intermodal freight terminals and their access are part of the freight planning process. The roles of roadway, rail, air and waterborne freight movement will serve as input and a component of the RL RTP in determining the projects contained in the Plan.

Regional Transit Planning

Regional transit planning includes various aspects of service provision and time frames in the process. There are three local transit operators in the tri-county region and the South Florida Regional Transportation Authority who operates Tri Rail, the commuter train. Each of these entities performs transit planning to address their respective needs. Transit Development Plans are prepared by each agency and cover a ten-year time frame and address capital and operating needs. The RTA has prepared a Strategic Regional Transit Plan identifying current and future transit needs in the tri-county region. Each MPO LRTP includes a transit element reflecting needed and feasible projects. SEFTC is encouraging cooperation among the operators in the development of a seamless regional fare media to be used for fares on any of the transit systems. A study will provide input to the RL RTP from a more in-depth analysis of transit opportunities in the region. The study will be a joint effort of the MPOs, FDOT and the operators.

Regional Long Range Transportation Plan

A major activity of SEFTC is the development and maintenance of a Regional Long Range Transportation Plan (RL RTP) for the tri-county region. The 2040 RL RTP preparation will be a joint effort funded by the MPOs. Input to the process will include the individual local MPO plans and other regional transportation planning studies contained in other tasks and planning activities performed by other organizations that have impacts on the transportation system. Efforts will also include maintenance of the adopted 2035 RL RTP to ensure compatibility of the regional plan with local plans.

Regional Project Evaluation and Prioritization

SEFTC has adopted a regional transportation network encompassing all travel modes. The projects are also included in the respective LRTPs. An evolving methodology for evaluating regional projects is used to rank priorities. SEFTC will continue to review and modify the prioritization process for the RL RTP. A function of SEFTC is to solicit, compile and prioritize transportation projects for use of Transportation Regional Incentive Program (TRIP) funds. These state funds may only be used on regional projects and must be approved by a regional transportation entity. The results are adopted by the Council and submitted to FDOT for funding as it becomes available.

Specific Projects

A number of the planning activities involving SEFTC are regional aspects of the local MPO process. Through SEFTC, coordination of these activities occurs. There will be times when projects are regional in nature and the direct responsibility of the Council. Specific projects or studies may occur appropriate for sponsorship by SEFTC.

Regional Household Study

Transportation modeling uses the latest Census and the American Communities Surveys as the basis for parameters associated with the travel characteristics in the region. Additional surveys may be undertaken to refine the information used in the model or to add to the information serving as input. A regional household survey would validate and refine the information collected by the Census and the ACS. It could also provide additional information of interest for the local transportation efforts.

Regional Trucking Survey

A regional freight study provides information concerning the movement of goods. The study considers the overall goods flows in terms of quantity, origin and destination. The movement would also quantify the amount moved by mode. A trucking survey would provide more specific information concerning routes, travel time, congestion and barriers, and similar details of use in developing trucking models for planning purposes. The results of a trucking survey would be used as input to both the regional freight study and the regional transportation model.

Regional Planning Funds

As previously discussed, funding for support and activities of the Council are provided by the three MPOs and FDOT. In some cases, specific funding amounts can be estimated and used to determine the amount provided by each agency. Table 1 depicts the financial resources allocated to regional transportation planning. In other instances, regional activities are closely associated with local transportation planning tasks and cannot be estimated separately.

SOUTHEAST FLORIDA TRANSPORTATION COUNCIL
FY 12-16 WORK PLAN

TASK	FY 12	FY 13	FY 14	FY 15	FY 16
1 SEFTC/RTTAC Support					
2 Regional Public Involvement					
3 Regional Performance Measurements					
4 Regional Reporting					
5 Transportation Outreach Program Support					
6 Website Hosting and Maintenance					
7 SERPM Model Preparation and Support					
7 Regional Bicycle/Greenway Planning					
8 Regional Freight Planning					
9 Regional Transit Planning					
10 Regional Long Range Transportation Plan					
11 Regional Project Evaluation and Prioritization					
12 Regional Household Survey					
13 Regional Trucking Survey					

November 3, 2011



**MEETING NOTICE
SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
November 21, 2011
10:00 AM**

South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021

AGENDA:

- I. CALL TO ORDER
 - A. Roll Call
 - B. Pledge of Allegiance
- *II. ADOPTION OF AGENDA**
- *III. APPROVAL OF MINUTES
 - *A. Approval of July 25, 2011 Minutes**
- IV. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS
- V. OLD BUSINESS
 - *A. Southeast Florida Regional Partnership – HUD Sustainable Communities Planning Grant Program Update
 - *B. Regional Smart Card Update
- VI. NEW BUSINESS
 - *A. South Florida Regional Transportation Authority Report
 - *B. 2012 Meeting Dates and Locations**
- VII. CORRESPONDENCE

VIII. RECOMMENDATIONS/COMMENTS BY MEMBERS

IX. STAFF COMMENTS

X. NEXT MEETING – TBD

XI. ADJOURNMENT

* Supporting Documentation Provided

**Action Requested

DRAFT