

Miami Urbanized Area (UZA)/Transportation Management Area (TMA)

2006 State Certification Review

Miami-Dade, Broward County and Palm Beach Metropolitan Planning Organizations

Enhanced Regional Coordination Checklist

Please provide responses, developed collaboratively among the three MPOs, to the following items.

1. In lieu of consolidating after the last decennial census, the three MPOs for the Miami UZA/TMA agreed to the enhanced regional coordination commitments listed below. For each of these commitments, describe in detail (a) progress made to date, (b) barriers encountered and how they have been or will be overcome, and (c) next steps in relation to desired ultimate outcomes.

- Development of a regional long range transportation plan (RLRTP) for the combined tri-county planning area (with initial RLRTP to be common regional element in individual 2030 LRTPs)

The staffs of the three MPOs, in conjunction with representatives of both FDOT Districts 4 and 6, SFRTA, the regional planning councils and local transit operators have been working together to develop a regional long range transportation plan element for inclusion in the respective LRTPs. The process has included review of goals, objectives and measures of effectiveness in each plan and compilation of regional GOMs. Regional corridor definitions were developed and applied to each plan leading to a regional corridors map. LRTP projects on these regional corridors were identified in each plan and compiled into a listing of regional projects.

- Development and implementation of a regional project prioritization process, yielding a single list of prioritized regionally significant projects for the tri-county planning area

Initial efforts to establish a process to prioritize regional projects is being focused on the Transportation Regional Incentive Program (TRIP) funds. Emphasis is being placed on projects that can move forward quickly with right-of-way acquisition or construction. TRIP funds require a 50% matching share from federal or local funds. With the matching requirement, projects with funding are being given greater consideration in setting the initial priorities for regional priorities. TRIP guidance issued by the Central Office is also being used in evaluating the projects for priorities. Following the adoption of the first year priorities, the process will continue to evolve with development of criteria that considers the GOMs adopted for the region and remains consistent with the adopted LRTP's.

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

The regional public involvement process (RPIP) is being developed as an evolution of the process for each MPO. Each MPO has a public information officer who is responsible

for the respective Public Involvement Process. The three PIOs meet on a regular basis to compare procedures and share best practices. They also seek regional projects that can be incorporated in local information efforts or work together on a regional information program. An example of this process is recent efforts to become involved in the South Florida East Coast Corridor Transit Analysis Study being led by FDOT. The three PIOs will meet with the public information team for the project on a regular basis and coordinate MPO activities with the consultant team. The first regional CAC meeting took place on July 13, 2005 at the SFRTA main office. Another meeting is scheduled for June this year.

- Continuation of regional-level air quality planning efforts

Since the inception of ISTEA, the 3 MPOs and other agencies have coordinated Air Quality Planning Process for the Southeast Florida Airshed, jointly established emission budgets and have consistently worked together to meet those emission budgets. MPOs routinely participate in events related to air quality awareness and participate in the Southeast Florida Air Quality Coalition (SEACO) hosted by the Florida Department of Environmental Protection. The designation of Florida as an air quality attainment state has resulted in less emphasis on mobile source emissions evaluation. The standard output of the FSUTMS process as related to air quality will continue to be used.

- Generation of regional land use strategies with the South Florida and Treasure Coast Regional Planning Councils

The regional planning councils (RPCs) are partners in the regional transportation planning process. Several projects are underway involving land use and transportation with participation by the RPCs.

- The State Road 7 transportation corridor project includes a land use and comprehensive planning component with involvement by the RPCs.
- The Palm Beach MPO has retained the Treasure Coast RPC to conduct land use and site planning in the vicinity of existing and proposed commuter rail stations.
- The PBMPO and TCRPC have jointly led efforts to implement a Transit Oriented Development for the West Palm Beach rail station.
- Broward County added TOD land use designations to the Land Use Codes in 2005.

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

The development of performance measures has not been pursued at this time. Efforts have been focused on development of the regional transportation plan and project priorities. During the coming year, performance measures will be addressed. Initial activities will involve review of efforts by other regional MPO coordination mechanisms in Florida and other states. The adopted GOMs will also play a major role in developing performance measures for Southeast Florida.

2. Describe informal and formal processes or mechanisms currently used or to be used by the three MPOs to support collaborative decision-making (e.g., SEFTC).

The three MPOs have used informal coordination mechanisms for a number of years. These mechanisms will continue to be used as well as new formal mechanisms. The TIPs and UPWPs are provided each year for review and comment for coordination of regional activities. Specific tasks are coordinated in the UPWP reflecting common regional transportation planning activities. The three MPOs also serve on a number of committees involved in regional transportation planning. These committees include the Model Task Force, the Regional LRTP Committee, the RTA Planning Technical Advisory Committee and steering committees for specific regional studies and projects. The MPOs also recently created the Southeast Florida Transportation Council which is charged with regional transportation planning and programming.

3. Identify key partners in the region with responsibilities relevant to those of the MPOs and describe current and planned collaborative efforts with them.

Key partners in the region include the Florida Department of Transportation, the South Florida Regional Transportation Authority, the regional planning councils, the county transit operators and local governments. Collaborative efforts with FDOT involve transportation planning and programming for capital and operations. SFRTA activities revolve around commuter rail and access to rail stations. Local transit operators continued their efforts in providing connectivity between the three counties. Collaboration with the RPCs involves land use and transportation impacts from changes in development patterns and large multifaceted developments. These collaborative efforts have been underway for a number of years and will increase with growth in South Florida.

The 3 MPOs and other agencies have been instrumental in the development and deployment of Intelligent Transportation Systems (ITS) throughout the southeast Florida region. From this effort the following programs are either implemented or in the process of deployment:

1. Advanced Traveler Information System services through the SunGuide program
 2. 511 Transportation Information Hotline service through the SunGuide program
 3. Consumer Information Network for transit properties through the SunGuide program
 4. Single SmartCard concept for use by transit properties throughout the region.
 5. Installation of close circuit television (CCTV) along the interstate system.
4. Describe current and planned efforts to improve technical support for regional planning and project prioritization efforts.

The MPOs will continue to work together to develop regional plans and programs. MPO staff and resources will be allocated to performing tasks related to refining and maintaining the regional transportation plan. A prioritization process will be developed

with emphasis on measurable criteria to evaluate projects. The MPOs will continue to work with FDOT on refinement of the regional planning model for application to regional and local planning activities including development of LRTP's. Working through the formal and informal mechanisms previously mention, the regional efforts will continue and improve.

The 3 MPOs already coordinate planning studies such as:

1. Long Range Transportation Plans
2. South Florida Transit Analysis Study
3. Freight and goods movement - information sharing/coordination
4. Southeast Regional Planning Modeling
5. FDOT tri-county coordination of FHIS/SIS
6. Regional Long Range Transportation Plan and TRIP funding

Other common efforts include:

1. Transit Bridge (SR 7 bus rapid transit along dedicated lanes)
 2. Atlantic Commerce Corridor designation
 3. RTA funding and staff services
 4. Feeder services to Tri-Rail
5. Describe how the UPWPs for the three MPOs address regional coordination on tasks involving shared interests or responsibilities.

The UPWPs for each MPO contain a regional coordination task with similar descriptions and end products. The preparation of this task is coordinated during UPWP preparation each year. Regional projects contained in the UPWP also have similar descriptions and end products.

6. Describe efforts to conduct freight and goods planning on a regional basis.

Each MPO has or is preparing a freight and goods movement study for the respective county. FDOT has retained a consultant to prepare a regional freight plan which considers the material contained in each MPO plan. The regional GOMs prepared by the Regional LRTP Committee were reviewed by the FDOT consultant and modified to reflect regional freight considerations.

7. Describe any current or planned regional-level initiatives to review and enhance the security of transit systems, airports, seaports and the movement of freight on the highway and rail networks.

Each MPO structure contains representatives of the transit agencies, airports and seaports on various committees. Transportation plans prepared by the MPOs consider and coordinate with individual modal plans. Working within the confines established by

security requirements, the MPOs support activities related to security of these facilities. Each MPO considers the movement of freight and goods in the development and maintenance of the LRTP and the TIP. The previously mentioned regional freight study assists in coordination. All three MPOs were active in their support of the Atlantic Commerce Corridor.

8. Describe how regionally significant projects, including all projects defined as such in 23 *CFR* 450.104 and involving FHWA or FTA approval, are addressed in the current Transportation Improvement Programs (TIPs) for the three MPOs. Describe how the TIPs will evolve as regional products and processes are developed and implemented (e.g., common LRTP regional component).

Regionally significant projects are included in the TIP for each MPO as required by FHWA and FTA. As regional coordination efforts continue, the MPOs will develop a process to ensure regional projects and priorities are identified and included in each TIP. The process will include identification of the project as regional with information related to regional funding sources and inclusion in regional planning elements.

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