

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

**2009-10 Regional Report
Miami-Dade, Broward and Palm Beach Metropolitan Planning Organizations (MPOs)
and Southeast Florida Transportation Council (SEFTC)**

Enhanced Regional Coordination Checklist

Please provide responses, developed collaboratively among the three MPOs, to the following items. The responses should cover implementation of recommendations from the 2008 regional report, which are listed following the items. Related recommendations are identified in the items by number (1-14).

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 and implementation of a regional long range transportation plan (RLRTP) for the tri-county region (Recommendations 1, 4, 7)

The Miami-Dade, Broward, and Palm Beach MPOs contributed equal funding for a consultant to develop a stand-alone RLRTP. The Florida Department of Transportation (FDOT) retained a consultant to run the regional model and supply future travel results that would form the basis of analysis for the respective local Long Range Transportation Plans (LRTP). The staffs of the three MPOs, in conjunction with representatives of both FDOT Districts 4 and 6, SFRTA, the regional planning councils, local transit operators, and other modal representatives served on the Regional Transportation Technical Advisory Committee (RTTAC) which served as the technical review body for the RLRTP. A summary of the RLRTP effort was included in each of the local LRTPs. The RLRTP includes Goals, Objectives and Measures of Effectiveness for the region. The study included identification of 'Corridors of Regional Significance' used to define a regional transportation network. Projects along these corridors were identified in each MPO adopted Plan and compiled into a regional network list. The regional plan includes projects from each LRTP with descriptions, cost estimates, and phasing from each plan.

The 2035 RLRTP was prepared concurrent and in coordination with the 2035 local LRTP major updates. Each MPO retained a consultant to prepare a local LRTP concurrent with the RLRTP. The planning efforts were closely coordinated with the regional consultant conducting regional transportation modeling to be used by the local consultants resulting in a unified set of modeling assumptions for the region. The RTTAC continued as the mechanism leading and coordinating the regional planning activities. The Modeling Subcommittee reviewed and directed the actual modeling efforts using the validated regional model. Public involvement for the regional and local plan updates were coordinated to provide opportunities for input at meetings and events in all Counties.

Each MPO completed their 2035 major update of the respective LRTPs with adoptions in October and November 2009. The RLRTP report was presented to the Southeast Florida Transportation Council (SEFTC) for approval in April 2010 and the MPOs in May and June 2010.

- Development and implementation of a regional project prioritization process, yielding a single list of prioritized regionally significant projects for the tri-county region (Recommendations 5, 6)

Initial efforts to establish a process to prioritize regional projects were focused on the adopted Goals, Objectives, and Measures of Effectiveness for the RL RTP. The RTTAC used the Measures and developed a scoring methodology with scores assigned by the respective MPOs based on familiarity with the projects. The primary focus for the prioritization efforts focused on the Transportation Regional Incentive Program (TRIP) funds. TRIP guidance issued by the Central Office was also used in evaluating the projects for priorities. The results were used to develop the adopted recommendations for FY 08 and previous years TRIP funding for the region.

The prioritization process was subsequently revised to provide quantitative measures for benefits and costs as well as consideration of readiness, safety, regional connectivity, and multimodal benefits. This process was used to rank projects for review and approval by the SEFTC. All projects were taken from the regional corridors previously approved.

The 2035 RL RTP scope included the prioritization process for regional projects. The previous prioritization methodology proved to be too cumbersome to apply to all regional projects since it had only been used to evaluate a small number of project vying for TRIP funding. A streamlined project prioritization method was jointly developed for application to those project identified in the 2015-2020 timeframes. The revised methodology did not yield consistent results and was not used beyond those conducted through the project priorities identified in the local LRTPs. The process will continue to identify and refine a methodology for use in regional project prioritization.

- Development and implementation of a regional public involvement process to build public understanding and awareness of the region and regional transportation issues and opportunities (Recommendation 8)

The regional public involvement process is handled by the three MPO public information officers (PIO). The three PIOs confer on a regular basis as the Regional Public Involvement Management Team (RPIMT) to compare procedures, share best practices and review regional projects that can be incorporated into local informational distribution efforts. They also coordinate and hold the annual Regional Citizens Advisory Committee (RCAC) meeting every year. The fifth RCAC meeting took place on June 17, 2009 at the SFRTA main office. The RCAC is comprised of members from each of the MPOs' citizen advisory committees. Since their first meeting on July 13, 2005, the RCAC has met annually to discuss and provide input on current and future projects that have regional impacts on the South Florida community. The annual meetings are open to the public and are held at SFRTA's administrative offices to provide an opportunity for those traveling from north or south to utilize the Tri-Rail system. The meeting is advertised not only by the individual MPO public involvement offices, but on a regional basis through information disseminated to Districts IV and VI Florida Department of Transportation (FDOT) offices, SFRTA, mailing lists, local news media sources, and e-mail blasts to individual County agencies/residents. Attendees are asked to complete the "Sign-in Sheet" to indicate how they found out about the meeting.

A Regional Public Involvement Plan (RPIP) was prepared jointly by the RPIMT and presented to the SEFTC at the July 9, 2008 meeting where it was endorsed. The RPIP

focuses on regional distribution of information to increase awareness and build public understanding about regional projects and activities by SEFTC.

To support the RL RTP each MPO coordinates their individual LRTP public involvement plans (PIP) in their respective counties. During public involvement activities, on the local level, information regarding projects in the RL RTP was disclosed for public comment. Attendees were also asked to comment on regional goals and plans. The public involvement activities from these efforts are then incorporated into the local and regional plans as appropriate through reports to the various committees. Regional public outreach efforts are also coordinated with specific initiatives such as the South Florida East Coast Corridor Study, I-95 Express Project, and regional vanpool program through the South Florida Commuter Services.

The SEFTC website (www.seftc.org) includes information on SEFTC, regional activities, and the RL RTP. The website is linked to the individual MPO websites with corresponding links from regional transportation partners. Meeting schedules and agendas for SEFTC and RTTAC are made available and also include links to the various newsletters in the region to provide an overview of transportation projects and programs in the region.

The RTTAC member agencies coordinated with the Urban Land Institute to host a conference on ‘What Can an Integrated Transportation System Really Mean for South Florida?’ The conference showcased the regional transportation investments from the 2035 RL RTP. Public agencies and private sector stakeholders from the Southeast Florida region came together to discuss how the transportation system fits together, existing and future land use options to maximize utilization of the transportation system and insure sustainable neighborhoods and how the driving private sector force can link an integrated transportation system with economic development.

- Continuation of regional level air quality planning efforts (Recommendations 1, 4)

Since the inception of ISTEA, the three 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 (DEP). The designation of Florida as an air quality attainment state has resulted in less emphasis on mobile source emissions evaluation. The Southeast Regional Planning Model (SERPM) provides the standard results for the air quality tools such as MOBILE6 until the new MOVES tool is integrated with the SERPM.

- Generation of regional land use strategies with the South Florida and Treasure Coast Regional Planning Councils (Recommendation 10)

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 Collaborative Transportation Corridor project includes a land use and comprehensive planning component with involvement by the RPCs. A recent update of the plan was initiated in Broward County.

- The Broward MPO (Broward MPO) retained Florida Atlantic University to evaluate land uses and travel on major corridors in northwest Broward County. The Palm Beach MPO (PBMPO) retained the Treasure Coast Regional Planning Council (TCRPC) to evaluate land uses along State Road 7 and provide recommendations to encourage transit-supportive land use changes. The results of the studies will be combined to provide a vision for SR 7.
- The PBMPO has retained the TCRPC to conduct land use and site planning in the vicinity of existing and proposed commuter rail stations. Planning activities have occurred at existing stations in Delray Beach and Lake Worth. Development and redevelopment opportunities at future station locations in Lake Worth, Jupiter, and Palm Beach Gardens have been reviewed with identification of modifications to accommodate future stations. Further analysis of stations in West Palm Beach is planned.
- The PBMPO and TCRPC have jointly led efforts to implement a Transit Oriented Development (TOD) for the West Palm Beach rail station. Negotiations with public and private partners have resulted in location and initial construction of new public health facilities and design of the Palm Tran Intermodal Facility adjacent to the Tri Rail station. A Request for Proposals was issued for the development of the TOD in the vicinity of the train station.
- The Broward County Land Use Plan includes transit-supportive land use categories such as Transit Oriented Development (TOD), Transit Oriented Corridor (TOC), Mixed-Use Residential, Local Activity Center (LAC) and Regional Activity Center (RAC).
- The Miami-Dade Planning and Zoning Department has conducted various charrettes for areas within corridors of regional significance such as Richmond Heights, East Kendall and Palmer Lake areas.
- The Broward, Miami-Dade and Palm Beach MPOs participated and sponsored the Regional Transportation Workshop held by the Urban Land Institute (ULI) on April 30, 2010.
- The Miami-Dade MPO has funded land use and transportation coordination efforts by the 79th Street Corridor Neighborhood Initiative and by the SFRPC, including partial funding of the RPC's roles in the South Florida East Coast Corridor Transit Study, Regional Hurricane Evacuation Model Development, RTTAC activities, and the regional State Road 7/441 Collaborative.
- The South Florida East Coast Corridor Study has conducted station area planning activities for the potential station locations along the proposed corridor from Jupiter to Downtown Miami.
- The SFRPC and TCRPC have assisted SFRTA in completing a station area inventory and land use analysis for all 18 existing Tri-Rail stations in Broward, Miami-Dade, and Palm Beach Counties. This effort was followed by SFRPC's baseline mapping of the entire seven county region (from Monroe to Indian River). The completed maps include existing land use, adopted future land use, environmentally sensitive areas, and projected sea-level rise. These maps can be the start of a regional visioning process, as they show in a clear manner the region's future according to current population projections, policies, and growth patterns.

Other opportunities for land use and transportation planning integration will occur through the 2060 visioning program. The visioning program is a joint effort by the South Florida and the Treasure Coast RPCs to perform longer range planning for a multicounty area which includes the three MPO areas. These efforts will be expanded to address the Sustainable

Community initiatives supported by USDOT, HUD and EPA through a regional partnership of the appropriate agencies and organizations.

- Utilization of performance measures to assess the effectiveness of enhanced regional coordination efforts. (Recommendation 11)

The RTTAC continues to work with FDOT staff to begin the process of developing performance measures. FDOT staff is collecting information from other regional planning activities in the state and other areas throughout the nation to provide examples for the region. While the committee focused on the RL RTP process and update, the MPOs remain open to working with the Department and other agencies to develop applicable performance measures for regional coordination. To this end, the committee will monitor and review the regional indicator activities and continue with the process to develop regional performance measures. The regional consultant will assist in developing regional performance measures for SEFTC consistent with the regional goals and objectives identified in the approved 2035 RL RTP.

2. Describe informal and formal processes or mechanisms currently used or to be used by the three MPOs to support collaborative decision-making. (Recommendations 9, 12)

The MPOs primary method for coordinating regional policy-making is through the SEFTC, which was created by an Interlocal Agreement which mandates that SEFTC actions be endorsed by the three MPOs. The three MPOs continue to use both informal and formal regional coordination mechanisms. The TIPs and UPWPs are provided to all MPOs 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 Regional Transportation Technical Advisory Committee (RTTAC), the Regional Modeling Committee, the South Florida Regional Transportation Authority (SFRTA) Planning Technical Advisory Committee (PTAC), and steering committees for specific regional studies and projects.

The three MPOs and FDOT Districts 4 and 6 are all now using the SERPM transportation model as the standard model for Southeast Florida. Each entity provided inputs to the modeling consultant who prepared the regional model runs and provided the data back to each MPO for use in both the RL RTP and each individual MPO's LRTP. The Regional Modeling Committee will continue to monitor and support the regional model.

3. Identify key partners in the region with responsibilities relevant to those of the MPOs and describe current and planned collaborative efforts with them. (Recommendations 2, 4, 10)

Key partners in the region include the FDOT Districts 4 and 6, the SFRTA, the RPCs, the county transit operators, local intermodal operators (i.e. seaports, airports, highway authorities, commuter services) 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. Plans and programs providing access to intermodal facilities are coordinated with local and regional transportation plans. 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 three MPOs and other agencies have been instrumental in the development and deployment of Intelligent Transportation Systems (ITS) and expanded regional transit services 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 (ATIS) 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 (i.e. EasyCard) concept for use by transit properties throughout the region.
 5. Installation of close circuit television (CCTV) along the interstate system and other regional corridors.
 6. Coordination of a Regional Vanpool Program with administration by the Miami-Dade MPO.
 7. I-95 Express Lanes in Broward and Miami-Dade Counties with FDOT.
 8. Bus services in Broward and Miami-Dade counties along the I-95 Express Lanes.
 9. Open road tolling on various expressway facilities throughout the region.
 10. South Florida Commuter Services vanpool and transit information programs.
4. Describe current and planned efforts to improve technical support for regional planning and project prioritization efforts. (Recommendations 3, 5)

The MPOs continue to work together to develop regional plans and programs. MPO staff and resources will continue to be allocated to performing tasks related to refining and maintaining the RL RTP. The prioritization process will be refined to reflect measurable criteria to evaluate projects. The three MPOs have committed to provide funding to assist FDOT on refinement of the regional planning model for application to regional and local planning activities including development and maintenance of regional and local LRTP's. The local LRTP update is being coordinated through a RL RTP planning effort to ensure the regional aspects of the transportation system are in coordination with local needs and areas of interest. FDOT will coordinate efforts with the MPOs on development of an interactive TIP. Working through the formal and informal mechanisms previously mentioned, the regional efforts will continue and improve.

The three MPOs already coordinate planning studies such as:

1. Long Range Transportation Plans
2. South Florida East Coast Corridor Transit Analysis Study
3. Freight and goods movement - information sharing/coordination
4. Southeast Regional Planning Modeling (SERPM)
5. FDOT tri-county coordination of FHIS/SIS
6. Regional Long Range Transportation Plan
7. Project selection and prioritization for TRIP funding
8. Regional Freight Study
9. Transit Capacity Quality of Service (TCQS) conducted regionally through the 2035 RL RTP Update process

The three MPOs retained a consultant to prepare the RL RTP update and to provide continuing support for the committee's activities. These activities include refinement and implementation of a regional prioritization process for projects in general and TRIP, preparation of regional performance measures, maintenance of the RL RTP, maintenance the SEFTC website, and similar functions.

5. Describe how the Unified Planning Work Programs (UPWPs) for the three MPOs address regional coordination on tasks involving shared interests or responsibilities. (Recommendation 14)

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. Funds are allocated by each MPO for regional projects and administered by a single MPO or FDOT. Examples include the RL RTP, Regional Freight Study and SERPM. The MPOs will continue efforts to improve coordination and standardization of task descriptions within the framework of the respective work programs to provide close coordination of regional activities.

6. Describe efforts to conduct freight and goods planning on a regional basis. (Recommendations 1, 4, 7)

Each MPO has initiated or completed freight and goods movement studies for the respective county. Many of the freight studies conducted identify and address inter-county movement of goods. The MPOs contributed funding to the development of a Regional Freight Plan and FDOT retained a consultant to prepare this plan, which considers the material contained in each MPO plan. The MPOs serve on the Regional Freight Committee and provide review and input to the plan. FDOT holds an annual Freight Summit to examine where the region is and what issues it needs to pursue. The regional goals, objectives, and measures (GOMs) prepared for the RTTAC were reviewed by the FDOT consultant with suggested changes to reflect regional freight considerations. The results of the regional study were considered in preparation of the RL RTP and local LRTPs. The Regional Freight Plan was presented to the SEFTC and local MPOs.

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. (Recommendations 1, 2)

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 their respective LRTPs and the TIPs. The previously mentioned regional freight study assists in this coordination. ITS System links, through the Southeast Florida ITS architecture, the different ITS regional components into a single system (i.e. SUNGUIDE).

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. (Recommendation 6)

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. This process will be included in the efforts to develop standardized interactive TIPs for the region. The process will include identification of the project as regional with information related to regional funding sources and inclusion in regional planning elements. Current actions provide for inclusion of TRIP projects in the TIP based on regional priorities and funding. The RL RTP identifies regional corridors and projects with phasing schedules for advancement into the TIP.

9. Explain how the three MPOs will be addressing evolving challenges and opportunities in such areas as climate change, sustainability, and passage of a new federal surface transportation act. (Recommendations 2, 4, 5, 7, 8, 10, 13)

Each MPO LRTP includes Goals and Objectives related to sustainability, livability and the environment. The plans include significant dedication of resources to alternative modes that would contribute to reduced air emissions and greenhouse gases.

The Broward MPO has adopted a Transformational Vision and Mission with emphasis on mass transit and transit-supportive land use in key corridors and mobility hubs. Area Studies consistent with the 2035 LRTP have begun to create plans for Livable Communities in coordination with Mobility Hubs and transit investments. The Broward MPO also coordinated with the Broward County Planning Council to include 'proximity to premium transit and mobility hubs' and 'context sensitive design with convenient, safe and attractive access to pedestrian, bicycle and transit facilities' as part of the Model "Smart Growth" Land Use Plan Amendment Evaluation.

The Miami-Dade MPO will be conducting a study addressing Transportation and Sustainability issues in FY11. All MPOs allocated in excess of 65% of future revenues to transit. Air quality emission levels were considered in development of the plans. The MPOs are partners in the 2060 visioning process and the efforts to address recent federal initiatives related to sustainability and livability. Project identification in the planning process tried to select projects in local Needs Plans for inclusion in the Cost Feasible Plans in anticipation of future funding in the next federal transportation act. FDOT and the MPOs continue to monitor and participate in discussions for the next bill.

2008 Regional Report Recommendations

The following recommendations, in no priority order, apply to the Miami-Dade, Broward and Palm Beach MPOs.

- (1) Ensure completion of the 2035 RL RTP by February 2010, coordinating with all regional partners, and identify and provide "continuing support" needed to supplement the effort and ensure timely and effective implementation of the new plan.
- (2) Participate in regional initiatives such as the mobility planning efforts centered on I-95 and its parallel transit corridor, Tri-Rail.
- (3) Continue working with FDOT on the SERPM to support long range transportation planning and meet other multimodal travel demand forecasting needs. Particular focal areas are as follows:
 - *Travel Behavior Analysis to Identify Trend of Travel Decision Making*
The MPOs and FDOT, coordinating with other partners, should aggressively pursue opportunities for transit on-board surveys and other types of travel surveys. The findings from these surveys can be applied for modeling New Starts, alternative modes, user-paid highway special lanes and other transportation investments.
 - *Demographic Analysis*
The MPOs and FDOT, coordinating with other partners, should identify and implement means of capturing trends from demographic changes and their travel demand implications in subareas of the tri-county region. With that information, the model can be effectively adjusted to reflect the needs of local governments or other entities when it is applied for local projects.
 - *Support for Continuing Evolution of Model*
The MPOs and FDOT should monitor the latest demand forecast modeling concepts and assess their applicability and appropriateness for inclusion in the SERPM.

- (4) Review regional visioning efforts under way or completed for other regions, including ones in Florida (e.g., myregion.org in Central Florida). Promote and participate in regional visioning and other regional level planning efforts, including in conjunction with development and implementation of the 2035 RL RTP and planning for the next generation RL RTP.
- (5) Refine and update the regional project prioritization process and use it to generate a single multimodal list of prioritized regionally significant projects for the tri-county region through the 2035 planning horizon in coordination with all regional partners. This process should provide for TRIP project identification and prioritization (as a subset of ranked projects) and is expected to continue evolving over time. It also is expected to be coordinated with individual MPO prioritization processes.
- (6) Develop and implement a process to ensure regional projects and priorities are clearly and consistently reflected in the TIPs for the three MPOs. Consistent narrative covering regional project prioritization and use of TRIP funds in the tri-county region should appear in the TIPs.
- (7) Expand efforts to identify public and private funding partners to leverage funds available for regional projects, particularly under the TRIP. Also, identify and pursue options and approaches for increasing funding available for regional projects, including in conjunction with development of the 2035 RL RTP.
- (8) Continue implementing the Regional Public Involvement Plan and supplement it to include measures of effectiveness and provide for periodic evaluations using those measures followed by plan updates as warranted. The core purpose of this plan should remain building, through continuous and consistent engagement, public understanding and awareness of the tri-county region and regional transportation issues and opportunities. The public, as used here, includes the various groups and organizations with interests in regional level transportation planning issues and activities. Ensure that ITIS is expanded across the tri-county region. Continue upgrades to the SEFTC web site, such as additions of information on regional features, demographics and travel patterns.
- (9) Provide regular updates on regional planning and coordination efforts to MPO advisory committees and boards and post them on individual MPO web sites. Explore additional ways to increase MPO advisory committee interest and involvement in regional level efforts.
- (10) Continue to work with the RPCs and other partners to develop and implement an overall strategy for improving the integration of transportation and land use in the tri-county region.
- (11) Ensure that the performance measures for regional objectives in the 2035 RL RTP will be used by ensuring that threshold values for them are set and a mechanism for monitoring and reporting on them is put into place. Continue to be open to working with partners that have a role in the regional transportation system on efforts to identify and track regional performance measures.
- (12) Explore increasing the membership of SEFTC to provide for at least two representatives from each MPO.
- (13) Explore means to enhance SEFTC's level of engagement in areas such as addressing cross-jurisdictional issues, funding for regional projects and climate change.
- (14) Develop an annually updated five-year SEFTC work plan to guide the timing and delivery of regional level work, including RL RTP implementation and updates, over time. Also, identify and

secure the staffing, technical and other support needed to implement the work plan. In addition, use consistent wording for shared regional tasks in the UPWPs for the three MPOs.