

Florida Department of Transportation

RICK SCOTT
GOVERNOR

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SECRETARY

July 31, 2012

Commissioner Joe A. Martinez, Chair
Miami-Dade Metropolitan Planning Organization
Stephen P. Clark Center
111 NW 1st Street, Suite 920
Miami, FL 33128

Commissioner Richard Blattner, Chair
Broward Metropolitan Planning Organization
100 West Cypress Creek Road, Suite 850
Ft. Lauderdale, FL 33309

Deputy Mayor Susan Haynie, Vice-Chair
Palm Beach Metropolitan Planning Organization
2300 North Jog Road, 4th Floor
West Palm Beach, Florida 33411

SUBJECT: Final Post-2000 U.S. Census Regional Report - Miami Urbanized Area

Dear Commissioners Martinez and Blattner and Deputy Mayor Haynie:

We are writing to transmit the final regional report for the Miami-Dade, Broward, and Palm Beach Metropolitan Planning Organizations (MPOs) and the Southeast Florida Transportation Council. This report looks at regional coordination commitments made by the MPOs following the 2000 U.S. Census, including ones reflected in the 2006 interlocal agreement that created the Council. The Department is proud of the efforts you and your staff have made to promote and maintain regionalism over the last decade.

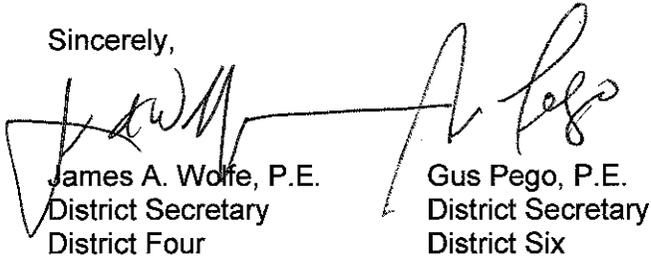
The final regional report has two parts. The first part is a table that provides an overview of recommendations made in prior regional reports and presents conclusions reached regarding their implementation. The second part is the final update of the regional report checklist the MPOs have provided for each regional report.

Clearly relationships among the MPOs and between the MPOs and their other partners have evolved and continue to evolve in a positive direction. The same applies to tools being used, such as the regional travel demand model and the Transportation Outreach Planner, and products being delivered, such as the regional long range transportation plan and the regional freight plan. The partnership extends to support for studies and projects with a regional scale or impact, such as the South Florida East Coast Corridor Study and the highly successful I-95 managed lane/95 Express project.

At the same time, efforts to better integrate transportation and land use are advancing and being linked to efforts to substantially increase the types and availability of transit in the tri-county region. Engagement by the MPOs and the Council in the Seven50 regional visioning initiative presents the opportunity to take an even longer view and engage additional partners in the larger region.

One key conclusion for this final regional report is the importance of continuing to move forward together to address the many and varied transportation opportunities and challenges for the region. If you have any questions or regarding the report, please contact Lois Bush, Policy Planning Section Leader, at (954) 777-4654, lois.bush@dot.state.fl.us, or Phil Steinmiller, Planning Manager, at (305) 470-5386, phil.steinmiller@dot.state.fl.us.

Sincerely,



James A. Wolfe, P.E.
District Secretary
District Four

Gus Pego, P.E.
District Secretary
District Six

Attachment

cc: Irma San Roman, Miami-Dade MPO
Greg Stuart, Broward MPO
Randy Whitfield, Palm Beach MPO
Jim Murley, South Florida Regional Planning Council
Michael Busha, Treasure Coast Regional Planning Council
Lee Ann Jacobs, Federal Highway Administration
Keith Melton, Federal Transit Administration
Kathleen Neill, FDOT Central Office
Gerry O'Reilly, FDOT District Four
Lois Bush, FDOT District Four
Harold Desdunes, FDOT District Six
Phil Steinmiller, FDOT District Six

Final Regional Report for Miami Urbanized Area/Transportation Management Area – Miami-Dade, Broward, and Palm Beach MPOs and Southeast Florida Transportation Council (SEFTC)
Implementation of Regional Report Recommendations

Post-2000 U.S. Census Commitments/Duties	2006 Regional Report	2007 Regional Report	2008 Regional Report	2009-10 Regional Report	Conclusions
<i>Regional Long Range Transportation Planning</i>					
<p><i>Development and implementation of a regional long range transportation plan (RLRTP) for the tri-county region</i></p> <p><i>Source: 2003 Letters and 2006 SEFTC Interlocal Agreement</i></p>	<p>(1) Finalize the regional element constituting the initial RL RTP and incorporate it by amendment into the 2030 LRTPs for the three MPOs. Consider publishing the element in a brochure format to facilitate wider distribution and awareness of the element.</p> <p>(2) By December 2006, define what will constitute the next generation RL RTP and set out how it will be developed in coordination with Districts Four and Six, the SFRTA and the RPCs.</p>	<p>(1) Finalize the regional element constituting the initial RL RTP and incorporate it by amendment into the 2030 LRTPs for the three MPOs. Publish the element in a brochure format, as supported by SEFTC, to facilitate wider distribution and awareness of the element.</p> <p>(2) Coordinate the scopes of services for the 2035 LRTPs and lead development of the scope of services for the 2035 RL RTP through the Regional Transportation Technical Advisory Committee (RTTAC).</p> <p>(3) Promote and participate in regional visioning efforts in conjunction with development of the 2035 RL RTP.</p>	<p>(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.</p> <p>(2) Participate in regional initiatives such as the mobility planning efforts centered on I-95 and its parallel transit corridor, Tri-Rail.</p> <p>(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.</p>	<p>▪ Consider pursuing regional level greenway planning efforts.</p>	<p><i>RL RTP</i></p> <p>The MPOs compiled components of a common regional element in conjunction with development of their three 2030 LRTPs. They developed a stand-alone 2035 RL RTP along with their 2035 LRTPs. The 2035 RL RTP, adopted in 2010, contains an updated regional transportation network and regional needs and cost feasible plans compiled from the three local plans.</p> <p>Four plans will be developed for the 2040 planning cycle beginning in fall 2012. The MPOs worked extensively with partners to produce a scope for the 2040 Regional Transportation Plan (RTP). This scope provides for a more regional approach, increases the emphasis on transit and congestion management, and adds a regional non-motorized transportation component. The 2040 RTP and the three 2040 LRTPs are to be complementary. They will be coordinated with the Seven50 regional visioning initiative, work of the Southeast Florida Regional Climate Change Compact, and other regional efforts.</p> <p>The MPOs’ growing commitment to support regional activities is reflected in the increased level of funding for the 2040 RTP. Work on the common regional element for the 2030 planning cycle was an in-kind effort. Funding for consultant services increased from \$450,000 for the 2035 RL RTP to \$900,000 for the 2040 RTP along with other tasks. This represents an evolutionary step by the MPOs to strengthen the regional input into the long range transportation planning process.</p> <p>Freight projects were prioritized regionally in the 2035 Regional Freight Plan. This plan was collaboratively developed by the MPOs and partners and incorporated into the 2035 RL RTP. Development of the 2040 RTP and the 2040 Regional Freight Plan will be closely coordinated.</p>

Post-2000 U.S. Census Commitments/Duties	2006 Regional Report	2007 Regional Report	2008 Regional Report	2009-10 Regional Report	Conclusions
<p><i>Development and implementation of a RL RTP for the tri-county region</i></p>	<p>(3) Continue working with Districts Four and Six to update the Southeast Florida Regional Planning Model (SERPM) both to support development of the next generation RL RTP and to meet other multimodal demand forecast modeling needs.</p>	<p>(4) Continue working with Districts Four and Six on the SERPM to support development of the 2035 RL RTP and meet other multimodal demand forecast modeling needs.</p> <p>(6) Expand efforts to identify public and private funding partners to leverage funds available for regional projects, particularly under the Transportation Regional Incentive Program (TRIP). Also, identify and pursue options and approaches for increasing funding available for regional projects.</p>	<p>(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:</p> <ul style="list-style-type: none"> ▪ <i>Travel Behavior Analysis to Identify Trend of Travel Decision Making</i> 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. ▪ <i>Demographic Analysis</i> 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. ▪ <i>Support for Continuing Evolution of Model</i> The MPOs and FDOT should monitor the latest demand forecast modeling concepts and assess their applicability and appropriateness for inclusion in the SERPM. <p>(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.</p>	<ul style="list-style-type: none"> ▪ Continue development of the SERPM, in coordination with FDOT, to support regional long range transportation planning, travel demand forecasting, and meet other multimodal analysis needs. ▪ Continue efforts to identify public and private funding partners to leverage funds available for regional projects. 	<p><i>Regional Travel Demand Model</i></p> <p>The progress made on regional travel demand modeling has been noteworthy. The MPOs switched to shared use of SERPM 6.5, rather than multiple travel demand models, for their 2035 R/L RTPs. The MPOs and FDOT are collaborating on funding and developing SERPM 7.0 for use in the 2040 planning cycle. Portions of the modeling efforts for the individual L RTPs will be carried out at a regional level rather than by the individual MPOs.</p> <p>The MPOs effectively utilized the SEFTC decision making framework to transition to an activity-based model for SERPM 7.0.</p> <p><i>Funding for Regional Projects</i></p> <p>The 2035 RL RTP identifies projected revenues from the three 2035 L RTPs sufficient to cover \$33,242,000 out of \$70,455,000 in needs on the regional transportation network. Work on the 2040 RTP and other efforts will explore ways to increase focus on funding opportunities for regional projects.</p>

Post-2000 U.S. Census Commitments/Duties	2006 Regional Report	2007 Regional Report	2008 Regional Report	2009-10 Regional Report	Conclusions
Regional Project Prioritization					
<p>Development and implementation of a regional prioritization process, yielding a single list of prioritized regionally significant projects for the tri-county region</p> <p><i>Source: 2003 Letters and 2006 SEFTC Interlocal Agreement</i></p>	<p>(4) Develop and implement a regional project prioritization process able to generate a single multimodal list of prioritized regionally significant projects for the tri-county region in coordination with the South Florida Regional Transportation Authority (SFRTA) and other partners. This process is expected to incorporate TRIP project identification and prioritization and evolve over time. It also is expected to be coordinated with individual MPO prioritization processes.</p>	<p>(5) Develop and implement a regional project prioritization process able to generate a single multimodal list of prioritized regionally significant projects for the tri-county region in coordination with all regional partners. This process is expected to incorporate TRIP project identification and prioritization (as subset of ranked projects) and evolve over time. It also is expected to be coordinated with individual MPO prioritization processes.</p>	<p>(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.</p> <p>(6) Develop and implement a process to ensure regional projects and priorities are clearly and consistently reflected in the transportation improvement programs (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.</p>	<ul style="list-style-type: none"> ▪ Continue refinement of the regional project prioritization process. 	<p>Regional Project Prioritization</p> <p>The MPOs, with FDOT assistance, were successful in developing and implementing an interim regional project prioritization process. This process has been used to generate regional project priority lists for programming of TRIP funding. The MPOs attempted to refine the interim process and apply the refined process when developing the 2035 RL RTP. Regional project prioritization is part of the 2040 RTP scope. Regional performance measures will assist in applying a balanced methodology for project prioritization.</p> <p>TIPs</p> <p>The MPOs are developing a unified means of identifying projects of regional significance in their respective TIPs. They also are using interactive programs which facilitate compilation of regional project reports for use in planning and programming.</p>
Regional Public Involvement					
<p>Development and implementation of a regional public involvement process to build public understanding and awareness of the region and regional transportation issues and opportunities</p> <p><i>Source: 2003 Letters and 2006 SEFTC Interlocal Agreement</i></p>	<p>(5) Develop and publish a general regional public involvement plan (RPIP) designed to build public understanding and awareness of the tri-county region and regional transportation issues and opportunities. This plan, with current efforts as a foundation, should provide for continuous and consistent engagement of the public and complement public involvement efforts conducted for specific projects (e.g., RL RTP development). In addition, the plan should be evaluated periodically for effectiveness and updated as warranted. Consider creating a web site for SEFTC along the lines of the web site for the West Central Florida Chairs Coordinating Committee.</p>	<p>(7) Develop, publish and begin implementing a general RPIP designed to build public understanding and awareness of the tri-county region and regional transportation issues and opportunities. This plan, with current efforts as a foundation, should provide for continuous and consistent engagement of the public and complement public involvement efforts conducted for specific projects (e.g., RL RTP development). In addition, the plan should be evaluated periodically for effectiveness and updated as warranted.</p>	<p>(8) Continue implementing the RPIP 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 the Integrated Transportation Information System (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.</p>	<ul style="list-style-type: none"> ▪ Continue implementation of the RPIP. Add measures of effectiveness for regional public involvement efforts to the plan, and provide for periodic evaluations using those measures followed by plan updates as warranted. ▪ Maintain the ITIS across the tri-county region. ▪ Implement user friendly websites throughout the region displaying current and future projects (example: Miami-Dade interactive TIP). ▪ Continue SEFTC web site maintenance and provide interactive opportunities for public input through the web site. 	<p>Regional Public Involvement</p> <p>SEFTC created a logo and maintains a website (www.seftc.org), adopted a RPIP in 2008, and has a regional public involvement management team. The RPIP sets out a general structure for regional level efforts and covers particular efforts and coordination on public involvement for regional-scale projects. One regional report recommendation has been to add measures of effectiveness and provide for periodic evaluations using the measures, followed by RPIP updates as warranted. The 2040 RTP scope provides for use of a regional public involvement plan.</p> <p>Public involvement for the 2035 RL RTP was conducted in conjunction with development of three local 2035 LRTPs. Feedback received for the RL RTP was minimal. Use of a regional public</p>

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<p><i>Development and implementation of a regional public involvement process to build public understanding and awareness of the region and regional transportation issues and opportunities</i></p>	<p>(6) Provide regular updates on regional planning and coordination efforts to MPO advisory committees and boards and post them on individual MPO web sites.</p>	<p>(8) 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.</p>	<p>(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.</p>		<p>involvement plan for the 2040 RTP should improve results.</p> <p>A noteworthy achievement is expansion of the ITIS, now called the Transportation Outreach Planner, from the Miami-Dade MPO to the Broward and Palm Beach MPOs. Through this expansion, the MPOs have access to a community characteristics/public involvement tool that can be used in common across the tri-county region.</p> <p>The three MPOs use interactive TIP tools, which increase and enrich public access to their TIPs. All the MPOs in FDOT District Four use the same interactive TIP tool yielding cost efficiencies. The Broward and Palm Beach MPOs have joined the Miami-Dade MPO in providing funding for South Florida Commuter Services. The Urban Land Institute engages the three MPOs in regional forums focused on transportation infrastructure and issues.</p> <p>MPO Advisory Committees and Boards</p> <p>The web site for each of the three MPOs has links to the other two MPOs' web sites and the SEFTC web site. Coverage of SEFTC activities at the local MPO level tends to focus on particular projects (e.g., RL RTP development).</p>
<i>Air Quality Planning</i>					
<p><i>Continuation of regional-level air quality planning efforts</i></p> <p><i>Source: 2003 Letters</i></p>					<p>In June 2005, the state of Florida was designated as an attainment area for the new eight-hour ozone standard and relieved of the conformity determination for the one-hour ozone standard. The tri-county region remains in attainment.</p> <p>The 2035 RL RTP contains regional objectives with measures of effectiveness (MOEs) to improve air quality and minimize air pollution, reduce greenhouse gas emissions, and promote use of alternative vehicle technologies.</p>

Post-2000 U.S. Census Commitments/Duties	2006 Regional Report	2007 Regional Report	2008 Regional Report	2009-10 Regional Report	Conclusions
<i>Regional Performance Measurement</i>					
<p><i>Utilization of performance measures to assess the effectiveness of enhanced regional coordination efforts</i></p> <p><i>Source: 2003 Letters and 2006 SEFTC Interlocal Agreement</i></p>	<p>(8) Consider developing regional performance measures with regional and state partners that have a role in the regional transportation system. One way to engage those partners is through the Florida Indicators Network. The network is assisting the Century Commission for a Sustainable Florida in developing a common set of indicators that can be used to assess progress in implementing regional goals and visions.</p> <p>(9) To take regional planning and coordination efforts to the next level, consider developing a five-year SEFTC work plan and exploring staffing and technical support approaches that would best support its implementation (e.g., co-</p>	<p>(10) Develop regional performance measures with regional and state partners that have a role in the regional transportation system, including as part of development of the 2035 RL RTP.</p> <p>(11) Develop a five-year SEFTC work plan to guide the development activities of the 2035 RL RTP and other regional level efforts. Also, identify and secure the staffing, technical and other support needed to implement the work plan. In</p>	<p>(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.</p> <p>(12) Explore increasing the membership of SEFTC to provide for at least two representatives from each MPO.</p> <p>(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.</p> <p>(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</p>	<ul style="list-style-type: none"> ▪ Continue refinement of regional performance measures to evaluate the effectiveness regional coordination efforts by the MPOs. These results should reflect the RL RTP goals, objectives and MOEs and ultimately become part of a recurring monitoring system. ▪ 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. 	<p>The MPOs have not presented data on the MOEs identified for the regional objectives in their 2030 common regional element and 2035 RL RTP. They have made meaningful progress in addressing this commitment through their work on case studies of performance measurement by regional peer agencies and development of new measures focused on how the region’s transportation system is performing. This work will feed into the 2040 planning cycle efforts.</p> <p>The regional coordination and planning efforts of the three MPOs have steadily evolved. Two critical factors have been (1) the regular meeting schedule kept by the RTTAC and SEFTC, and (2) maintenance of a jointly funded regional consultant.</p> <p>An upcoming survey will assess public awareness of SEFTC. The MPOs are exploring an increase in membership and an enhanced level of engagement for SEFTC. The level of engagement appears to be on the rise with recent SEFTC efforts focused on implementation of a regional transit smart card and development of a single approach to passenger rail service in the region. SEFTC is preparing informational documents concerning regional transportation planning activities and projects for distribution to public policy makers, private business interests, and the general public.</p> <p>SEFTC amended its interlocal agreement in 2011 to add duties addressing regional tasks in UPWPs and preparation of an annual report. A provision for SEFTC review of all transportation planning initiatives having a regional impact and going before the MPO boards also was added.</p> <p>The MPOs have prepared a five-year work plan to guide timing and delivery of their regional level work for FY 12/13–FY 16/17. This work plan was approved by SEFTC and is part of the FY 12/13– FY 13/14 UPWP for the Palm Beach MPO and consistent</p>

Post-2000 U.S. Census Commitments/Duties	2006 Regional Report	2007 Regional Report	2008 Regional Report	2009-10 Regional Report	Conclusions
<i>Utilization of performance measures to assess the effectiveness of enhanced regional coordination efforts</i>	funding a shared regional planner position). Also, use identical language for shared regional planning and coordination activities in the three Unified Planning Work Programs (UPWPs).	addition, use identical language for shared regional planning and coordination activities in the three UPWPs.	support needed to implement the work plan. In addition, use consistent wording for shared regional tasks in the UPWPs for the three MPOs.		with the UPWPs for the other two MPOs. The MPOs utilize memorandums of understanding to capture agreements reached on the funding and execution of joint planning/modeling projects.

Regional Land Use Strategies

<p>Generation of regional land use strategies with the South Florida and Treasure Coast Regional Planning Councils (RPCs)</p> <p><i>Sources: 2003 MPO Letter and Resolutions</i></p>	(7) 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.	(9) 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.	(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.	<ul style="list-style-type: none"> ▪ The integration of transportation into regional land use strategies should continue to be considered through the participation of the MPOs in various initiatives or studies by the RPCs and other partners. 	<p>The two RPCs have seats on the RTTAC.</p> <p>The MPOs' 2011-12 regional report checklist highlights multiple and notable initiatives involving land use and transportation with participation by the RPCs and other partners. One of the initiatives, the SR 7 Collaborative, involves municipalities on a cross-county basis. The Broward and Palm Beach MPOs jointly funded a SR 7 Common Vision report. The Miami-Dade MPO developed a transit oriented land use scenario as part of its Integration of Sustainability in the Transportation System Study. The 2040 RTP scope provides for identifying and providing best practices in planning and implementing transit oriented development, including from a regional perspective. The Seven50 regional visioning initiative should provide an opportunity to address land use patterns in relation to major transportation investments to support mobility at the regional level.</p>
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Sources: 2003 Letter from District Four Secretary to FDOT Secretary with MPO Letter and Resolution Attachments (2003 Letters), Duties in 2006 SEFTC Interlocal Agreement

- (1) Entries in the Post-2000 U.S. Census Commitments/Duties column are as stated in regional reports or in *2003 Letters*.
- (2) The regional reporting process for the Miami-Dade, Broward, and Palm Beach MPOs has involved two linked efforts:
 - collaborative preparation of a regional report checklist by the MPOs for each regional report
 - FDOT development of a regional report drawing from the checklist.

The content of the checklist has been subject to review by FDOT. The content of the regional reports has been subject to review by the MPOs. All the prior regional reports and regional report checklists are posted on the SEFTC web site.
- (3) In 2006 and 2007, FDOT assessed the progress being made by the three MPOs in meeting their regional coordination commitments as part of annual state certification reviews. In 2008, the regional reports were separated from the certification review packages, recognizing their primary purpose as a source of information for the post-2010 U.S. Census MPO redesignation process. The separation further highlighted regional activities and achievements.

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

**2011-12 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 transportation council_MPOs, to the following items.

1. In lieu of consolidating after the 2000 decennial census, the three transportation council 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 transportation plan (RTP) for the tri-county region

The Miami-Dade, Broward, and Palm Beach MPOs contributed equal funding for a consultant to develop a stand-alone 2035 RL RTP. 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 transportation council 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 RL RTP. A summary of the RL RTP effort was included in each of the local LRTPs. The RL RTP 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 RL RTP was prepared concurrent and in coordination with the 2035 local LRTP major updates. 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.

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

The MPOs and FDOT have initiated activities for the update of the RL RTP to 2040. A draft scope is being refined to obtain consultant services for preparation of the RL RTP. The scope will include many new regional efforts of the (Southeast Florida) Transportation Council MPOs, such as, a regional congestion management plan (CMP) that targets reduction of demand on the regional transportation corridors and introduces transportation system management and operations (TSM&O)

measures that will maximize the efficiency of the regional transportation network. The process will include development and application of transportation system performance measures to evaluate the regional transportation plan (RTP) ability to address the challenges and opportunities. The scope includes a task for coordination with the 2060 Southeast Florida regional vision blueprint that is being developed as part of a grant from the US Department of Housing and Urban Development (HUD) for a sustainable communities initiative of which the transportation council MPOs are partners. The scope calls for preparation of a regional transit systems master plan that will assist in the delivery of premium transit services along major regional corridors; and the development of a more robust mode neutral regional project prioritization process. The transportation council MPOs will be jointly funding the study. While the modeling will be incorporated into the RTP rather than performed by FDOT, the process will be similar to the previous update. The study will begin in the second quarter of FY 13 with completion and adoption during the third quarter of FY 15.

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

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. Where possible, the process utilized the computer model for comparison of impacts with and without the proposed project. 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. Efforts are underway to develop a method using a number of transportation and land use factors related to adopted goals and objectives easily evaluated and assigned points for use in ranking projects.

- 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 is handled by the transportation council MPOs 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.

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.

- Continuation of regional level air quality planning efforts

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 (SFRPC) and Treasure Coast Regional Planning Councils (TCRPC).

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 completed in Broward County.
- The Broward MPO (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 studies have been completed. The results of the studies are being combined to provide a vision for SR 7.
- The BMPO has retained both SFRPC and TCRPC to work on land use and design issues associated with the Broward Boulevard Corridor Gateway project from the SFRTA (Tri-Rail) station to the downtown Fort Lauderdale Mobility Hub, Wave “modern streetcar” terminal adjacent to the BCT central terminal.
- 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. A detailed analysis of stations in West Palm Beach was completed.

- The PBMP 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 construction of the Palm Tran Intermodal Facility adjacent to the Tri Rail station. A private developer was selected for the development of the TOD in the vicinity of the train station. Negotiations with the County are underway.
- 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 BMPO has established three types of mobility hubs (Gateway, Anchor, Community) that are identified in the LRTP based on boarding and alighting of premium transit in Community Redevelopment Areas with approved mixed use land use and zoning. The first mobility is currently underway in downtown Fort Lauderdale, with the next three programmed to begin over the next three years.
- 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 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 SFRTA presented a proposal for service on the FEC railroad from Jupiter to Downtown Miami. The MPOs are evaluating both proposals with the objective of creating one plan.
- 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.

The MPOs are working as partners with the RPCs in development of a 2060 Regional Vision Blueprint for several counties in south Florida as part of the HUD Sustainable Communities Initiative. The MPOs will provide socio-economic data forecasts and assist in evaluating various scenarios.

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

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. The MPOs and FDOT are working 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 is developing regional performance measures for SEFTC consistent with the regional goals and objectives identified in the approved 2035 RL RTP. These measures are under review for applicability and availability of measurable information. RTTAC review and refinement will continue.

2. Describe informal and formal processes or mechanisms currently used or to be used by the three MPOs to support collaborative decision-making.

The MPOs primary method for coordinating regional policy-making is through the SEFTC, which was created by an Interlocal Agreement that mandates SEFTC actions relative to plans and programs 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 RTTAC Modeling Subcommittee, 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 using the SERPM transportation model as the standard model for Southeast Florida. The RTTAC Modeling Subcommittee was instrumental in the region's transition from the traditional trip-based model to an activity-based (i.e. tour-based) model (ABM). This transition will place the Southeast Florida region on par with other major metropolitan area in the U.S. The ABM model will allow for further refined analyzes in the upcoming transportation plan updates. The 2040 RTP will assume to full coordination of model network development as this work had been parceled out to FDOT District 4 during the previous plan update. The Regional Modeling Subcommittee 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.

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. Operation and extension of 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.
 11. Continued operation of the Road Ranger program.
4. Describe current and planned efforts to improve technical support for regional planning and project prioritization efforts.

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, maintaining and updating the RL RTP. The prioritization process will be refined to reflect measurable criteria to evaluate projects. The three MPOs committed 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. The MPOs coordinated efforts 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

The three MPOs will retain a consultant to prepare the 2040 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 and refinement of regional performance measures, maintenance of the RL RTP, maintenance of 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.

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.

Each MPO has initiated or completed freight and goods movement studies for the respective county. 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 sponsored a Regional 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 RL RTP 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 MPOs and FDOT have agreed to contribute funding for an update of the Regional Freight Plan. This update will provide input to the 2040 RL RTP update and the local LRTPs.

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. Representatives also participate in the regional transportation planning process through the RTTAC. 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.

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. SEFTC is also investigating preparation of a regional TIP compiling the regional projects identified in the local TIPs.

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.

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. SEFTC and the RTTAC received a presentation and documentation on a recently completed Regional Climate Action Plan related to potential impacts from climate changes. The impacts and transportation recommendations will provide input to the development of the RL RTP.

The 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 preparation of the 2060 Regional Vision Blueprint 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.