

**Miami Urbanized Area (UZA)/Transportation Management Area (TMA)  
2008 Regional 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.
  - The Southeast Florida Transportation Council (SEFTC) created the Regional Transportation Technical Advisory Committee (RTTAC) and the Regional Model Task Force (RMTF).
  - 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 Miami-Dade, Broward, and Palm Beach MPOs contributed funding to the development of the RLRTP and FDOT has retained a consultant to run the regional model and supply results. The regional goals, objectives, and measures (GOMs) would be coordinated through the RTTAC. A stand alone RLRTP document will be produced as a result of all regional coordination efforts.

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 completed a RLRTP element for inclusion in the respective local LRTPs. The RLRTP element includes Goals, Objectives and Measures of Effectiveness for the region. Extensive discussion occurred relative to development of 'Criteria for Corridors of Regional Significance' used to identify and define a regional transportation network. Projects along these corridors were identified in each MPO adopted Plan and compiled into a regional multimodal list. The regional list includes descriptions, cost estimates, and phasing from each plan. The RLRTP report was presented to the SEFTC.

Each MPO has initiated the 2035 major update of the respective LRTPs. An update of the RLRTP element will be prepared concurrent with the 2035 major update to be completed by the three MPOs by December 2009. Each MPO has retained a consultant to prepare a RLRTP concurrent with the local LRTPs. The planning efforts are closely coordinated with the regional consultant conducting regional transportation modeling to be used by the local consultants as the basis for local alternative network modeling. The RTTAC will continue as the mechanism leading and coordinating the regional planning activities. The

Modeling Subcommittee will review and direct the actual modeling efforts using the validated regional model. Public involvement for the regional and local plan updates will be coordinated to provide opportunities for input at meetings and events in all Counties.

- 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 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 is also being used in evaluating the projects for priorities. The results were used to develop the adopted recommendations for FY 08 TRIP funding for the region. The information compiled in the RL RTP report also included a list of project priorities for the FY 06/07 TRIP funding. A similar list was prepared for FY 07/08 for the TRIP.

The prioritization process was revised for FY 09-10 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.

- 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 three MPO public information officers (PIO). The three PIOs meet on a regular basis as the regional Public Involvement 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 fourth RCAC meeting took place on June 11, 2008 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 receive updates 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 email 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 are disclosed for public comment. The public involvement activities from these efforts are then incorporated into the local programs as appropriate through reports to the various committees. Coordination will continue to be carried out through plans, reports, newsletters, meetings, and conference calls.

The SEFTC website ([www.seftc.org](http://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 are made available and also includes links to the various regional newsletters 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 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 Collaborative Transportation Corridor project includes a land use and comprehensive planning component with

involvement by the RPCs. Discussions are underway to extend the corridor planning process northward into Palm Beach County.

- The Palm Beach MPO (PBMPO) has retained the Treasure Coast RPC (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.
- 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.
- Broward County added TOD land use designations to the Land Use Codes in 2005.

Other opportunities for land use and transportation planning integration will occur during the development of the 2035 RL RTP and 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. The transportation and visioning efforts will be coordinated to the extent possible based on schedules.

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

The RTTAC has been working 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 has been 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 performance measures results in the Regional and individual MPO LRTPs will be based upon the outputs of the RMTF modeling efforts.

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 continue to use informal and formal 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 RMTF, the RTTAC, the South Florida Regional Transportation Authority (SFRTA) Planning Technical Advisory Committee (PTAC), and steering committees for specific regional studies and projects. The MPOs also prepare and coordinate regional policy-making through the SEFTC, which was created by an Interlocal Agreement.

The three MPOs and FDOT Districts 4 and 6 are all now using the SERPM 6 transportation model. Each entity provides inputs to the modeling consultant who will prepare the regional model runs and provide the data back to each MPO for use in both the RL RTP and each individual MPO's LRTP.

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, the SFRTA, the RPCs, 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 three 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 (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 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.
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 and maintaining the RL RTP. The prioritization process will be refined to reflect 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 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. Working through the formal and informal mechanisms previously mention, 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
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. SFRTA funding and staff services
4. Feeder services to Tri-Rail
5. University Drive/State Road 7 planning
6. Transit Capacity Quality of Service (TCQS) coordinated regionally through the 2035 RL RTP Update process

The RTTAC has retained a consultant to prepare the RL RTP update and to provide support for the committee's activities. These activities include refinement and implementation of a regional prioritization process for projects in general and TRIP, coordination and preparation of regional transportation planning documents, assembling of RL RTP documents, maintaining the SEFTC website, and similar functions. RTTAC will review this process and determine future action related to multiyear support.

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. Funds are allocated by each MPO for regional projects and administered by a single MPO or FDOT. 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 a freight and goods movement study for the respective county. The MPOs contributed funding to the development of a Regional Freight Plan and FDOT has 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. The regional goals, objectives, and measures (GOMs) prepared by the RL RTP Committee were reviewed by the FDOT consultant and modified to reflect regional freight considerations. The results of the regional study will be considered in preparation of the RL RTP and local LRTPs. The MPO's and FDOT will be conducting the first Regional Freight Visioning session in September 2008 as part of the development of the Regional Freight Plan.

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 their respective LRTPs and the TIPs. The previously mentioned regional freight study assists in this 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. Current actions provide for inclusion of TRIP projects in the TIP based on regional priorities and funding. The RL RTP will identify regional corridors and projects with phasing schedules for advancement into the TIP.

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