



Regional Transportation
Technical Advisory Committee (RTTAC)

Meeting Agenda

January 11, 2012 – 1:30 PM

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

-
- I** Call to Order
 - II** November 11, 2011 Meeting Notes
 - III** Regional Climate Change Compact
 - IV** South Florida East Coast Corridor Study/Fast Start Evaluation Process
 - V** HUD Sustainable Communities Initiatives Grant Status Report
 - VI** 2040 Regional Long Range Transportation Plan Scope
 - VII** SEFTC 5-Year Work Plan
 - VIII** SEFTC Meeting-January 23
 - IX** Performance Measures/Prioritization Process
 - X** Regional Report
 - XI** Other Business
 - XII** Next RTTAC Meeting – February 15
 - XIII** Adjournment
-



Regional Transportation
Technical Advisory Committee (RTTAC)
November 9, 2011 Meeting Notes

The following is a summary of the RTTAC meeting held on November 9, 2011.

MEETING TIME AND LOCATION

SFRTA, 1:30 p.m.

MEETING ATTENDEES

1. Randy Whitfield, Palm Beach MPO, rwhitfie@pbcgov.com
2. Greg Stuart, Broward MPO, stuartg@browardmpo.org
3. Wilson Fernandez, Miami-Dade MPO, Wilson@miamidade.gov
4. Shi-Chiang Li, FDOT D4, shi-chiang.li@dot.state.fl.us
5. Lois Bush, FDOT D4, lois.bush@dot.state.fl.us
6. Phil Steinmiller, FDOT D6, phil.steinmiller@dot.state.fl.us
7. Chris Dube, FDOT D6, christopher.dube@dot.state.fl.us
8. Joseph Quinty, SFRTA, quintyj@sfrta.fl.gov
9. Arlene Davis, Port Everglades, ardavis@broward.org
10. Kim Delaney, TCRPC, kdelaney@tcrpc.org
11. Jonathan Roberson, BCT, jroberson@broward.org
12. Jessica Josselyn, Kittelson & Associates, Inc., jjosselyn@kittelson.com
13. Larry Foutz, Miami-Dade MPO, lfoutz@miamidade.gov
14. Monica D. Cejas, MDT, mcejas@miamidade.gov
15. Darryl dePencier, Kittelson & Associates, Inc., ddepencier@kittelson.com
16. Rohit Rai, Kittelson & Associates, Inc., rrai@kittelson.com
17. Fred Silverman, Michael Baker Corp., fred.silverman@mbakercorp.com
18. Karen Kiselewski, Renaissance Planning Group, kkiselewski@ciesthatwork.com
19. Gavin Jones, Martin MPO, gjones@martin.fl.us
20. David Orshefsky, Citizen, davidorshefsky@ue.com
21. Jeff Widener, FDOT D4, jeff.widener@dot.state.fl.us
22. Phil Matson, Indian River MPO, pmatson@irmpo.com
23. Marcela Cambor Cutsaimanis, TCRPC, marcela@tcrpc.org
24. Lynda Westin, SFRTA, westin@sfrta.fl.gov
25. Gustavo Schmidt, FDOT D4, gus.schmidt@dot.state.fl.us
26. Peter Buchwald, St. Lucie MPO, buchwaldp@stlucieco.org

27. Richard Ogburn, SFRPC, rogburn@sfrpc.com
28. Victor Dover, Dover, Kohl & Partners, vdover@doverkohl.com
29. Jason King, Dover, Kohl & Partners, jking@doverkohl.com
30. Manny Armada, Miami-Dade SPEED, marmada@miamidade.gov
31. Robert Schwarzreich, Miami-Dade SPEED, schwarr@miamidade.gov

MEETING NOTES

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

I Call to Order

Randy Whitfield called the meeting to order at 1:34 PM and led a round of introductions.

II October 19, 2011 Meeting Notes

Shi-Chiang Li requested a modification to the description of the SERPM 7.0 activities in the October meeting notes. Lois Bush pointed out a typo in the 2040 RL RTP scope discussion. The minutes were approved as amended.

III SERPM Modeling Status Report

Wilson Fernandez distributed a copy of the draft modeling subcommittee meeting agenda. He requested that RTTAC members review the agenda and send comments as soon as they are able. Wilson provided an update on the microanalysis zone compilation and transit network tasks. He is hoping to use Cambridge Systematics under their existing contract to complete the remaining work. The modeling summary will be submitted by December 14th, 2011.

Shi-Chiang Li stated that the transit modeling effort will be compatible with the latest modeling standards.

IV HUD Sustainable Communities Initiatives Grant Status Report

Kim Delaney introduced Marcela Cambor Cutsaimanis as the program manager.

In February, 2011, the SFRPC and TCRPC helped to form a Southeast Florida Regional Partnership (200+ members) and received a federal grant to create a regional vision/blueprint for economic prosperity into 2060 that would span from Monroe County to Indian River County.

Over the last 6 months, the partners drafted a project scope and selected a consultant team to assist the partnership in developing the plan. The consultant team is led by Dover Kohl and Partners. The team is composed of 17 different firms. The team will be assisting with all of the tasks being prepared over the 3 year period.

The vision will incorporate plans that have already been created. It is not intended that this plan will be starting from scratch. Part of the task is to form six work groups. Work groups will be tasked with guiding the vision on different topics including but not limited to: climate resiliency, economic development, education, transportation, and land use.

The project team planned to make this RTTAC meeting both an introduction and the first transportation work group meeting. These work groups will generate policy and bring up the issues that need to be addressed and reflected in the vision. More people may need to be involved but those attending the November 9th RTTAC meeting will be the core group.

The work plan is still in draft form and requires updating. The Vision group and the RTTAC group both want the work to coincide with each other. One of the important things that the Vision group has done in terms of formatting the contract is to develop action plans as needed rather than determine today what happens over the next 3 years. This will allow them to adapt to change the needs on an ongoing basis.

As soon as a draft is ready it will be sent to the group for review. A work plan is available but they are in the process of adapting it to what will actually happen. Marcela invited members to ask questions or make comments.

Larry Foutz pointed out that goods movement is an issue of specific importance in south Florida that must be addressed. The team may want to consider having that as a special or separate working group. They may not want to put that under economic development. Jeff Widener agreed with Larry's thoughts and suggested that it should be its own separate group due to its importance. Jim Wolfe also has referenced how important goods movement is to the success of the plan.

RTTAC members will form the core of the 'Land use and transportation' working group. Phil Matson raised the question of how the working group should be set up.

Shi-Chiang Li stated that the project team will need to develop the input into our LRTPs. Li thinks the TCRPC model should pull back to not include Palm Beach where it currently overlaps with the SERPM model. The scope reduction should be in place for this LRTP update cycle. At the regional level, we need a larger scale effort for model updates and enhancements. SERPM and TCRPC data must be collected and updated cohesively to help them connect and provide results that are more consistent with each other. Wilson Fernandez stated that the modeling question and details need to be answered up front before additional work begins to avoid redundancy and wasted effort. He takes the position that we should use the tools already in place, especially with activity based model (ABM) conversion. We should use existing tools we have at the county level and then merge them into a 7 county model. Jeff Widener pointed out that freight is changing travel patterns and we need to keep that in mind when we are doing projections. Population and employment data will not show the whole story. He asked; what other industries do we want to bring in and which do we want to be included in 2060? Wilson stated that more specificity will not come from a bigger tool.

Lois Bush suggested that the group should look at scenarios that need to be addressed, figure out what we are dealing with and then get into the necessary details.

Marcela Cambor Cutsaimanis asked the consultant team representatives to talk about their approach and how the team is set up. Jason King of Dover Kohl pointed out that the consultant team is large because they have lots of specialists. The identified working

groups are for advancing work so they can come back and work together sooner as a whole. The intent is not to create isolation among the different topical areas.

The data collection effort is not under contract yet and negotiations are ongoing. Trend future and alternate scenarios will be created based on 20 different indicators to assess the ability of the different alternatives. The project will start with a long list of indicators covering all different aspects. HDR and Hall Planning are the transportation lead. They do not have modelers on the contracts yet so they don't have specific information to share at this time. They do hear loudly that using existing tools is the way to go.

The contract is broken into 4 phases, each has an action plan, and each will be defined and approved by the RPC's.

Randy Whitfield said that he wants to eliminate complications with data preparation. He also wants to know the process that the work will follow. The consultant team responded that they ideally would want to get the data from the MPOs and have the ability to review and ask questions. The Dover Kohl team will need to be part of the local data preparation and will raise issues as they come up as they become apparent. Dover Kohl feels that there is more confidence in data prepared under the oversight of local agencies than by consultants.

Larry Foutz said that Miami-Dade and the other counties are producing 2040 data, but the consultant team is scoped to produce 2060. He asked what the relationship will be between the 2040 and 2060 projections.

Richard Ogburn sees a couple of issues related with coordination and consistency. The team will need to make sure that there is consistency that permits the aggregation of the data and that it will merge cleanly together as a region. Temporal and methodological overlap needs to be consistent so the data can feed scenario building for the HUD grant. Shi-Chiang Li agrees.

Greg Stuart doesn't see how everything will match together. Activity based versus gravity models and 2035 versus 2040 modeling horizons will guarantee breaks as the locals join together. Shi-Chiang Li feels the data merge will be easy to do, but the technical tools will not match.

Work on the TCRPC model is two years behind the SERPM model.

Randy Whitfield said that the ABM will go into a detailed level. The seven county, longer range regional model must use coarser data than the local plans. It will definitely be more blurry.

Forecasting population is not the problem according to Shi Chiang, the issue is more regarding where the employment is going to be since that is what attracts the trips. In his opinion, our current 3 county model is not balanced.

Larry Foutz stated that if Shi-Chiang Li doesn't agree with the employment projection then he must go to the Dade County board to get it changed. Miami-Dade feels that the

DOT is trying to force the process to produce a pre-determined result rather than what would come naturally. Manny Armada stated that they want to work together as a region, but working together doesn't mean everyone must follow the same process and come up with the same results. He stated their Miami-Dade County works with others in the region to produce their employment and population projections and those have been adopted at the county level. The County should and will produce its own employment projections.

Richard Ogburn stated that comprehensive plan horizon years are different from the 2060 plan. The 2060 plan will have to obtain projections from the Counties and their staff that go beyond what they have approved or they will need to agree that through the coordinated process they are going to develop a process that the group can review and edit as needed. All they ask is that they collaborate with the HUD team to develop an acceptable methodology to develop a trend forecast beyond the comprehensive plans. If the LRTP teams can negotiate their comprehensive plan projections to 2040 then the HUD group should be able to successfully work with the LRTP teams for the 2060 Vision.

Wilson Fernandez wanted to clarify that they are expecting local agencies to hand off the 2040 data to the HUD group. The key is that the datasets need to be 'merge-able'.

Richard Ogburn said that we are not ready to project from here to 2060. It will not be possible to generate those projections to then feed the LRTPs under the required LRTP schedule. The HUD team will need to receive 2040 data so 2060 can be prepared. The team will need dataset variable definitions to as soon as they are available.

Greg Stuart brought up the project timelines; nothing is lined up well. How do we get a common message to the public and elected officials? Everything but the model is a best guess for scheduling. End points are all set in stone but the HUD end point will move to Q1. The schedules need to be sorted out for this effort to be taken seriously. Modeling z-data progress is most likely a year behind what is shown in the calendar. Karen Kiselewski will increase the resolution and specificity of the calendar and will distribute it to the group early next week.

The Dover Kohl team suggested that public involvement phases be moved forward, ahead of the LRTP work. That would sync everything up.

Wilson said that he sees the schedule as a narrative feedback loop. The planning requirements may change for the MPOs. If alternative scenarios are incorporated into the MPO plans then they will be all set to incorporate them into the 2040 LRTPs.

Miami-Dade is wrapping up a sustainability study that has three different scenarios. It will be useful to the LRTPs coming up and potentially the HUD group. Wilson will send HUD group the sustainability study.

The project calendar will be a fiscal year based calendar. The HUD group and the RTTAC group could work together to develop a framework.

The HUD project is scheduled to end in February 2014.

Marcela Cambor Cutsaimanis asked that if others need to be involved in the transportation, freight, or related working groups to please let her know. Jessica Josselyn stated she would obtain the current list from Marcela and send it to the RTTAC.

V 2040 Regional Long Range Transportation Plan Scope

The Regional Freight Plan is being scoped and will be released March 30, 2012. The plan should be complete by Sept 30, 2013. It will be handed off at the needs level to the Regional LRTP team.

The Regional Transit Plan scope has been reviewed by Palm Beach MPO and Broward MPO. It will be sent to Miami-Dade MPO and the four local transit agencies next. The scope should be finalized by the end of year. It will be out for bid in April 2012. It is expected that the Regional Transit Plan will be handed off to the RL RTP once a Needs Plan has been created.

The Regional Greenway Plan has begun. The seven MPOs will meet in January 2012 to pull together plans for bicycle, pedestrian, trail, and greenway improvements. The plan should be done by June 2012. The question of what designates a greenway regional is still under discussion. The East Coast Greenway is the most obvious regional effort.

The MPOs and DOT Districts need to decide who will be responsible for maintaining and housing the regional model. The current SERPM modeling contract expires in July 2014. The group decided that the 2040 RL RTP modeling effort will be housed in the RL RTP contract. Also, it was stated that ABM training will most likely overlap for the RL RTP and LRTP consultants.

Wilson Fernandez noted to the group that from a legal standpoint, anything Miami-Dade pools their money into must be competitively bid, but can be bid through pre-approved consultant lists. Greg Stuart said that the team could go on the street with everything or they could use the general planning contracts (GPC). Broward MPO's GPC library of consultants is located on the Broward MPO website for those interested. Using the GPCs in his mind will be an easier effort than not using them.

VI SEFTC 5-Year Workplan

Lois Bush distributed a handout describing the 5 year work plan.

Randy Whitfield is looking for financial numbers to put into the workplan for 2013/2014 and also would like to know what they are putting in the UPWPs.

Larry Foutz and Jeff Widener will fill in the box for freight. Larry and Wilson have filled in all the numbers that were in Lois' table. Greg Stuart and Lois Bush will coordinate to determine what she needs from Broward MPO.

Miami-Dade has a regional support UPWP item. Phil Steinmiller thinks more funding should move from local planning to regional planning. Phil stated that the three MPOs need to determine if allocated funding is equal per County as we move forward.

It was noted under this item, that the MPOAC stated the DOT is proposing that one regional prioritized list of projects be created per urbanized area. Greg Stuart stated that development of an acceptable prioritization methodology should be put in the RL RTP scope. Randy Whitfield stated it is already a part of the scope, and it also is currently in the Kittelson & Associates support contract. Jessica Josselyn and Randy Whitfield will develop a prioritization plan based on the performance measure work that has already been completed.

Randy Whitfield suggested that a simple yes / no system of prioritization measures will be the best concept.

Phil Steinmiller asked that prioritization and performance measurement be a standing discussion item for RTTAC.

VII Performance Measures

The Performance Measures item was not discussed due to lack of time.

VIII Regional Report

The Regional Report item was not discussed due to lack of time.

IX SEFTC Meeting-November 21

The SEFTC meeting agenda was not discussed due to lack of time.

X Other Business

Other business was not discussed due to lack of time.

XI Next RTTAC Meeting – TO BE DETERMINED

The next RTTAC meeting will be organized by Randy Whitfield and will focus solely on the finalization of the 2040 RL RTP scope and 5-Year SEFTC Workplan. The RTTAC following that is scheduled for January 11, 2012.

XII Adjournment

The meeting was adjourned by Randy Whitfield.



MEMORANDUM

TO: RTTAC Members

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

DATE: January 11, 2012

RE: **Regional Climate Change Compact**

The climate change update will cover two areas: (1) the latest with regard to climate change science available for the four-county region covered by the Southeast Florida Regional Climate Change Compact, and (2) a report on the initial Regional Climate Change Action Plan (RCAP) currently under public review, with a focus on recommendations involving regional transportation. Dr. Nancy Gassman, Natural Resources Administrator with the Broward County Energy and Sustainability Program, will present the science. Debbie Griner, Environmental Resources Project Supervisor for Miami-Dade County, will address the RCAP. The RCAP and appendices, including the science to be discussed (Appendices C, D, E), can be found at www.SoutheastFloridaClimateCompact.org. Attached is a copy of the Southeast Florida Climate Change Compact adopted by the four counties.

Southeast Florida Regional Climate Change Action Plan

- 1) Regional Climate Change Action Plan
- 2) Appendix A – Southeast Florida Regional Climate Change Compact
- 3) Appendix B – Compact Counties' Policy and Advocacy Implementation Report
- 4) Appendix C – A Baseline of Greenhouse Gas Emissions for Southeast Florida
- 5) Appendix D – Unified Sea Level Rise White Paper
- 6) Appendix E – Inundation Mapping and Vulnerability Assessment of Areas at Risk by Sea Level Rise
- 7) Appendix F – Adaptation Action Areas White Paper
- 8) Appendix G – Draft Action Plan Implementation Resolution
- 9) Appendix H – Full Recommendations of the Regional Climate Teams
- 10) Appendix I – Contributing Technical and Staff Experts

Staff Recommendation: For information purposes.



Southeast Florida Regional Climate Change Compact

WHEREAS, there is consensus among the world's leading scientists that global climate change is among the most significant problems facing the world today; and

WHEREAS, Florida is considered one of the most vulnerable areas in the country to the consequences of climate change with Southeast Florida on the front line to experience the impacts of climate change, especially sea level rise; and

WHEREAS, Broward, Miami-Dade, Palm Beach and Monroe Counties, herein the four counties that constitute the Southeast Florida Region, share in common a strong quality of life rooted in the region's rich cultural heritage, vigorous economy, and environmental resources of global significance; and

WHEREAS, the aforementioned four counties of Southeast Florida, which represent approximately 30% of the population of the State of Florida, are physically linked one to the other by the Atlantic Ocean coastline and share some of the world's most renowned natural resources such as the Everglades, our unique coral reefs, beautiful beaches, and fragile Keys ecosystem; and

WHEREAS, the four counties of Southeast Florida and their respective populations, totaling more than five million residents, are expected to share in disproportionately high risks associated with climate change due to low land elevations, rising sea level projections, and anticipated increases in tropical storm events; and

WHEREAS, rising sea levels could limit the effectiveness of critical drainage infrastructure, endanger beaches, and coastal natural resources and increase incidents of saltwater intrusion on the Biscayne Aquifer – putting at risk the drinking water supply for the entire population of Southeast Florida; and

WHEREAS, local governments, and the region as a whole, must give significant consideration to adaptation strategies designed to protect public infrastructure, property, water resources, natural areas and native species, and basic quality of life; and

WHEREAS, the aforementioned four counties of Southeast Florida account for a combined Gross Domestic Product of more than \$2.5 billion annually and more than 37% of statewide economic output; and

WHEREAS, while the four counties of Southeast Florida have independently taken steps to address global climate change, all parties recognize that coordinated and collective action on this, the defining issue for Southeast Florida in the 21st Century, will best serve the citizens of the region;

NOW THEREFORE, BE IT RESOLVED BY THE BOARDS OF COUNTY COMMISSIONERS OF THE FOUR COUNTIES OF SOUTHEAST FLORIDA:

SECTION 1: That each county shall work in close collaboration with the aforementioned counties of Southeast Florida party to this compact to develop a joint policy position urging the United States Congress to pass legislation that recognizes the unique vulnerabilities of Southeast Florida to the impacts of climate change and to further a joint policy position that includes specific recommendations regarding the allocation of federal climate change funding based on vulnerability to climate change impacts. Such recommendations might include designation of areas of Southeast Florida as uniquely vulnerable and of federal interest for the purpose of securing enhanced levels of federal participation in regional adaptation projects.

SECTION 2: That each county shall work in close collaboration with the other counties party to this compact to develop additional legislative policy statements relating to global climate change and future legislation to be considered by the Congress of the United States for transmittal to the Congressional Delegation representing, in part or in whole, districts within the area covered by this compact.

SECTION 3: That each county shall work in close collaboration with other counties party to this compact in developing joint position statements on proposed State legislation and energy/climate policies including but not limited to issues such as the region's energy and climate security and a renewable energy portfolio standard that defines renewable energy sources as wind, solar, geothermal, biomass, landfill gas, qualified hydropower, and marine and hydrokinetic energy, and also including nuclear energy, and to collaborate on other emerging energy/climate issues that may be considered by the 2010 Florida Legislature for transmittal to the Legislative Delegation representing, in part or in whole, districts within the area covered by this compact.

SECTION 4: That each county shall work with other counties party to this compact in developing joint position statements for future State legislation that may be considered by the Florida Legislature for transmittal to the Legislative Delegation representing, in part or in whole, districts within the area covered by this compact.

SECTION 5: That each county shall commit appropriate staff resources and expertise, within budget constraints, to participate in a Regional Climate Team with other counties party to this compact toward the development of a Southeast Florida Regional Climate Change Action Plan.

SECTION 6: That each county shall work with other counties party to this compact in developing a Southeast Florida Regional Climate Change Action Plan,

understanding that no county will work at cross-purposes with the other counties. The Action Plan could, at a minimum, include the following components:

- (a) A baseline of greenhouse gas emissions for Southeast Florida;
- (b) Strategies for coordinated emission reductions throughout the built environment to include the use of energy efficiency, energy conservation, and the use of demand-side renewable energy resources;
- (c) Strategies for coordinated emission reductions from the transportation sector to include increased reliance on public transit, emerging vehicle technologies, and advanced biofuels;
- (d) Strategies for coordinated emission reductions resulting from changes in local and regional land use;
- (e) Strategies for the coordinated regional preparation for and adaptation to a rapidly changing global environment based upon regional mapping of projected sea-level rise and any resulting amplification of localized impacts of tropical cyclone events. Such strategies shall incorporate climate preparation concerns for the regional economy, regional infrastructure and the built environment, social and cultural needs, and natural systems within the four counties party to this compact.

SECTION 7: That each county shall commit to participating with other counties party to this compact in hosting the Second Southeast Florida Regional Climate Change Summit in October, 2010.



Adopted December 8, 2009



Adopted December 1, 2009



Adopted January 20, 2010¹*



Adopted December 15, 2009

*City of Key West: Resolution of support for the Compact – December 15, 2009

¹ Second adoption date following minor changes made by partnering Counties



MEMORANDUM

TO: RTTAC Members

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

DATE: January 11, 2012

RE: **South Florida East Coast Corridor Study/Fast Start Evaluation Process**

FDOT initiated the South Florida East Coast Corridor Study (SFECC) several years ago to evaluate the feasibility of passenger rail service on the FEC railroad in the three-county area. The study has progressed to the identification of a Locally Preferred Alternative (LPA) which has been accepted by the Palm Beach and Broward MPOs. The LPA is currently under evaluation by the Miami-Dade MPO. FDOT is completing revisions to the ridership models to meet FTA requirements and performing other tasks necessary for Federal grant procedures. Implementation is still several years in the future.

SFRTA has developed the Fast Start proposal to provide passenger service on the FEC railroad in 3-5 years. The service would use existing and ordered equipment to operate a limited number of trains on the FEC. Current services would be split approximately 50-50 in the Pompano Beach area. New services would operate six daily trains Jupiter to Miami and more trains in the Fort Lauderdale-Miami downtown portion of the corridor.

Both plans were presented to SEFTC at the November 30 meeting. Following discussions by the members and staff resulting in a number of outstanding questions and concerns, the Board requested FDOT and SFRTA work with MPO staffs to evaluate the current plans and their status with a goal of developing a single plan for passenger service on the FEC railroad. Similar action was taken by the Palm Beach MPO.

Kim Delaney from the Treasure Coast RPC has been working with both agencies and the Palm Beach MPO on station locations and services. An initial meeting with FDOT and SFRTA resulted in a proposal to retain additional services with knowledge related to the actual operations of a passenger rail service. Two approaches were identified. The

Broward MPO has a number of General Consultants identified with several who have rail experience. The MPO has requested proposals with cost estimates from two of the firms. Another approach would use the current regional consultant (Kittelson and Associates) to assist in the evaluation. Kittelson is preparing a proposal and cost estimate.

Some areas of concern that have been expressed related to possible conflicts of interest related to work performed for FDOT and/or SFRTA. Another issue is funding of the work. A possible funding source is redirecting activities in the current regional contract. In the meantime, MPO and RPC staff is meeting with FDOT and SFRTA staffs to compile information to be used in the evaluation. Attached is a list of items prepared by Dr. Delaney to be considered initially. This list is also being used by the consultants in preparing the proposals.

The staff will present the results of the proposals and cost estimates at the meeting for discussion and direction. A recommendation will be presented to the Board at the January 23 meeting.

Staff Recommendation: For discussion and direction.

RMW/eer

Analysis & evaluation of FDOT South Florida East Coast Corridor Study and SFRTA “Fast Start” proposals to expand passenger rail service in southeast Florida.

Criteria:

(A) General Overview of Rail Proposals

(B) Evaluative Criteria

- **Overview of Conceptual Service**

- service frequency
- number of trains
- number of stations
- capacity of service
- capacity of single- vs. double-track sections (and what is the tipping point)

- **Overview of Capital Costs**

- Rail Improvements
 - Mainline double-track portions
 - Sidings
 - Improved connections/crossings
 - Communications/signals
 - Grade crossings
 - CSX/FEC interconnections
 - Pompano (phasing – southbound initial vs. Y at build-out)
 - Northwood
 - Iris
 - Maintenance Yards/Layover Facilities
- Station Improvements
 - Description of assumed station program (building SF, platform, parking quantity)
 - Land Acquisition
 - Station facility/infrastructure costs
- Equipment Costs
- Engineering, permitting, environmental

- **Overview of Operating Approach**

- Staffing – admin & crews
- Station management
- O&M costs
- Maintenance of way
- FEC corridor use fee
- Operating cost estimate

- Farebox estimates
- Local government expectations (station costs, operating costs, station O&M, public/private partnerships)
- Discussion of local funding commitment via referendum (SunRail example)
- **Project Timeframe**
 - Federal vs. State permitting, engineering, environmental processes
 - FEC dialogue, negotiations, fee schedule
 - Funding via FDOT, Federal sources, RRIF
 - Adoption/implementation of funding mechanisms by local governments
 - Engineering, permitting, design/build approaches
- **Overview of Project Funding Scenarios**
 - Variety of Federal funding avenues (FTA New Starts, RRIF, TIGER/TIGGER/etc. grants & special appropriations)
 - State funding
 - Role of toll revenues
 - Phasing of funding options
- **Overview of Mobility Benefits**
 - Incorporation of intermodal shuttles & connections, especially east/west
 - Cost of additional special-purpose shuttles/connections
 - Capacity of Fast Start proposal vs. trips removed from roadway network
 - Capacity of SFEEC phases vs. trips removed from roadway network
 - Cost of “saved” (unbuilt) roadway capacity
- **Overview of Land Development Impacts**
 - Identification of potential station areas
 - Estimate of existing development & development potential within ½ and 1-mile radius
 - Estimate of “specialty” and “destination” uses proximate to station areas
 - Estimate of additional development potential within ½, 1-mile and proximate to station areas
 - Estimate of absorption & value of new potential development & redevelopment
 - Assessment of existing local government financing mechanisms & entities (e.g., CRA, DDA, special assessment district)
 - Assessment of potential local government financial mechanisms & entities
 - Identification of potential private partners in potential station areas to share station capital & O&M costs, branding potential

(C) Public Policy Criteria

- **Federal vs. State Permitting/Environmental Approach:**
 - What is the opportunity lost or gained by the Federal permitting/environmental approach vs. a State approach?
 - Are there portions of the project that can remain “federalized” while others are shifted to a non-Federal approach? And what are the timing implications of these (can any portions be expedited)?

- What are the soft costs of the Federal vs. State processes?
- What are the implications (State vs. Federal) for timing & service delivery?
- What are the FTA restrictions on capital expenditures in advance of a Federal clearance document? (Which if any dollars can be spent early and matched later towards Federal funding of various types? What are those eligible expenditures?)
- **Role of the Public**
 - Define the role of the public in the two rail proposals (technical & policy committees, formal opportunities for input)
 - Define the oversight role of the MPOs, local government, and others in both proposals
 - Identify specific methods to build project advocacy through expanded public participation



MEMORANDUM

TO: RTTAC Members

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

DATE: January 11, 2012

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

The regional planning councils are moving forward with the process to develop a 2060 Regional Vision Blueprint (RVB) for seven counties in Southeast Florida. A status report on the contract and action plans will be provided at the meeting.

Staff Recommendation: For information purposes.

RMW/eer



MEMORANDUM

TO: RTTAC Members

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

DATE: January 11, 2012

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

The committee is continuing its discussions for preparation of the 2040 Regional Long Range Transportation Plan (RLRTP). Following the discussions at the last workshop session, the attached revised Scope of Services was prepared. The draft also includes the Regional Transit System Master Plan (RTSMP) scope as revised for inclusion in the RLRTP scope.

Further discussion and coordination is needed prior to completion of the Scope. A cost estimate for the project and identification and allocation of resources is also needed. Discussion of the process for distributing the RFP and selection of the consultant should also occur.

Staff Recommendation: For discussion purposes.

RMW/eer

Attachments

**2040 Regional Long Range Transportation Plan for
Southeast Florida Transportation Council
DRAFT Scope of Services 1-6-12**

The 2000 Census combined portions of Miami-Dade, Broward, Palm Beach, and Martin counties into the Miami Urbanized Area (UZA). Following this designation, the Governor and the Miami-Dade, Broward and Palm Beach MPOs agreed to maintain the three MPOs and their transportation planning processes with enhancements to address mobility of people and goods in Southeast Florida. The Southeast Florida Transportation Council (SEFTC) was created by the three MPOs to coordinate and carry out the activities necessary to meet the regional transportation planning and coordination needs. The Regional Long Range Transportation Plan for Southeast Florida (RLRTP) is the key tool linking the three county Metropolitan Planning Organizations (MPO's) long range plans together into one regional transportation vision. In 2010, SEFTC adopted the 2035 Regional Long Range Transportation Plan for the region which evolved from efforts during the 2030 Plan updates for a common regional element. The 2035 RLRTP document provides a set of highway and transit improvements for the region developed in coordination with the respective local long range transportation plans using local and regional costs and revenues.

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

- A regional transportation network that addresses all modes of travel for the movement of both people and goods.
- Regional goals, objectives and measurements of effectiveness.
- Transportation Demand Management (TDM) measures that reduce demand on the regional transportation network and Transportation System Management and Operations (TSM&O) measures that maximize the efficiency of the regional transportation network.
- A financial plan that lays out the existing and potential funding sources and mechanisms required to implement the strategies of the RLRTP.
- A transportation system performance evaluation that lays out the ability of the proposed plan to address challenges and opportunities in the tri-county area.
- A Regional Needs Transportation System Plan.
- A Regional Cost Feasible Transportation System Plan.
- A regional prioritized plan of projects for implementation.
- A Strategic Plan that identifies additional programs and projects beyond the Regional Cost Feasible Plan for further exploration if and when the possibility of additional funds become apparent in the future.
- A Plan that reflects the interaction between land use and transportation.

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

- coordination with the Southeast Florida Regional Visioning Blueprint activity,
- regional goals objectives and measures of effectiveness consistent with local plan updates,
- coordinated public involvement activities conducted for regional and local plan public involvement activities,
- regional travel demand modeling activities, and
coordinated regional transportation needs, priorities, cost feasible projects and revenue projections with local plans.

Preparation of the regional plan will be a collaborative effort that incorporates the tasks conducted for the three county LRTP's and the RL RTP to provide a complete transportation system for Southeast Florida. A Regional Consultant will be retained to carry out the identified tasks in this Scope to prepare the 2040 RL RTP and other activities in support of regional transportation planning efforts for the tri-county area.

Roles & Responsibilities

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

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

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

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

- 1.0 Project Management
- 2.0 Schedule Coordination

- 3.0 Project Initiation and Data Assembly & Review
- 4.0 2060 Southeast Florida Regional Vision Blueprint Coordination
- 5.0 Regional Goals, Objectives, Measures of Effectiveness/ Performance Measures
- 6.0 Regional Public Involvement
- 7.0 Regional Modeling
- 8.0 Regional Revenue
- 9.0 Regional Needs Assessment
- 10.0 Regional Transit System Master Plan (RTSMP)
- 11.0 Regional Project Prioritization
- 12.0 Regional Cost Feasible Plan
- 13.0 Regional Corridors Plan
- 14.0 Documentation
- 15.0 Meetings
- 16.0 Staffing Support

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

1.0 PROJECT MANAGEMENT

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

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

2.0 SCHEDULE COORDINATION

The Regional Consultant will obtain local MPO LRTP project schedules from appropriate RTTAC members and combine them into a Master Schedule that lists the project milestones, meetings, and deliverables and represents how regional and local plan activities will be coordinated. The Regional Consultant will also obtain project schedules for other relevant study activities underway in the same time frame which may include freight planning, transit planning and the 2060 Southeast Florida RVB preparation. The Regional consultant will identify complementary tasks in the various planning efforts to avoid duplication and to coordinate activities and schedules. The Regional Consultant will also identify potential scope and/or schedule conflicts, develop suggested solutions,

and present these to the Regional Contract Manager and the RTTAC for resolution and clarification.

3.0 PROJECT INITIATION AND DATA ASSEMBLY & REVIEW

The purpose of this task is to initiate interactions between the Regional Consultant and RTTAC and establish the planning premise and set of key assumptions upon which the RL RTP is to be based. The Regional Consultant will compile and review documents and data that pertain to the regional transportation system and existing and forecast travel activities in the three-county area. State and federal expectations for regional long-range transportation plans will be reviewed as a part of this task. Other documents may include, but are not limited to, airport master plans, seaport master plans, inland port/intermodal logistic center studies, the SFRTA strategic regional transit system plan, transit operating data, local and statewide freight and goods movement studies, transit development plans, congestion management plans, and available 2060 Southeast Florida RVB material. The Regional consultant will also review regional activities related to environmental plans such as the Comprehensive Everglades Restoration Plan, climate change in the Southeast Florida Regional Climate Change Action Plan and energy conservation planning by the Gold Coast Clean Cities Coalition.

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

The Regional Consultant will meet with the RTTAC to initiate the overall project; review the Master Schedule, key milestones, and roles and responsibilities; determine the methodology and details required to develop the Plan and, discuss the Documents and Data Summary. The RTTAC will work to determine the appropriate means of resolving the identified conflicts and inconsistencies for the purposes of the RL RTP.

The Regional Consultant will prepare and deliver a Summary of Assumptions and Actions, as an outcome of the RTTAC meeting that describes the actions to be taken by specific agencies to ensure consistency as the 2040 RL RTP and the local 2040 LRTPs are developed. The Regional Contract Manager will distribute the Summary of Assumptions and Actions to each agency that is responsible for timely implementation of these actions.

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

4.0 2060 SOUTHEAST FLORIDA REGIONAL VISION BLUEPRINT COORDINATION

In February, 2011, the Southeast Florida region executed a cooperative agreement with the U.S. Department of Housing and Urban Development for a Sustainable Communities Initiative grant to prepare a "Regional Vision and Blueprint for Economic Prosperity" for

the seven-county Southeast Florida region. The following steps will be taken to achieve and sustain the RVB:

- Build long term collaborative partnerships;
- Build and support the region's leadership capacity;
- Measure where the region currently is and where it will likely be if trends continue;
- Identify a vision of the future with better outcomes than identified in the current conditions and trend analysis;
- Engage communities in developing plans and achieving the RVB with emphasis on equitable and achievable outcomes; and
- Develop strategies to implement the RVB and measure progress towards the RVB outcomes.

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

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

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

The purpose of this task is to revise and update, where applicable, the regional goals, objectives and measures of effectiveness/performance measures for the RL RTP to ensure the plan is in-line with the 2060 RVB, the 2060 Florida Transportation Plan, and other applicable plans. The Regional Consultant will review the eight SAFETEA-LU or successor federal planning factors, the GOMs adopted in the 2035 RL RTP and the GOMs developed for the three MPO LRTPs in developing the 2040 RL RTP GOMs. Using this information, the regional GOMs will be developed. Particular emphasis will be placed on refining the measures of effectiveness/performance measures to ensure clear connections exist between the goals and objectives and the list of regionally prioritized projects that are the key outcome of the RL RTP. It is understood that measures identified will be quantifiable using available information to the maximum extent possible and readily available for inclusion in analysis.

6.0 REGIONAL PUBLIC INVOLVEMENT

The purpose of this task is to ensure that the public of the tri-county region is aware of and involved in the regional transportation planning. The Regional Consultant will participate in public involvement activities of the three MPO LRTP updates and the 2060 Southeast Florida RVB effort by providing information and materials to be included in the local activities and designed to solicit input on regional transportation concerns and proposals. The Regional Consultant will provide these materials for meetings, workshops, newsletters and similar functions to inform the public and solicit input.

The Regional Consultant will develop a Regional Public Involvement Plan utilizing a committee composed of the local MPO LRTP public information staff and the local consultants in a public involvement strategy workshop to coordinate communications with the public and determine strategies for regional and local public involvement activities. The RPIP will serve as the lead public involvement document to provide consistency with local outreach activities. The Transportation Outreach Program will be incorporated into the Public Involvement Plan strategies. The Regional Consultant will attend and participate in public events for each MPO LRTP to receive input directly on the RL RTP. The Regional Consultant will develop and provide maps, brochures, visual material and other items as appropriate for use in obtaining public input for the planning process.

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

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

All comments and concerns relevant to the regional planning efforts received at the various public involvement activities will be documented by the local MPO PI staff and provided to the Regional Consultant for inclusion in the RL RTP. Also, all input related to transportation received from the 2060 Southeast Florida RVB efforts will be compiled and utilized as input to the development of the RL RTP. The Regional Consultant will compile and summarize all the regional PI related comments at the conclusion of the Regional Cost Feasible Plan.

The Regional Consultant will identify measures of effectiveness for the public involvement efforts addressing the RL RTP and report on them as part of the RL RTP documentation. The public should be broadly defined for this purpose (residents, businesses, students, visitors, etc.).

The Regional Consultant will perform an evaluation of the effectiveness of the PIP efforts. The purpose of carrying out this evaluation is:

- To gain valuable input that can make the entire public participation process more effective and increase the chance of its successful completion.
- To ensure all communities within the region are engaged in the process.

The consultant will develop, track, and analyze the following evaluation criteria:

- Public Meeting/Workshop Surveys:
 - Develop a brief survey/questionnaire, to be administered by MPO staff at the public meetings/workshops, for participants to judge the value of the activities and determine if typically under-represented groups participated (requesting their zip code could achieve this task).
- Analyze whether or not input and comments from the general public are pertinent and substantive, showing understanding of the project's information.
- 2040 LRTP Website:
 - Track hits, visits, and page views
 - Track returning visitors vs. new visitors
 - Track length of visit to the homepage and to each specific webpage
 - Create a pop-up box when a visitor initially visits the website to ask if they will supply their zip code (this will assist us in tracking locations)
- Review noted failures and successes to determine the value of the overall outreach effort.

7.0 REGIONAL MODELING

The purpose of this task is to ensure the modeling portion of this project is clearly defined and assigned to the appropriate staff throughout the region. The Regional Consultant will have primary responsibility for performing regional modeling. Coordination and responsiveness will be critical between the three MPO LRTP staffs and consultants, and the Regional Consultant. The Regional Consultant will work closely with the RTTAC Modeling Subcommittee as modeling-related decisions are made throughout the duration of the project.

This process requires the Regional Consultant to compile and code inputs from the MPOs and their consultants, execute the Southeast Regional Planning Model (SERPM), and provide input and output files to MPO staff and their consultants and the Regional

Consultant for review and analysis. The Regional Consultant will set standards and provide guidance for projects and coding.

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

Task 7.1 Modeling for the Regional Needs Assessment

- *The local MPOs will* – Submit their 2040 socioeconomic data and committed project information to the Regional Consultant.
- *The Regional Consultant will* - Prepare draft external passenger and truck trip forecasts using the Statewide Model, other regional models, and traffic count trends, then provide these numbers to the MPOs and FDOT Districts IV and VI for concurrence. The Regional Consultant will also update special generator trips for airports, seaports and other major logistic centers.
- *The Regional Consultant will* - Prepare a regional demographic profile of base and horizon year statistics and ratios obtained from each MPO for informational purposes only.
- *The Regional Consultant will* – Code and run the E+C 2040 network. The outputs will be distributed to the local MPOs for their alternative testing. The respective MPOs and their consultants will review and conduct quality control of SERPM network coding for the 2040 E+C network.
- *The Regional Consultant will* - Coordinate a meeting of the RTTAC Modeling Subcommittee to ensure continued communication during the development of the alternatives. During this meeting, it will be determined what baseline network will be used by each MPO as it develop their own alternatives.
- *The local MPOs will* – Develop baselines Needs scenario on the 2040 E+C network, and conduct their Needs Assessment on the baseline Needs network. The baseline network will be determined by the RTTAC Modeling Subcommittee, with the assistance of the Regional Consultant. This baseline will be necessary to ensure all counties are developing their alternatives in a consistent manner. Once the alternatives are finalized and the Needs are identified, the MPO will submit the highway and transit project coding information to the Regional Consultant for a QA/QC review.
- *The Regional Consultant will* - Code the network. The Regional Consultant will review the travel demand forecasts and MPO network alternatives in the vicinity of County line crossings and large regional intermodal facilities.
- *The Regional Consultant will* – Code the 2040 Regional Needs Assessment based on the information submitted by the local MPOs and run the regional model. The model outputs will be supplied to the local MPOs for review. Revisions and updates will be made where necessary.

- *The Regional Consultant will* – Analyze the 2040 Regional Needs Assessment to determine, from a regional perspective, what projects on the regional transportation network from each local alternative plan should be developed/alterd to determine a regional network alternative.
- *The Regional Consultant will* – Run the regional network alternatives (if additional projects/project alterations are developed) and revise where necessary based on the Regional Consultant review.
- *The Regional Consultant will* - Prepare and summarize the 2040 Regional Needs Assessment network model statistics for performance measure reporting.

Task 7.2 Modeling for the Regional Cost Feasible Plan

- *The local MPOs will* – Conduct analysis of local alternatives to develop their local LRTPs. Following these analyses, the local MPOs will provide the Regional Consultant their LRTP Cost Feasible Plan project coding information.
- *The Regional Consultant will* – Conduct a QA/QC review of the three counties LRTP Cost Feasible project information. The Regional Consultant will code the 2040 Regional Cost Feasible Plan, run the SERPM model and supply the model outputs to the local MPOs for review. Revisions and updates will be made where necessary.
- *The local MPOs will* – Review the 2040 Regional Cost Feasible model outputs.
- *The Regional Consultant will* - Prepare and summarize the 2040 Regional Cost Feasible Plan network model statistics for performance measure reporting. The 2040 Cost Feasible Plan will be presented to the RTTAC and the SEFTC for approval.

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

8.0 REGIONAL REVENUE

Under this task, the Regional Consultant will develop methodology for regional revenue projections of transportation funding that will be available to support the region’s cost-feasible plan. The Regional Consultant will coordinate revenue forecasts to ensure consistency of regional and local projections. The financial element of this plan will be developed through the completion of the following subtasks:

Task 8.1: Data Collection of Existing Revenue Sources and Forecast

- Coordinate with the three MPOs who will identify existing transportation revenue resources and forecast the anticipated revenues through the interim and the horizon years based on historical records and current data provided by FDOT and MPO staff, and local governments and publications such as the Florida Department of Revenue (FDOR) and the Florida Legislative Committee on Intergovernmental Relations (FLCIR).

- Identify Federal and state fuel taxes as well as potential revenue sources that are made available for funding transportation improvement projects in southeast Florida.
- Compile revenue projections for public and private sources from each MPO based on historic data from the counties and cities as well as FDOT revenue forecasts. These will reflect FDOT “set-asides” including SIS and TRIP moneys.
- Where revenue forecasts are lacking, the Team will develop growth assumptions based on historical data and regional socio-economic conditions.
- Revenue projections will be extended through 2040. All revenues will be based on year of expenditure.

Task 8.2: Identification and Evaluation of Potential Revenue Sources and Financing Tools to Implement and Maintain New Projects

- Examine potential revenue sources and innovative financing tools that could be used to leverage additional transportation funding from local, state and federal sources. Potential revenue and financing examples include, but are not limited to:
 - Innovative finance (e.g., TIFIA, Private Activity Bonds, GARVEE bonds) and tolling provisions included in SAFETEA-LU and proposal for next authorization;
 - State grant programs;
 - Transit capital grants (e.g.. Section 5309 New Starts and Small Starts);
 - Tolling strategies (e.g., congestion pricing, and HOT lanes);
 - Public-private partnerships;
 - VMT fees (statewide and local);
 - Value capture
 - Local funding options available for implementation, such as local government infrastructure surtax, toll revenues, bond issues, impact fees, ad valorem taxes, municipal services taxing units or benefit, mobility fees, county incentive grant program, transit fares, and joint development programs.
- Develop a plan of action describing the steps necessary to enact some of the proposed sources, particularly those that require local action, including building support and consensus among the legislature and the voters.

Task 8.3: Documentation of Financial Resources

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

9.0 REGIONAL NEEDS ASSESSMENT

The purpose of this task is to develop a coordinated investment strategy for the tri-county region. The RL RTP for Southeast Florida will incorporate consideration of regional goals, objectives, and measures of effectiveness developed through all related regional activities and approved by the region's decision makers. Input from the Regional Freight Plan, the Regional Greenways and Trails Plan and other regional planning activities will be included in the development of the Needs Assessment. The recommendations from the Southeast Florida Regional Climate Change Action Plan, including associated transportation system vulnerability assessments, will be consulted in evaluating needs. Regional modeling will be closely coordinated and linked with this task. All modeling related activities for the Regional Needs Assessment will be documented under *Task 7: Regional Modeling*. Key activities under this task are shown below:

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

The development of the RL RTP will consider the effects of programs to implement Transportation Demand Management (TDM) and Transportation System Management and Operations (TSM&O) programs at the regional and local levels. The RL RTP will incorporate highways, transit, rail, waterway and non-motorized modes when determining movement of people and goods. The development of the RL RTP will also consider measures to reduce greenhouse gas emissions and the potential impacts of climate change on the transportation system.

10.0 REGIONAL TRANSIT SYSTEM MASTER PLAN (RTSMP)

The Southeast Florida region has a population of over five million residents and has a transit system governed by multiple agencies that are responsible for the planning and operations of the transit network. To more effectively deliver premium transit services on a regional basis, a Regional Transit Master Plan will be developed to support the 2040 Long Range Transportation update efforts. The task will offer potential solutions within the region which provides additional transportation choices and the development of a shared transit vision so that the limited financial resources can be expended in an efficient manner.

Task 10.1: Regional Transit Market Research

The Regional Consultant shall conduct research and analysis that will:

1. Identify major regional transit markets within the South Florida region including significant inter-county travel sheds.
2. Obtain and assess transit ridership and service levels along identified regional corridors.

3. Identify the strongest potential transit markets in Southeast Florida that would benefit from premium transit services in terms of geography, socio-economic characteristics, and travel characteristics.
4. Identify and assess the most important trends that will impact future travel behavior and will influence the necessary transit services.
5. Review and summarize operational analyses and needs as identified by transit providers.
6. Conduct Interviews with the transit operator's planning staffs to share and confirm research findings, and to further define short-term service deficiencies and service requirements.
7. Evaluate and document the effectiveness of the current transit services in meeting transit demands along these major regional transit markets.
8. The market analysis should identify groups of potential users of premium transit services that have similarities in characteristics, geography, and needs and who are likely to exhibit similar travel behavior and/or responses to changes in mobility including new and adjusted transit services.
9. Effective methods to document and communicate market patterns to stakeholders and the study team.

The Regional Transit Market Research effort will be based upon the collection and review of available information. Much of the information needed for this task will come from existing sources including:

1. County transit and South Florida Regional Transportation Authority (SFRTA) Transit Development Plans (TDP).
2. Comprehensive Operational Analyses conducted by Broward County Transit (BCT) and Miami-Dade Transit (MDT).
3. Origin-Destination surveys conducted for Tri-Rail; BCT; Palm Tran; I-95E, I-95X, and South Miami-Dade express services; and Metrorail.
4. County and Regional Long Range Transportation Plans
5. Building Blocks for a Southeast Florida Transit Master Plan, Technical Memorandum #3.
6. U.S. Census American Community Survey, National Household Travel Survey, Journey-to-Work data, and other sources.
7. SERPM model results for base and future year conditions.
8. Other relevant reports identified by the study team.

The Regional Consultant will be expected to identify and map directional demand flows at multiple levels including:

- Internal – flows within the region
- External – flows to/from areas outside the region
- County – flows between and across county lines
- Traffic Analysis Districts (TADs) – flows between and across TADs

The market research and analysis plan shall be submitted for approval prior to execution.

Task 10.2: Development of Transit Needs

The Regional Consultant shall identify service deficiencies defined by travel markets, inefficiently served trip flows, and ineffective service concepts. The Regional Consultant will utilize the trip flow maps to work with the study partners to identify potential regional transit corridors beyond the E+C network or other planned transit projects. Deficiencies in the existing system (2035 on E+C) will be identified. This series of maps will be used to assist the study partners in the evaluation of existing and planned transit corridors as well as the identification of new or alternative regional transit corridors. A technical memorandum summarizing the trip flow analysis methodology, data, and findings shall be completed.

The Regional Consultant will utilize trip flow maps to work with the study partners to identify potential regional transit corridors beyond the E+C network or other planned transit projects. Deficiencies in the existing system (2035 on E+C) will be identified.

The Regional Consultant will develop a process and criteria to screen all potential transit corridors of regional significance serving major transit markets. This screening shall be accomplished using background information from the regional travel demand trip flow analysis, the SFRTA Strategic Regional Transit Plan and other past region-wide studies, and assumptions from corridor specific studies. This screening, performed in close coordination with the study partners, will help identify the highest opportunity corridors and concepts for further study. For each corridor, a conceptual project will be developed for additional evaluation based upon ridership potential, land use (with an emphasis on FTA land use criteria and projected densities), availability of right-of-way (ROW), the ease of implementation, demographics, and other considerations. The concept projects will define the assumed transit service characteristics for each high opportunity corridor. The Regional Consultant shall develop and document evaluation criteria to be used for comparative analysis of the identified high opportunity corridors. Emphasis should be placed on criteria previously utilized as part of the SFRTA Strategic Regional Transit Plan and the various regional transit plans documented in FDOT District 4's background research. Criteria utilized as part of FTA's New Starts, Small Starts, and Very Small Starts processes, as well as proposed changes to these FTA programs should also be considered for inclusion as part of the criteria development.

Those corridors demonstrating a viable potential of effectively improving the transit network based upon the screening analysis shall be further defined and evaluated. Transit corridor characteristics will be determined for each high opportunity corridor and shall include but not limited to travel speeds, whether shared or exclusive ROW, station/stop spacing, peak/off-peak frequencies, and service hours. The corridor service characteristics may vary by alignment chosen for testing, and may not be mode-specific. The Regional Consultant will also identify and recommend modal/alignment/corridor links and transfer location options that will serve as inputs to demand model testing. Fare policy assumptions will also be established. The Regional Consultant shall test the set of these transit corridor improvements as a singular run to the 2035 existing-plus-committed network. Wherever applicable, previous model runs for the individual high opportunity corridors (whether from SFRTA SRTP or individual project studies) will be utilized, with adjustments made to reflect the latest version of SERPM and new socio-economic data. This model run will form the basis of ridership and revenue estimates for the high opportunity corridors. The Regional Consultant will estimate demand and mode split for each corridor. Transit versus auto travel times will be compared by corridor. In addition to the standard analysis performed for the set of these corridors, the Regional

Consultant may be requested to model certain corridors with changes to the planned highway network in order to test the impact of reduced future highway capacity (i.e. “take a lane”) in a given corridor and the effect of transit ridership.

The Regional Consultant will develop generalized capital (i.e., infrastructure, rolling stock and facilities) and generalized annual operating and maintenance costs for each corridor based upon the service characteristics and technologies for each corridor. The Regional Consultant shall prepare a cost estimation methodology that can be used to update and modify corridor assumptions to test various implementation approaches, including phased implementation through the use of low capital technologies early with more capital-intensive improvements during later phases. To the extent possible, local cost experiences should be identified and utilized by the Regional Consultant in preparing cost estimates. Recent construction material and local labor costs must be considered. The Regional Consultant will prepare a preliminary assessment of each corridor utilizing the evaluation criteria developed, ridership projections, and other materials developed. The corridor assessment results will be used to group the individual transit corridors into at least two multiple transit network variations. These network variations could include groupings or packages of corridors with emphases on specific characteristics or purposes (such as mode, ridership, costs, ease of implementation, development/redevelopment potential, adjacent land use characteristics, etc.) Model runs shall be performed for the multiple transit network variations. The multiple transit networks shall be evaluated and compared. Analysis of the multiple networks shall measure whether specific corridors perform better individually or as part of a network, and identify which corridors complement each other.

11.0 REGIONAL PROJECT PRIORITIZATION

The purpose of this task is to develop a mode-neutral project prioritization process. The Regional Consultant will review the regional prioritization process developed and adopted in 2007 as well as the latest procedure implemented at the time of the 2040 RL RTP update. The three MPO prioritization processes will be reviewed. Modifications and updates will be developed and presented to RTTAC and SEFTC for approval.

12.0 REGIONAL COST FEASIBLE PLAN

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

- Develop using the Regional Needs Assessment (*Task 9*) and the Regional Financial Resources Plan (*Task 8*)
- Project cost estimates from local plans.
- Modeling Activities identified under *Task 7: Regional Modeling*
- Application of regional project prioritization process

- Consideration and identification of Illustrative Projects from the Needs Assessment
- Documentation of the plan for inclusion in the RL RTP
- Documentation of the Regional Prioritization Process
- Presentation to the RTTAC and SEFTC for approval

13.0 REGIONAL TRANSPORTATION NETWORK

The RTTAC developed the initial 2030 Regional Corridors Plan using criteria taken from the local Plans and various system designations related to roadway uses. State and federal perspectives on corridors of significance will also play a role in the development of recommendations provided by the Regional Consultant. The Regional Consultant reviewed and altered the definitions and network in conjunction with the 2035 Regional Needs and Cost Feasible Plans. The purpose of this task is to again review and refine the definitions and criteria used to develop and adopt a Regional Corridors Plan which incorporates the regional GOMs and vision. The Regional Consultant will begin this activity by reviewing and assessing the previous work performed by the RTTAC in 2006 and the preparation of the 2035 RL RTP. Consideration will be given to any updates to emergency evacuation plans and changes in the criteria and designation of SIS facilities. The results will be presented to the RTTAC.

14.0 DOCUMENTATION

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

- Draft Regional LRTP Report
- Final Regional LRTP Report
- Executive Summary

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

15.0 MEETINGS

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

16.0 STAFFING SUPPORT

The Regional Consultant will support the staff at meetings of the RTTAC, SEFTC and any subcommittees identified in the various tasks of this scope as determined by the Regional Contract Manager. The Regional Contract Manager will provide the Regional Consultant one week notice to prepare for meetings and one week to prepare and submit meeting minutes



MEMORANDUM

TO: RTTAC Members

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

DATE: January 11, 2012

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

The draft document presented at the last meeting is attached. Estimated associated costs still have to be prepared. Some of these estimates are based on the various regional studies still being defined and estimated. As the estimates are completed, they will be reflected in the individual MPO Unified Planning Work Programs and the FDOT Work Program.

Staff Recommendation: For discussion purposes.

RMW/eer

Attachment

SOUTHEAST FLORIDA TRANSPORTATION COUNCIL

FY 12-16 WORK PLAN

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

The duties of SEFTC include the development of:

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

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

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

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

Regional Tasks

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

SEFTC/RTTAC Support

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

Regional Public Involvement

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

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

Regional Performance Measures

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

Regional Reporting

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

Transportation Outreach Program Support

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

Website Hosting and Maintenance

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

SERPM Model Preparation and Support

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

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

Regional Freight Planning

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

Regional Transit Planning

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

Regional Long Range Transportation Plan

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

Regional Project Evaluation and Prioritization

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

Specific Projects

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

Regional Household Study

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

Regional Trucking Survey

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

Regional Planning Funds

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

SOUTHEAST FLORIDA TRANSPORTATION COUNCIL
FY 12-16 WORK PLAN

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

November 3, 2011



MEETING NOTICE
SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
January 23, 2012
10:00 AM

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

AGENDA:

- I. **CALL TO ORDER**
 - A. Roll Call
 - B. Pledge of Allegiance
- *II. **ADOPTION OF AGENDA****
- *III. **ELECTIONS****
- *IV. **APPROVAL OF MINUTES**
 - *A. Approval of November 21, 2011 Minutes**
- V. **OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS**
- VI. **OLD BUSINESS**
 - *A. Southeast Florida Regional Partnership – HUD Sustainable Communities Planning Grant Program Update
 - *B. Regional Smart Card Update
- VII. **NEW BUSINESS**
 - *A. Regional Climate Change Report
 - *B. South Florida Regional Rail Report**

- VIII. CORRESPONDENCE
- IX. RECOMMENDATIONS/COMMENTS BY MEMBERS
- X. STAFF COMMENTS
- XI. NEXT MEETING – APRIL 23, 2012
- XII. ADJOURNMENT

* Supporting Documentation Provided

**Action Requested