



Regional Transportation
Technical Advisory Committee (RTTAC)

Meeting Agenda

October 10, 2012 – 1:30 PM

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

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- I** Call to Order
 - II** September 18, 2012 Meeting Notes
 - III** SFECR Passenger Rail Study Status Report
 - IV** Baseline Transit Network **
 - V** 2040 Regional Transportation Plan Status Report
 - VI** Long Range Transportation Plan Status
 - VII** Regional Freight Study
 - VIII** Regional Performance Measures **
 - IX** Seven50 Status Report
 - X** Regional Transportation Improvement Program
 - XI** SEFTC Meeting – October 22, 2012
 - XII** Other Business
 - XIII** Next RTTAC Meeting – TBD
 - XIV** Adjournment
- **Action Item
-



Regional Transportation
Technical Advisory Committee (RTTAC)
September 18, 2012 Meeting Notes

The following is a summary of the RTTAC meeting held on September 18, 2012.

MEETING TIME AND LOCATION

SFRTA, 1:30 p.m.

MEETING ATTENDEES

1. Randy Whitfield, Palm Beach MPO, rwhitfield@pbcgov.com
2. Greg Stuart, Broward MPO, stuartg@browardmpo.org
3. Wilson Fernandez, Miami-Dade MPO, Wilson@miamidade.gov
4. Lois Bush, FDOT D4, lois.bush@dot.state.fl.us
5. Larry Merritt, FDOT D4, larry.merritt@dot.state.fl.us
6. Phil Steinmiller, FDOT D6, phil.steinmiller@dot.state.fl.us
7. Joseph Quinty, SFRTA, quintyj@sfrta.fl.gov
8. Arlene Davis, Port Everglades, ardavis@broward.org
9. Kim Delaney, TCRPC, kdelaney@tcrpc.org
10. Jonathan Roberson, BCT, jroberson@broward.org
11. Marcela Cambor Cutsaimanis, TCRPC, marcela@tcrpc.org
12. Jim Murley, SFRPC, jmurley@sfrpc.com
13. Nilia Cartaya, MDT, cartayn@miamidade.gov
14. Phil Matson, Indian River MPO, pmatson@ircgov.com
15. Jessica Josselyn, Kittelson & Associates, Inc., jjosselyn@kittelson.com
16. Jason King, Dover Kohl, jking@doverkohl.com
17. Joshua Salazar, HDR, Joshua.salazar@hdrinc.com
18. Santanu Roy, HDR, Santanu.Roy@hdrinc.com
19. Dr. Burchell, Rutgers, burchell@rci.rutgers.edu
20. Jill Quigley, Jacobs, jill.quigley@jacobs.com
21. Jessica Vargas Astazia, Tindale Oliver; jvargas@tindaleoliver.com
22. Susan O'Rourke, Susan O'Rourke PE, Inc., seorourke@comcast.net
23. Ashutosh Kumar, AECOM, ashutosh.kumar@aecom.com

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.

II July 11, 2012 Meeting Notes

The meeting notes were approved without any changes.

III South Florida East Coast Corridor Study Status Report

Kim Delaney from TCRPC provided an update on the activities that have been completed so far in connection with the evaluation. She stated there was unanimous acceptance of FEC evaluation recommendations; however, that at the recent PTAC meeting conflicts arose but resolutions are anticipated. Reports are anticipated for the October SEFTC and RTTAC meetings by the DOT and RTA. Arlene Davis asked if there will be one FEC Study moving forward. Kim Delaney stated that one study moving forward was the recommendation from the evaluation and that that is the direction the region is headed.

IV Regional Modeling Subcommittee Report

Wilson Fernandez gave an overview of the September 7th modeling subcommittee meeting. He noted that it was the last subcommittee meeting under the current consultant contract so outstanding issues were wrapped up. Those outstanding items included:

- (1) *Passed a resolution on Origin-Destination Capture information needs* (in relation to the previous AirSage presentations). He noted this is to support the 2045 planning cycle, not the 2040. The subcommittee recommended putting together a draft request for information (RFI) that seeks information on current technology and potential future technology for capturing O-D data. The lead agency to handle the RFI has to still be determined at a future RTTAC meeting, but the RFI language has been drafted and endorsed by the subcommittee.
- (2) *Passed a policy related to the use of the SERPM model.* The region currently has two existing models (aside from the 7.0 ABM activity). SERPM 6.7 was developed for the SFEC and is a transit oriented tool that was not in the 2035 adopted LRTPs. SERPM 6.5 was developed as part of the 2035 LRTP adoption. Because of these two existing tools, the subcommittee discussed how they should be applied within the region from a policy standpoint. A policy stating SERPM 6.5 is to be used as the default model was crafted and approved by the committee. The policy also states that if a project has a significant transit component then SERPM .7 may be used with approval by the committee.
- (3) *Endorsed the minimal growth scenario in SERPM 6.7.* Scott Seeburger of FDOT District Four presented to the subcommittee a recommendation for a minimal growth scenario as the background network in SERPM 6.7. This recommendation was made based on feedback from the region during the FEC evaluation time period. The group came to conclusion that a minimal growth scenario among the three counties would be the prudent approach for the background network. Typically the LRTPs and TDPs are assumed but the region recognizes that they aren't fundable; therefore, they shouldn't be coded into the background network. Joe Quinty stated that he agrees with the approach of having a minimal transit growth scenario.

Wilson Fernandez asked the RTTAC to make a recommendation on the RFI proposal so that the region has a formal action to fall back on should anything occur in the future related to the items. The RTTAC stated that one can be given at the October 10th RTTAC which can then be brought to the SEFTC in October. Wilson Fernandez and Scott Seeburger were agreed to prepare a written agenda item related to the RFI. Phil Steinmiller asked if the modeling information was related to the Seven50 project. Wilson Fernandez stated it did relate and that any policies prepared and approved by the group would apply to all regional projects, including the Seven50 plan.

As a side note, Phil Matson from Indian River MPO stated that the jury is still out on the ABM vs. the gravity based model for his region. His RFP states that the consultant will recommend the modeling technique.

V 2040 Regional Transportation Plan Status Report

Wilson Fernandez stated that the time period for submittals closed on September 14th and that three submittals were received. The consultant selection process with the first tier is occurring in early October and oral presentations will occur later in October if that is decided as the next step under Tier 1. They are still on track for December MPO approval of the 2040 RTP consultant selection.

VI Long Range Transportation Plan Status

Randy Whitfield stated that the Palm Beach LRTP will start October 1st. Greg Stuart stated that the Broward LRTP was being approved on the 20th of September and will start immediately upon approval. Wilson Fernandez stated that Miami's Board is expected to approve the LRTP selection at their October MPO Board meeting.

VII Regional Freight Study

Greg Stuart updated the group on the Regional Freight Study. He noted the project went to his library and that TY Lin was the recipient of the contract. He stated negotiations had begun based on the scope approved by the SEFTC. The first round the fee was \$220,000. Based on several conversations regarding what would bring the region the most value, the final fee was increased to \$340,000. The additional funding will be coming from FDOT Central Office, the FDOT Districts, and/or the Broward MPO. The scope and fee has been shared within the region and the first phase is anticipated for approval in October for \$150,000. Greg also noted that we have been coordinating with Juan Flores, the State Logistics and Freight Administrator, and that he believes we are headed in the right direction.

Marcela Cambolor asked for Greg to share the information with the Seven50 team.

Arlene Davis asked if the group foresees the freight plan being a phased process. Greg Stuart said that yes it will be phased and will take a year's time to complete. He stated thus far the first three of five phases were funded.

Jim Murley noted that both RPCs are doing economic development plans that are filled with freight related items. He encouraged that documentation to be connected to the Regional Freight Plan activity.

VIII Regional Performance Measures

Jessica Josselyn gave an update on the regional performance measures. She walked the group through the comments received from the last draft and how they were addressed. At the conclusion of the presentation two questions were raised. Phil Matson stated that he liked the format and content but questioned if a 5% spread for grading the measures was appropriate across all categories. Phil Steinmiller stated that the trend lines appeared slightly off from a graphical perspective and that they should be relooked at for accuracy. Jessica stated she will address both comments in the final version. She noted the final report will be sent to the committee for review and approval at the RTTAC October meeting.

IX Seven50 Status Report

Marcela Cambor gave a brief overview/update of the project status and passed the discussion over to the consultant team to discuss specifics on modeling elements of the plan. Jason King gave a brief overview of the regional sessions where hundreds participated. He summarized that they received feedback consistent with what we have heard in the past – that currently folks feel the region is disconnected but that they believe in the future we will be well integrated and connected.

The discussion moved into the socioeconomic data development led by Santanu Roy and Dr. Burchell. The following questions were asked during the SE Data discussion:

- Phil Steinmiller noted that the word 'model' needed to be added on page 5 of the memorandum.
- Wilson Fernandez asked if they were utilizing for the TAZ database for employment and population for the southern three counties the information that has been supplied as part of our model validation. The consultant team stated that the information was indeed used.

The discussion then moved to the 2060 Trend Network which went over a myriad of different options the region could move forward with in terms of what the network would be built upon. The recommendation was to use the 2035 Cost Feasible Plans as the base network and that the 2040 SIS Unfunded Needs list of projects will be used in the scenario planning but not in the baseline. It was agreed that the MPOs will review the networks throughout the process to confirm which projects should be included.

A comment was made by Greg Stuart and Randy Whitfield that there was a lack of coordination with their MPOs on the development of the 2040 Unfunded Needs list. Joe Quinty stated that there were some concerns related to the projects on the list.

Wilson Fernandez stated that the proposed process will allow us to take a realistic direction and analyze the outcomes to determine what is best.

Jim Murley noted that this is an investment plan in the end. One corridor that is popping up a lot right now is US 27. He noted that they are unsure of how to handle that corridor and asked for guidance on how to plan for US 27 for the scenario planning.

Marcela Cambolor stated that they will need some level of prioritization from the RTTAC and asked the group to take the unfunded needs list and let her team know their thoughts. Her team would like comments back prior to the next RTTAC meeting. Jessica Josselyn and Randy Whitfield stated they would compile the comments from the group and report back at the next RTTAC meeting.

By January 2013, the 2010 base year model will be calibrated/validated for the MPOs review. Wilson Fernandez requested this be presented at the RTTAC modeling subcommittee meeting in January.

Attached to these meeting minutes is a summary prepared by the Seven50 team containing a detailed overview of the complete RTTAC discussion on this topic.

X Regional Transportation Improvement Program

The three MPOs have all completed their regional TIP components. A discussion was held on whether all three elements can be merged into one regional document to include Miami-Dade's preamble on the purpose of the regional TIP and how it's applied. Jessica Josselyn offered to review the three elements in terms of consistency and format and that she would report back to the group in October regarding how easily they could be merged.

XI Other Business

Jessica Josselyn mentioned that the Broward MPO organized a managed lane workshop recently. She said that District 4 and District 6 are doing some interesting work and it would be beneficial for the group if they could report to the RTTAC. Kim Delaney asked if there were any discussions on arterial managed lanes and network. Jessica Josselyn replied that the option seems to be off the table.

XII Next RTTAC Meeting – October 10

The next RTTAC meeting will be held on October 10.

XIII Adjournment

The meeting was adjourned by Randy Whitfield.



MEMORANDUM

TO: RTTAC Members

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

DATE: October 10, 2012

RE: **South Florida East Coast Corridor Study Status Report**

Last year, FDOT retained a consultant to perform the next phase of its South Florida East Coast Corridor (SFECC) Study and presented a status report to SEFTC and the MPOs. In the same time frame, SFRTA presented its Fast Start proposal to implement passenger service on the FEC in the near term using existing equipment and splitting current Tri Rail services. At the January meeting, the SEFTC Board requested an evaluation of the two proposals for passenger rail service on the FEC rail corridor in the three-county area. The evaluation was to focus on the planning process and the technical aspects of each proposal from a higher level approach to focus activities on a single plan for the region. The report was presented to SEFTC on July 23 where it was accepted and supported by the Board.

Several Steering Committee meetings and coordination meetings between FDOT and SFRTA have occurred. A status report will be presented at the meeting.

Staff Recommendation: For information and discussion.

RMW



MEMORANDUM

TO: RTTAC Members

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

DATE: October 10, 2012

RE: **Baseline Transit Network**

At the last RTTAC Modeling Subcommittee meeting, FDOT raised a concern related to the baseline transit network to be used for modeling of the FEC alternatives and other activities in the three-county area. The concern related to inclusion of projects identified in the TDPs for the counties and the funding availability for implementation. While reviewing modeling of SFECC alternatives, the MPOs noted the networks should be based on the existing transit systems due to the lack of funding for expansion. The subcommittee agreed the use of the existing systems was the prudent approach. The issue was presented at the RTTAC meeting with general agreement. FDOT has asked the RTTAC to endorse the recommendation of the subcommittee. Attached is a letter from the Department with the request and background information.

Staff Recommendation: The RTTAC support the use of the Baseline Transit Network for modeling of alternatives for various studies underway in the tri-county area.

RMW



Florida Department of Transportation

RICK SCOTT
GOVERNOR


605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

DATE: September 28, 2012

TO: Randy Whitfield, P.E., Chair
Regional Transportation Technical Advisory Committee

FROM: Amie K. Goddeau, P.E., Mobility Development Manager
District 4 

COPIES: Wilson Fernandez, Scott Seeburger

SUBJECT: Approval of Baseline Transit Network Recommendation

The Regional Transportation Technical Advisory Committee (RTTAC) is requested to approve using projections that closely resemble existing transit service levels for future year alternatives for all multi-modal studies in the region. New transit projects from Transit Development Plans will be added when funding sources are identified.

Traditionally, the baseline transit network has been the background future condition against which build alternatives are compared against in federal transit alternatives analysis studies. The Federal Transit Administration (FTA) has stipulated that this network be based on the Long-Range Transportation Cost Feasible Transit Plan. Altering this practice as contained in the above recommendation is justified for the following reasons:

- FTA proposed that the existing transit system be used as the point of comparison for New/Small Starts projects and that there is no longer a need for the baseline alternative (Notice of Proposed Rule Making (NPRM), Federal Register Volume 77, Number 16, January 25, 2012)
- MAP-21 eliminates FTA's involvement in alternatives studies (FTA Office of Budget and Policy, August 22, 2012, http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf)
- The RTTAC recommended using projections that closely resemble existing transit service levels for future year alternatives in the South Florida East Coast Corridor study since the Transit Cost Feasible Plans and Transit Development Plans do not have dedicated funding (Memorandum, May 18, 2012)
- Seven existing and near-term transit corridor studies in Broward County alone will unnecessarily utilize project resources to individually seek approval of the recommendation from the RTTAC
- The RTTAC Modeling Committee endorses the recommendation

AG:sps
Attachments (RTTAC memorandum, presentation)



MEMORANDUM

TO: Amie Goddeau, SFCEC Project Manager

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

Gregory Stuart, AICP
Director, Broward MPO

Irma San Roman,
Acting Director, Miami-Dade MPO

DATE: May 18, 2012

RE: **Review of FEC Steering Committee request on key modeling assumptions
Memorandum**

This memo provides a summary of the MPOs' comments on the *FEC Steering Committee Request on Key Modeling Assumptions Memorandum* delivered for review on May 11, 2012. The MPO directors request these items be addressed and responded to by the next SFCEC Steering Committee Meeting.

General Comments:

- We recommend adjusting the Palm Tran projections to more closely resemble existing conditions for the following reasons: The Palm Beach MPO staff has reviewed the 2011-2021 TDP for Palm Tran adopted last year. While the report identifies a number of projects to reduce headways on some routes and increase services, the forecast for costs and revenues does not allow for any increases to the current services. The 2035 Cost Feasible Transit Plan reflects a similar conclusion stating Palm Tran will continue to operate at current levels.
- We recommend adjusting the BCT projections to more closely resemble existing conditions for the following reasons: Broward County Transit stated in the May SFCEC Steering Committee that the assumptions applied in the model were not realistic given current funding and revenue projections. It was noted that although components of the system may be 'rearranged', actual new service in addition to what already exists is not appropriate to assume. The Broward MPO concurred with BCT's comments.
- We recommend adjusting the MDT projections to more closely resemble existing conditions for the following reasons: Miami-Dade MPO stated in the May SFCEC Steering Committee meeting that the assumptions applied in the model for Miami-Dade Transit were not realistic given current funding and revenue projections. It was noted that

although components of the system may be 'rearranged,' actual new service in addition to what already exists is not appropriate to assume. Miami-Dade Transit staff concurred with the MPO's sentiments at the May 16th RTTAC meeting.

- We recommend the parking evaluations consider the amount of parking required, not only for initial ridership but also for what is projected in future years, including the identification of sites where this parking could be provided, as well as the impact of expanded feeder bus service on parking demand. This can be done in an equilibration analysis after initial projections are made, but the project analysis for all options should be based on demand forecasts recognizing parking availability and cost equilibration.

For both the SFEC and FastStart studies, the parking assumptions, including both capacity and cost, should be documented. We concur with the SFEC consultant's comment stating that parking at rail stations is often addressed in planning studies, such as this, through an equilibrium analysis in which an initial forecast is made of parking demand without and with constraints on capacity followed by adjustment to bring demand and capacity into balance. We recommend that when the analysis is completed, the parking capacities assumed at each station should be documented. We feel this will be especially critical for the FastStart proposal since the provision of parking is to be left to the local jurisdictions.

- Related to the ownership and purpose of the existing parking lots, as mentioned in the 2010 Feasibility Study – assuming these lots were built with the purpose of providing parking support for local businesses, we recommend providing more clarity/certainty in the documentation and assumptions that the communities are willing to have these lots serve commuters and thus be unable to meet their initial objectives.
- As with most elements of travel forecasting, even if the assumptions appear reasonable, the results of the model applications will require careful review to ensure the assumptions remain valid (e.g., whether or not the assumed growth in capacity is consistent with the forecast growth in ridership) and there are no wildly unexpected results arising from the assumptions. The MPOs appreciate the continued collaboration throughout these modeling activities such that the project continues to move forward in an agreed-upon and positive direction.
- The MPO consultant team is still reviewing the FEC Phase 3 Key Modeling Assumptions Appendix materials posted to the project website on May 14th. We anticipate completing the review and providing comments by May 24th.

Specific comments with references:

1. **Memo Reference:** Palm Tran assumes a 17% growth in vehicle-hours between 2010 and 2016, with BCT and MDT buses assuming 30% growth during the same timeframe. Metrorail service is expected to grow by 16% once the Airport Connector becomes operational.

Comment: The validity of these projections is questionable given current budget constraints. As discussed in the last SFEC steering committee, a more reliable basis for future transit service would be the last funded year in the respective TDPs.

2. **Memo Reference:** Palm Tran assumes an additional 45% growth in vehicle-hours between 2016 and 2035, and BCT assumes 64% growth during the same timeframe. MDT bus and Metrorail service are expected to grow by 6-12%.

Comment: The validity of these projections is questionable given current budget constraints. As discussed in the last SFEECC steering committee, a more reliable basis for future transit service would be the last funded year in the respective TDPs.

3. **Memo Reference:** Based on conversations with Palm Tran, BCT, and MDT, minimal changes were assumed for the Build network.

Comment: We need to discuss collectively how the network will be modified to adjust local transit service to better correlate with (better serve/support) the new FEC service. Who will make these assumptions, and how will SFRTA's input be gathered to inform this modification?

4. **Memo Reference:** (Under the Roadway Network section) The following table shows the expected increase in lane-miles between 2010 and 2016 by facility type and county.

Comment: Please add a column in the table to show the actual number of increased lane-miles and the corresponding percentage per facility type. This will be valuable supplemental information to what is already included.

We appreciate the opportunity to review these important factors of the project modeling element. If you have any questions, please contact Randy Whitfield.

Cc: Gerry O'Reilly, FDOT District IV
Gus Schmidt, FDOT District IV

Multi-Modal Corridor Studies in Southeast Florida

Transit System Assumptions

Background

- Issue – What background transit network should be assumed for transit corridor studies in the region?
 - The adopted LRTP transit networks are traditionally used for horizon-year alternatives
 - 2035 LRTPs: Transit services unaffordable
 - 2035 corridors support regional transit goals but produce significant competition between individual projects
- RTTAC agreed that existing transit services be used for all analysis years for the SFECC Study
- FTA NPRM states that Baseline no longer required

Transit Service Levels

	Approximate Daily Transit Vehicle Miles			
Network	2010 Service	Existing Service (May 2012)	SERPM 6.5 E+C (2013/14)	2035 Cost Feasible LRTP
Palm Tran	24,000	25,000 (+4%)	27,000 (+12%)	40,000 (+67%)
BCT	53,000	56,000 (+6%)	63,000 (+19%)	152,000 (+186%)
MDT	91,000	98,000 (+8%)	113,000 (+24%)	116,000 (+27%)
Region-wide	168,000	179,000 (+7%)	203,000 (+21%)	308,000 (+83%)

Source: SERPM transit network; assuming 6 hours peak and 10 hours off-peak period service



Broward Transit Studies

Studies Underway

- Central Broward Transit – Griffin Road Alternative
- Central Broward Transit – SR 7/Broward Alternative
- FEC Regional study
- Oakland Park

Future Studies

- University Drive (Starts November)
- Phase 2: SR 7 (FY14 Planning)
- Sunrise Blvd (FY15 Planning)
- Hollywood/Pines Blvd (CM/Mobility Hubs)
Hollywood/Pines Blvd (FY16 Planning)
- Sample Road (FY16 Planning)

Proposal

- SFECES Steering Committee recommended to use the existing transit service levels for future year alternatives
- Propose to follow the same recommendation for all multi-modal corridor studies in the region, with projects added from the TDP when funding source is identified



MEMORANDUM

TO: RTTAC Members

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

DATE: October 10, 2012

RE: **Regional Performance Measures**

In the late summer of 2011, a case study memorandum relating to how other regions measure regional coordination was presented to the RTTAC for review and comment. In the fall of 2011, a performance measures 'report card' template was presented to the RTTAC for review and comment. Since that time, the regional consultant, Kittelson & Associates, has finalized the case study memorandum based on comments received and has also begun re-directing the performance measures 'report card' approach.

At the last meeting, a revised 'report card' was presented. Several comments were received. Based on comments received the report card and report have been updated. The revised report card and supporting technical memorandum are attached for review and finalization.

Staff Recommendation: For review and recommendation to the SEFTC for acceptance.

RMW



MEMORANDUM

TO: RTTAC Members

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

DATE: October 10, 2012

RE: **Seven50 Study Status Report**

The HUD Sustainable Communities Planning Initiative for Southeast Florida has been renamed the Seven50 program, reflecting seven counties and fifty years. The Miami-Dade, Broward, and Palm Beach MPOs are participating in a regional partnership through the South Florida Regional Planning Council and the Treasure Coast Regional Planning Council to plan, design, and implement a multi-jurisdictional regional plan for sustainable development. This seven-county initiative will create a Regional Vision and Blueprint with a horizon of 2060.

At the last meeting, the consultant team provided an overview of the study activities and included data and assumptions being used in development of the plan. Comments and concerns were to be sent to Kittelson for compilation. The following comments were received.

- Suggest they use the 2010 employment totals that we developed for the SERPM 7.
- The graphic showing Transit Improvements for FDOT D4 does not show all of Broward's Gateway Hub Locations.
- What are the performance measures to be pulled out from the model for Seven50 in addition to the standard systemwide statistics such as system miles, lane miles, VMT/VHT, bus route miles and seat hour-miles, population/employment balance, etc.?
- What demand variables are to be tested? Besides the population growth (and its related cohort and other changes), employment growth and assumed network configurations, what will be changed on the demand side? With the trend of technology advancements, what should be assumed and to be tested?
- On the supply side what should be assumed? There certainly will have to be funding available between 2035/40 to 2060 for some transportation investments. What are reasonable to be assumed?
- What should be the reasonable scale for performance measures? Is it sufficient at the countywide level?

These comments will be provided to the Seven50 consulting team. A status report on recent activities will be presented at the meeting.

Staff Recommendation: For information purposes.



MEMORANDUM

TO: RTTAC Members

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

DATE: October 10, 2012

RE: **Regional Transportation Improvement Program**

Each of the MPOs has created a regional component of the respective TIPs. The documents were created using the criteria for the regional corridors and projects from the Regional Plan. The next step would be to compile the three components into a single document for the region. At the last meeting, Kittelson agreed to collect the individual documents and investigate creation of the single document. The information has been collected from each MPO. A status report will be presented at the meeting.

Staff Recommendation: For information purposes.



MEETING NOTICE
SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
October 22, 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. APPROVAL OF MAY 23, 2012 MINUTES**
- IV. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS
- V. OLD BUSINESS
 - *A. Regional "Smart Card" Update
 - *B. 2040 Regional Transportation Plan Status Report
 - *C. Seven50 Program Update
 - *D. SFECR Passenger Rail Study Status Report
 - *E. "All Aboard" Florida FEC Proposal
 - *F. Regional Performance Measures
- VI. CORRESPONDENCE
- VII. RECOMMENDATIONS/COMMENTS BY MEMBERS
- VII. STAFF COMMENTS

IX. NEXT MEETING – January 21, 2013

X. ADJOURNMENT

* Supporting Documentation Provided

**Action Requested