



REGIONAL TRANSPORTATION TECHNICAL ADVISORY  
COMMITTEE

Wednesday, March 17, 2010 – 2:00 PM  
South Florida Regional Transportation Authority Board Room  
800 NW 33<sup>rd</sup> Street  
Pompano Beach, Florida

Agenda

- I. Call to Order
- II. February 17, 2010 Meeting Notes
- III. Regional Long Range Transportation Plan Update Status
  - A. Revenues
  - B. Local MPO/Advisory Committees Comments
  - C. Cost Feasible Plan
  - D. Prioritization
  - E. Documentation
- IV. SEFTC Meeting – April 26, 2010
- V. Future Regional Planning Tasks
- VI. Urban land Institute Conference
- VII. Other Business
- VIII. Next Meeting-April TBD to accommodate SEFTC meeting
- IX. Adjournment



## MEETING NOTES

### Regional Transportation Technical Advisory Committee (RTTAC)

February 17, 2010

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Date: February 18, 2010

Project #: 9338.16

To: Randy Whitfield, RTTAC Chair

From: Jessica Josselyn

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The following is a summary of the RTTAC meeting held on February 17, 2010.

#### MEETING TIME AND LOCATION

SFRTA, 1:30 p.m.

#### MEETING ATTENDEES

1. Randy Whitfield, Palm Beach MPO, [rwhitfie@pbcgov.com](mailto:rwhitfie@pbcgov.com)
2. Lina Kulikowski, Broward MPO, [lkulikowski@broward.org](mailto:lkulikowski@broward.org)
3. Wilson Fernandez, Miami-Dade MPO, [Wilson@miamidade.gov](mailto:Wilson@miamidade.gov)
4. Arlene Davis, Port Everglades, [ardavis@broward.org](mailto:ardavis@broward.org)
5. David Bjorneboe, FDOT District 6, [david.bjorneboe@dot.state.fl.us](mailto:david.bjorneboe@dot.state.fl.us)
6. Lois Bush, FDOT D4, [lois.bush@dot.state.fl.us](mailto:lois.bush@dot.state.fl.us)
7. Phill Steinmiller, FDOT D6, [phil.steinmiller@dot.state.fl.us](mailto:phil.steinmiller@dot.state.fl.us)
8. Joseph Quinty, SFRTA, [quintyj@sfrta.fl.gov](mailto:quintyj@sfrta.fl.gov)
9. Ossama AlAschkar, Broward MPO, [oolaschkar@broward.org](mailto:oolaschkar@broward.org)
10. Greg Stuart, Broward MPO, [gstuart@broward.org](mailto:gstuart@broward.org)
11. John Garcia, MDT, [JoGarci@miamidade.gov](mailto:JoGarci@miamidade.gov)
12. Lisa Dykstra, FDOT District 4, [lisa.dykstra@dot.state.fl.us](mailto:lisa.dykstra@dot.state.fl.us)
13. Stephen Anderson, SFRTA, [Andersons@sfrta.gov](mailto:Andersons@sfrta.gov)
14. Kim Delaney, TCRPC, [kdelaney@tcrpc.org](mailto:kdelaney@tcrpc.org)
15. Michael Moore, Gannett Fleming, [mmoore@gfnet.com](mailto:mmoore@gfnet.com)
16. Jessica Josselyn, Kittelson & Associates, Inc., [jjosselyn@kittelison.com](mailto:jjosselyn@kittelison.com)
17. John Zegeer, Kittelson & Associates, Inc., [jzegeer@kittelison.com](mailto:jzegeer@kittelison.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/schedule items.

##### I) Call to Order

Randy Whitfield called the meeting to order.

##### II) February 17, 2010 Meeting Notes

The meeting notes were approved.

### III) Regional LRTP Update Status

#### A) Prioritization

Comments have been provided from some RTTAC participants on the prioritization process. Jessica Josselyn distributed a memorandum that describes how these comments will be addressed. One comment was brought up to the group regarding the inclusion of McIntosh Road in the Regional Plan. After discussion, it was concluded that this facility, as a major access point to the Port, should be included in the plan as part of the SIS Hub, Port Everglades.

Lina Kulikowski questioned the standard used for the prioritization process. She raised concern that although the travel demand model assumes a LOS E capacity, some LOS standards are LOS D (i.e., SIS facilities).

#### B) Presentation Materials

The Miami-Dade County presentation to the MPO Board Review Committee has occurred. The feedback received from Wilson Fernandez included:

- Delete the item in the presentation stating that the pedestrian/bicycle system was not included
- A member suggested that VMT be used to assess environmental impacts
- The interim process discussion should be removed from the presentation
- The Miami-Dade MPO staff has not decided if this presentation should be given to the entire MPO Board.
- Some of the tables and graphics should be revised for clarity

Prior to the next SEFTC meeting, staff from the three counties will be presenting the RL RTP process to their MPO advisory committees and to their MPO Boards as an 'information item' to receive comments and suggestions. The SEFTC will be asked to endorse the regional plan at their April meeting. Following the SEFTC endorsement, endorsement will be sought from the MPOs Boards.

#### C) Revenues

Jessica Josselyn provided a status report on the development of the revenue memorandum. A draft memorandum will be provided to the RTTAC during the first week in March. This memorandum will contain a compilation of material from the three county LRTPs.

**IV) SEFTC Meeting – February 1, 2010**

A follow-up request from the SEFTC Board is for the staff to draft a resolution regarding support for continuation funding for the FEC.

**V) Future Regional Planning Tasks**

Randy has identified the need for ongoing support activities subsequent to the adoption of the RL RTP. These activities include: 1) providing support for meetings, 2) evaluating plan amendments, 3) maintaining the SEFTC website, and 4) identifying regional performance measures. After adoption of the RL RTP, Randy proposes that the RTTAC hold eight meetings per year (before and after the SEFTC meetings). In addition to these support activities, funding is needed to provide support for ongoing regional modeling activities. The three MPOs and two FDOT Districts need to discuss the proposed Modeling Scope of Work that has been developed by Shi-Chiang Li. This group needs to agree on a uniform method for drawing TAZs and for developing land-use data. The SFRTA and the Turnpike Enterprise will be asked to participate in this discussion. The RTTAC has asked Shi-Chiang Li to “flesh out” the activities that are described in the Modeling Scope of Work prior to this meeting.

**VI) Other Business**

New Air Quality Standards will be established in August. An adequacy determination will be made by next January. A Conformity Plan will be due by September 2011.

Broward County will not need to adjust the Urbanized Area boundary even though the Wedge Area in southwest Palm Beach County has been annexed into Broward County. This will not be necessary because the urbanized area is defined for the three counties within the region. However, Broward may need to adjust the local planning area to include the wedge.

The Modeling Subcommittee met on February 4. The SERPM model data sets were released and are now available for download online. A Fact Sheet will be prepared that contains contact information for users who find coding errors.

Randy distributed a draft description of the ongoing regional tasks for inclusion into the UPWP.

**VII) Next Meeting – March 17, 2010 (3rd Wednesday)**

The next RTTAC meeting will be held on March 17, 2010.

**VIII) Adjournment**

## Memorandum

TO: RTTAC Members and Regional LRTP Consultant

FROM: Peter Haliburton and Jessica Vargas, Cambridge Systematics, Inc.

DATE: March 10, 2010

RE: Southeast Florida Regional LRTP - Regional Financial Resources Overview

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Cambridge Systematics (CS) presents below a brief overview of the transportation funds estimated to be available for the Southeast Florida region – Miami-Dade, Broward, and Palm Beach Counties – in each of the long range transportation plans (LRTPs) adopted last year. The overview includes an analysis of each local LRTP financial element and the financial resources that are reasonably expected to be made available 20 years starting in 2015 to support the 2035 Regional Cost Feasible Plan. It also includes a list of potential revenues sources being considered by each local LRTP. All revenue estimates are presented in year of expenditure dollars and were developed by each MPO based on historical data or revenue estimates provided by FDOT and other county agencies.

### *Key Observations*

Below are key observations for discussion from the financial resources review of each local LRTP.

#### **FDOT Revenues**

- FDOT's TRIP district-wide revenue estimates are included in Miami-Dade's final revenue estimates but shown as illustrative only in Broward and not included in Palm Beach's final revenue estimates.
- Broward County assumes in its final revenue estimates that it will receive a ten percent share of the statewide estimates for the FDOT's New Starts Transit Program and that it will be successful in securing federal New Starts funding; therefore it includes the expected federal match (50%) and state match (10%) for New Starts program. Miami-Dade does not include New Starts estimates in its final revenue estimates, while Palm Beach does not specify how much New Starts funding it anticipates but notes that other non-specific capital revenue estimates take into consideration New Starts competitive funds.

## **Fuel Tax Revenues**

- Miami-Dade's county assumes it will levy the remaining 2 cents of the 1-5 Cents Local Option Gas Tax that is currently not imposed to support Dept of Public Works (DPW) projects and Miami-Dade Transit (MDT). Broward and Palm Beach counties already levy the maximum local option fuel taxes allowed.

## **Local Option Sales Tax Revenues**

- Miami-Dade currently levies a half percent of the Charter County Transportation System Surtax. This dedicated sales tax represents 21 percent of the 21-year total revenues estimated. It still has capacity to levy the other half percent of this tax, while Broward and Palm Beach still have the capacity to levy the full one percent allowed for this local option sales tax.
- All three counties have the capacity to levy at least a half-percent of the Local Government Infrastructure Surtax authorized for local governments. This surtax is for infrastructure investments only including transportation. Miami-Dade has the capacity to levy one-half percent while Broward and Palm Beach Counties could levy the full one percent.

## **Florida's Turnpike Revenues**

- Net available revenues for the Turnpike facilities in Miami-Dade and Broward Counties are included in their final revenue estimates. These net revenues are for Turnpike capital expenses only. Palm Beach County does not include Turnpike revenues in its final estimates.

## **South Florida Regional Transportation Authority Revenues**

- Each local LRTP estimated SFRTA contributions differently. Miami-Dade assumed that for the plan horizon the minimum required by statute will be allocated (21-year total of \$89 million). Broward assumed the minimum statutorily required but assumed the contribution will increase with inflation (21-year total of \$154 million). Palm Beach assumed they will contribute each year \$4.135 million for SFRTA operations and \$2.67 million for SFRTA capital expenses for a 21-year total of \$143 million.

Please refer to Tables 1 and 2 for a detailed summary of the revenue projections by funding source and by mode. Table 3 summarizes the review of potential revenue sources considered in the local LRTPs. Staff from Cambridge Systematics will describe these summaries in much detail at the March 17<sup>th</sup> RTTAC Meeting and distribute the technical memorandum for review by the RTTAC members. Also, additional regional potential revenue sources and innovative financing mechanisms will be presented and discussed.

**Table 1 - Summary of Existing Revenue Projections by Source (YOE \$ in millions)**

Existing Revenue Sources Projections (Year of Expenditure \$)	21-year Total (FY 2015-2035)		
	Miami-Dade	Broward	Palm Beach
<b>FDOT</b>			
SIS	\$1,257	\$799	\$471
Arterials/ROW	\$1,702	\$1,284	\$908
Product Support	-	\$257	-
Transit	-	\$361	\$360
Transportation Management Area (TMA)	\$1,077	\$786	\$521
TRIP (District-wide)	\$317	-	-
FDOT "Mega Projects"	\$2,720	\$3,304	-
<b>Subtotal</b>	<b>\$7,073</b>	<b>\$6,789</b>	<b>\$2,383</b>
<b>Fuel Taxes</b>			
Constitutional Fuel Tax (2 cents/gal)	\$384	\$338	
County Fuel Tax (1 cent/gal)	\$219	\$154	
Municipal Fuel Tax (1 cent/gal)	-	\$269	
Ninth-Cent LOGT (1 cent/gal)	\$270	\$199	
1 to 6 Cents LOGT (up to 6 cents/gal)	\$539	\$1,124	
1 to 5 Cents LOGT (up to 5 cents/gal)	\$35	\$841	
<b>Subtotal</b>	<b>\$1,447</b>	<b>\$2,925</b>	<b>\$732</b>
<b>Impact Fees</b>			
Transportation Concurrence Fees	-	\$84	-
Road Impact Fees	\$269	-	\$370
<b>Subtotal</b>	<b>\$269</b>	<b>\$84</b>	<b>\$370</b>
<b>Interest Income</b>			
Gasoline Tax Interest Earnings (for Highway)	-	-	\$88
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$88</b>
<b>Expressways</b>			
MDX Net Revenues Available for Capital	\$2,553	-	-
FL Turnpike Net Revenues for Capital	\$320	\$484	-
<b>Subtotal</b>	<b>\$2,873</b>	<b>\$484</b>	<b>\$0</b>
<b>SFRTA</b>			
Operating and Capital Expenses	\$89	\$154	\$143
<b>Subtotal</b>	<b>\$89</b>	<b>\$154</b>	<b>\$143</b>
<b>Transit Operating (not included elsewhere)</b>			
Passenger Fares	\$4,199	\$911	\$3,327
Other Directly Generated Funds or Other	\$699	\$46	
Local General Funds/Subsidy	\$8,227	\$1,059	
Charter County Transportation System Surtax (PPT)	\$5,192	-	-
State Funds	\$782	\$322	\$122
Federal Funds	\$2,180	-	\$5
Sponsors/Agencies (Paratransit)	-	-	\$512
<b>Subtotal</b>	<b>\$21,279</b>	<b>\$2,338</b>	<b>\$3,966</b>
<b>Transit Capital (not included elsewhere)</b>			
Federal Funds Section 5307	\$3	\$666	\$402
Federal Funds Section 5309 (New Starts)	-	\$590	-
State Match Section 5309 (New Starts)	-	\$118	-
Charter County Transportation System Surtax (PPT)	\$2,325	-	-
Other Funds (including local)	-	-	\$373
<b>Subtotal</b>	<b>\$2,328</b>	<b>\$1,374</b>	<b>\$775</b>
<b>GRAND TOTAL</b>	<b>\$35,358</b>	<b>\$14,148</b>	<b>\$8,334</b>

**Table 2 - Summary of Existing Revenue Projections by Mode (YOE \$ in millions)**

Existing Revenue Sources Projections (Year of Expenditure \$)	21-year Total (FY 2015-2035)		
	Miami	Broward	Palm Beach
<b>GENERAL</b>	<b>\$1,394</b>	<b>\$1,557</b>	<b>\$742</b>
<b>FDOT</b>	<b>\$1,394</b>	<b>\$1,042</b>	<b>\$521</b>
Transportation Management Area (TMA)	\$1,077	\$786	\$521
TRIP (District-wide)	\$317	-	-
Product Support	-	\$257	-
<b>Fuel Taxes</b>	<b>-</b>	<b>\$431</b>	<b>\$189</b>
1 to 5 Cents LOGT (up to 5 cents/gal)	-	\$431	-
<b>Other</b>	<b>-</b>	<b>\$84</b>	<b>-</b>
Transportation Concurrence Fees	-	\$84	-
<b>HIGHWAY REVENUES - CAPITAL</b>	<b>\$9,240</b>	<b>\$6,131</b>	<b>\$1,878</b>
<b>FDOT</b>	<b>\$5,679</b>	<b>\$5,386</b>	<b>\$1,379</b>
SIS	\$1,257	\$799	\$471
Arterials/ROW	\$1,702	\$1,284	\$908
FDOT "Mega Projects"	\$2,720	\$3,304	-
<b>MDX/Turnpike</b>	<b>\$2,873</b>	<b>\$484</b>	<b>-</b>
MDX Net Revenues Available for Capital	\$2,553	-	-
FL Turnpike Net Revenues for Capital	\$320	\$484	-
<b>Fuel Taxes</b>	<b>\$419</b>	<b>\$261</b>	<b>\$73</b>
Constitutional Fuel Tax (2 cents/gal)	\$384	-	-
1 to 5 Cents LOGT (up to 5 cents/gal)	\$35	\$261	-
<b>Other</b>	<b>\$269</b>	<b>-</b>	<b>\$459</b>
Road Impact Fees	\$269	-	\$371
Gasoline Tax Interest Earnings	-	-	\$88
<b>HIGHWAY REVENUES - OPERATIONAL</b>	<b>\$1,028</b>	<b>\$211</b>	<b>\$166</b>
<b>Fuel Taxes</b>	<b>\$1,028</b>	<b>\$211</b>	<b>\$166</b>
Constitutional Fuel Tax (2 cents/gal)	-	\$68	-
County Fuel Tax (1 cent/gal)	\$219	-	-
Ninth-Cent LOGT (1 cent/gal)	\$270	-	-
1 to 6 Cents LOGT (up to 6 cents/gal)	\$539	\$101	-
1 to 5 Cents LOGT (up to 5 cents/gal)	-	\$42	-
<b>TRANSIT REVENUES</b>	<b>\$89</b>	<b>\$515</b>	<b>\$808</b>
FDOT Transit	-	\$361	\$360
Fuel Taxes	-	-	\$305
SFRTA Operating and Capital Expenses	\$89	\$154	\$143
<b>TRANSIT REVENUES - CAPITAL</b>	<b>\$5,195</b>	<b>\$2,450</b>	<b>\$775</b>
<b>Federal Funds</b>	<b>\$3</b>	<b>\$1,256</b>	<b>\$402</b>
Federal Funds Section 5307	\$3	\$666	\$402
Federal Match Section 5309 (New Starts)	-	\$590	-
<b>State Funds (not included elsewhere)</b>	<b>-</b>	<b>\$118</b>	<b>-</b>
State Match Section 5309 (New Starts)	-	\$118	-
<b>Local or Other Funds</b>	<b>\$5,192</b>	<b>\$1,076</b>	<b>\$373</b>
Charter County Transportation System Surtax (PPT)	\$5,192	-	-
Constitutional Fuel Tax (2 cents/gal)	-	\$270	-
County Fuel Tax (1 cent/gal)	-	\$154	-
Ninth-Cent LOGT (1 cent/gal)	-	\$199	-
1 to 6 Cents LOGT (up to 6 cents/gal)	-	\$453	-
Other Funds (including local)	-	-	\$373
<b>TRANSIT REVENUES - OPERATIONAL</b>	<b>\$18,412</b>	<b>\$3,282</b>	<b>\$3,966</b>
<b>Federal Funds</b>	<b>\$2,180</b>	<b>-</b>	<b>\$5</b>
Federal Funds Section 5307	\$2,180	-	\$5
<b>State Funds (not included elsewhere)</b>	<b>\$782</b>	<b>\$322</b>	<b>\$122</b>
State Funds	\$782	\$322	\$122
<b>Local or Other Funds</b>	<b>\$15,450</b>	<b>\$2,960</b>	<b>\$3,838</b>
Passenger Fares (including from Premium Transit)	\$4,199	\$911	\$3,327
Other Directly Generated Funds or Other	\$699	\$46	-
Local General Funds/Subsidy	\$7,345	\$1,059	-
Charter County Transportation System Surtax (PPT)	\$2,325	-	-
Municipal Fuel Tax (1 cent/gal)	-	\$269	-
1 to 6 Cents LOGT (up to 6 cents/gal)	-	\$568	-
1 to 5 Cents LOGT (up to 5 cents/gal)	\$882	\$107	-
Sponsors/Agencies (Paratransit)	-	-	\$512
<b>GRAND TOTAL</b>	<b>\$35,358</b>	<b>\$14,145</b>	<b>\$8,334</b>



**Table 3 – Summary of Potential Revenue Sources**

Source	Advantages	Disadvantages	County Applicability	
<b>Sales Tax (Charter County Transit Surtax)</b>	Financial: Generates significant funding off of Broad Base.  Legal: Authority already in place, though referendum would be required.  Administrative: Collection structure is in place.	Financial: Evidence suggests future growth rates will not match historical experience.  Political: Surtax is very hard to pass, given the experience with the current PTP 0.5% tax in Miami Dade County, the passage of this tax would be very difficult.	Miami-Dade	0.5% (half cent) tax would generate \$169 million.
			Broward	1% (1 cent) tax would generate \$247 million.
			Palm Beach	1% (1 cent) tax would generate \$188 million.
<b>Sales Tax (Local Government Infrastructure Surtax)</b>	Legal: Authority in place, can be implemented by a referendum or a majority plus one of the county governing authority.  Financial: Generates significant funding off of Broad Base.	Financial: Can only be used for capital expenditures and investment.  Political: Surtax would be difficult to pass in the current economic climate. In addition, revenue is used for all infrastructure investments, not just transit capital expenditures.	Miami-Dade	Eligible for 0.5% (half cent).
			Broward	Eligible for a 0.5% or 1% tax.
			Palm Beach	Eligible for a 0.5% or 1% tax.
<b>Vehicle Miles Traveled (VMT) Tax</b>	Financial: Could generate major new funding at a low rate on a very broad base.  Political: Could be used for congestion management, as well as raising revenue.	Legal: No current authority in Florida uses such a tax. This is also true for the U.S. with the exception of pilot programs.  Political: Major opposition may be likely and would have to address privacy concerns.  Administrative: An entirely new collection structure would be required.	Miami-Dade	1 cent per mile would generate \$200 million.
			Broward	2 cents per mile would generate \$136 million.
			Palm Beach	1 cent per mile would generate \$132 million.
<b>Tax Increment Financing District (TIFD)</b>	Political: Does not require an explicit increase in taxes.  Legal: Authority for TIFD does exist in Florida.  Administrative: Utilities existing property tax collection mechanism.	Political/ Financial: May be viewed by some as a shifting of tax revenues rather than creating a completely new funding source.	Miami-Dade	Not considered.
			Broward	Potential to generate \$187-\$496 million depends on land use and increment captured.
			Palm Beach	Not considered.
<b>Existing Local Option Gas Tax (LOGT)</b>	Legal: Authority in place, can be passes by Board ordinance.  Administrative: Collection structure in place.	Financial: Revenue generated per penny of gas tax is modest.  Political: Gas tax increase generally unpopular and seen as regressive.	Miami-Dade	2 cents per gallon would generate \$19 million.
			Broward	N/A
			Palm Beach	N/A
<b>Tolls</b>	Legal: Authority in place, can be implemented by MDX Board.  Administrative: Essentially zero additional admin costs.	Financial: Raises a moderate amount of funding, but may deter users.  Political: Statute allows "excess" toll revenues to be used on other projects, but so far that has not been pursued-would be a major policy change.	Miami-Dade	50% toll increase on MDX facilities would generate \$40 million.
			Broward	Not considered.
			Palm Beach	Considered increasing tolls as alternative revenue source.

**Sources:**

Miami-Dade MPO 2035 Long Range Transportation Plan. Technical Memorandum: Financial Resources Review. December 2009.

Broward MPO 2035 Transformation Long Range Transportation Plan. Executive Report. November 2009.

Palm Beach MPO 2035 Long Range Transportation Plan. Chapter IV: Preliminary Financial Resources, December 2009.

Cambridge Systematics, Inc.