



**MEETING NOTICE**  
**SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)**  
**April 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. APPROVAL OF JANUARY 23, 2012 MINUTES\*\*
- IV. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS
- V. OLD BUSINESS
  - \*A. South Florida East Coast Corridor Study-Fast Start Evaluation Study
  - \*B. 2040 Regional Long Range Transportation Plan\*\*
  - \*C. Southeast Florida Regional Partnership – HUD Sustainable Communities Planning Grant Program Update
  - \*D. Regional Smart Card Update-Resolution 1-12\*\*
  - \*E. SEFTC Five-Year Work Plan\*\*
- VI. NEW BUSINESS
  - \*A. SFRTA Shuttle Bus Initiatives
- VII. CORRESPONDENCE

VIII. RECOMMENDATIONS/COMMENTS BY MEMBERS

IX. STAFF COMMENTS

X. NEXT MEETING – JULY 23, 2012

XI. ADJOURNMENT

\* Supporting Documentation Provided

\*\*Action Requested



MINUTES OF THE  
SOUTHEAST FLORIDA  
TRANSPORTATION COUNCIL (SEFTC) MEETING  
Monday, January 23, 2011

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

---

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
  - \*C. South Florida East Corridor Study-Fast Start Evaluation Study\*\*
- VII. NEW BUSINESS
  - \*A. Regional Climate Change Report
  - \*B. Regional Freight Study
- VIII. CORRESPONDENCE
- IX. RECOMMENDATIONS/COMMENTS BY MEMBERS
- X. STAFF COMMENTS
- XI. NEXT MEETING – APRIL 23, 2012 at RPC
- XII. ADJOURNMENT

- \* Supporting Documentation Provided
- \*\* Action Requested

**Southeast Florida Transportation Council  
Attendance Record – 2011-2012**

<b>Name/Representing</b>	<b>Jan 2011</b>	<b>Apr 2011</b>	<b>Jul 2011</b>	<b>Nov 2011</b>	<b>Jan 2012</b>
Mayor Richard Kaplan* Broward MPO Chair	P	P	P	P	P
Commissioner Bruno A. Barreiro*** Miami-Dade BCC	E	P	E	P	P
Councilor Robert Friedman** Palm Beach MPO Chair	P	P	P	P	ALT

\*Chair      \*\*Vice Chair      \*\*\*New Appointment  
P – Member Present      ALT-Alternate Member Present      E-Excused      A-Absent

OTHERS PRESENT

INDIVIDUAL NAMES

Nancy Gassman  
Joe Quinty  
Wilson Fernandez  
Irma San Roman  
Lois Bush  
Robin Chiavelli  
Kim Delaney  
Arlene Davis  
Enrique Zelaya  
Bob Cambric  
Sergio Fernandez  
Ken Jeffries  
Phil Steinmiller  
Isabel Corsio Carballo  
Sarah Ingle  
Jack Stephens  
Joe Giulietti  
Renee Cross  
Randy Whitfield  
Greg Stuart  
Susan Haynie  
Nancy Gassman

Debbie Griner  
Jessica Josselyn  
Rohit Rai

REPRESENTING

Broward County Natural Resources Plng & Mgmt  
SFRTA  
Miami-Dade MPO  
Miami-Dade MPO  
FDOT D4  
FDOT D4  
TCRPC  
Port Everglades  
Broward County Planning  
SFRPC  
Miami-Dade County – PERA  
FDOT D6  
FDOT D6  
SFRPC  
Miami DDA  
SFRTA  
SFRTA  
City of Fort Lauderdale  
Palm Beach MPO  
Broward MPO  
Palm Beach MPO  
Broward County Natural Resources Planning  
and Management Division  
Miami-Dade MPO (PERA)  
Kittelsohn & Associates, Inc.  
Kittelsohn & Associates, Inc.

I. CALL TO ORDER

A. Roll Call

The meeting was called to order at 10:06 A.M. by MAYOR KAPLAN.

B. Pledge of Allegiance

The Pledge of Allegiance was recited by all present.

II. ADOPTION OF AGENDA

**MAYOR KAPLAN asked for a motion for the adoption of the agenda. Motion to adopt the agenda was made by SUSAN HAYNIE; seconded by COMMISSIONER BARREIRO. Motion carried unanimously.**

III. ELECTIONS

**COMMISSIONER BARREIRO nominated COUNCILOR FRIEDMAN for the position of Chair. The motion was seconded by SUSAN HAYNIE. Motion passed unanimously.**

**MAYOR KAPLAN nominated COMMISSIONER BARREIRO for the position of Vice Chair. The motion was seconded by SUSAN HAYNIE. Motion approved unanimously.**

IV. APPROVAL OF MINUTES OF November 21, 2011

**COMMISSIONER BARREIRO asked for a motion for approval of the November 21, 2011 minutes. Motion to approve the November 21, 2011 Minutes was made by SUSAN HAYNIE; seconded by MAYOR KAPLAN. Motion carried unanimously.**

V. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS

There were no transportation related matters brought forth by citizens.

VI. OLD BUSINESS

A. Southeast Florida Regional Partnership – HUD Sustainable Communities Planning Grant Program Update

RANDY WHITFIELD opened the agenda item. South Florida Regional Planning Council, in cooperation with Treasure Coast, is monitoring the program. SFRPC has taken the lead as the program director.

ISABEL CORSIO CORBALLO provided an update on the HUD Sustainable Communities Planning Grant Program.

They have been working on a couple of different initiatives. The expansion of Executive Committee to fully reflect the geography and issues of the region is one such initiative. The full committee is comprised of two subcommittees – Operations Committee and Organizational and Equity Committee. The Organizational and Equity

Committee met during the week of 16th January, 2012, and created some slots for the committee to include educational representatives, business development representatives, and County representatives. The Organizational and Equity Committee will move recommendations to the full committee to add the following members to the executive committee:

JACK OSTERHOLDT from the Regional Planning Council  
ED MASSEY from Indian River State College  
ART COBB from Palm Beach County  
KELLY SMALLRIDGE from Palm Beach County Business Development Board  
WILLIAM PERRY  
MICHAEL SPRING, Chair of SF Cultural Consortium  
ED SWIFT from Monroe County

They have been working with Dover, Kohl & Partners to create an action plan to bring to the Executive Committee. The action plan will talk about a few of the tasks including collaborative partnerships, survey work, modeling work, and creation of data warehouse. Another key aspect they are working on is called the Regional Housing Equity Assessment, a key component of the work to be done in the program and the only required deliverable through the grant with HUD.

ISABEL CORSIO CARBALLO said that the MPOs will have a significant role in connectivity and mobility components of the programs and she looks forward to their contribution. At the moment a Data Visualization platform is being created which will be used throughout the region. It will be a regional resource that will allow people to access data and also be able to visualize it.

RANDY WHITFIELD asked if DOVER, KOHL & PARTNERS is already under contract. ISABEL CORSIO CORBALLO replied in affirmative. She also mentioned the need to get together and have a detailed conversation on how everything fits together. According to her, the work that RTTAC is doing will shape the work that they are doing.

#### B. Regional Smart Card Update

RANDY WHITFIELD opened the agenda item. TIM GARLING, Division Director for BCT and member of the study team gave an update on the Regional Smart Card project. They have been working hard on the smart card project and there are some good developments coming up in the next couple weeks. They have been working closely with Tri-rail, Palm Tran and BCT. Tri-Rail will issue a transfer on February 1st that will make it easier for the transit users to understand if their transfer is active. This will help them connect the systems seamlessly. They have been working with vendors on technology issues. They met with GFI, the firm that supplies fare boxes to BCT and Palm Tran to see how they can make the system work seamlessly in the short term and in the long term. Miami Dade system appears to be moving to a newer technology card which gives a specific level of security. The problem, however, is that it takes a different reader than what they were planning in the short term to implement. Just for the Broward County example, to read current smart card they would have had to upgrade only 100 of 300 fare boxes at a cost of \$550 per fare box. To get a reader to read the new card, it means the entire fleet will need to be upgraded for \$2,500 per fare box. That is a huge expense but there is a difference in technology. They have had a good partnership with FDOT and have funds in the upcoming work program.

They are now focusing their full attention on the FY 13 opportunity and specifying this add-on to the system that will be able to read and take advantage of the higher level technology card that is being implemented by Miami-Dade County.

SUSAN HAYNIE asked if with the new technology readers, Palm Tran and BCT will have to upgrade their fareboxes or will the new readers be able to read both new and old cards. TIM GARLING replied that the new readers can read both the old and the new cards but the existing readers will have to be upgraded first. In the long term the technology should be able to read off of the smart phone.

MAYOR KAPLAN asked if the system upgrades that TIM GARLING talked about will make the systems interoperable throughout the state. TIM GARLING affirmed that the new systems will be compatible and interoperable. The question that needs to be worked on is related to the back office issues. In order to have full seamlessness and compatibility, there needs to be an agreement on how the back office will work in a cost effective manner for everybody. MAYOR KAPLAN said that the reason he is bringing this up is because we are trying to achieve seamlessness in Southeast Florida but there is, he believes, legislation proposed requiring that all smart card systems be compatible throughout the state of Florida. He inquired if they are working on a system that will be operable in other parts of the state or if other parts of the state adopt a different technology, will their system be able to adapt to other systems? Rather than building one's own system one should be building on the system that everyone else is starting to implement. COMMISSIONER BARREIRO commented that Miami wanted to simulate the APTA standards. He asked if they are deviating from that now with the new system or are we still in compliance? The way TIM GARLING understands it is that they are moving towards a technology which can read various types of cards. The seamlessness issue is in the back office part of the project, not at the technology level. He feels that the future for Florida is in a statewide system, similar to Sunpass. There is a better chance of effectiveness and cost efficiency if one tries to leverage tolls that are already in place at Sunpass. MAYOR KAPLAN said that when this process started a few years ago, they looked at the possibility of bringing Sunpass in but their initial reaction of Sunpass was not to share their system. Sunpass is a seamless system in Florida presently. COMMISSIONER BARREIRO is of the opinion that we should adhere to the APTA standards.

MAYOR KAPLAN wanted to know what exactly a back office is because he keeps hearing about it all the time and the challenges associated with establishing one. According to him, it is a banking system through which the money is collected and charged to an account. TIM GARLING said that MAYOR KAPLAN's understanding is correct. The issue is identification of a cost effective system. That is where they are doing their homework and trying to determine how the banking system can be cost effective and automated without creating a lot of bureaucracy. The challenge is how to keep the cost of Smart Card, back office, and banking low. MAYOR KAPLAN said that back offices have already been created in the state of Florida. So now all that is needed to be done is to figure out the splits. TIM GARLING said that it would be more cost effective to have one back office that everyone shares versus using the existing multiple back offices and divvying everything up individually. The efficiencies come from working together and he feels that everyone maintaining their own back offices will result in an inefficient system. MAYOR KAPLAN inquired that since the job of the MPOAC is to do statewide coordination would it make sense to request the MPOAC to examine the potential of creating a uniform or a single source back office for the state of Florida so that all systems can be coordinated with it? TIM GARLING replied that it seems like a positive idea. MAYOR KAPLAN asked GREG STUART to talk to Howard to start looking into the potential for planning and coordination of a statewide

back office system. GREG STUART said that he will bring it up with his partners from Miami Dade and Palm Beach.

MAYOR KAPLAN said that he read in the newspaper recently that the system where people have to tap their card wasn't working correctly. Since the discussion is on Smart Card one of the things that needs to be done is to ensure that it is smart and works. He asked JOE QUINTY to provide an update on the issue and what is being done to resolve it. JOE QUINTY stated that Tri-Rail is a guinea pig for implementing a Smart Card (zone based fares). Tri-Rail is a proof of payment system and they wanted to maintain that when the card was implemented. The riders have to tap on and off. It has just been over a year since the system was implemented. The Smart Card readers do go in and out at times. They are still figuring out the kinks. They are monitoring the system and think that is getting better and will continue getting better. They did not want to implement a gated system and wanted to keep it open. They are also trying to simplify the fare structure. It is an ongoing process that they are trying to improve.

MAYOR KAPLAN said that he doesn't understand why there is such a complication. Is it because there are different counties who want to charge fare at different rates that there are multiple fare categories? JOE QUINTY said that it is part of the issue, others being inconsistencies in the transfer policies. There are hundreds of different pairs of fare possibilities. MAYOR KAPLAN asked whether it is possible to come together to implement a uniform fare box system where everyone runs with the same numbers? JOE QUINTY said that it is a broader policy issue that needs to be discussed. It is a positive direction that discussions are being held to address this issue. JACK STEPHENS said that this discussion is extremely relevant given everything that is being done with the regional fare card. They would love to have one fare across the entire system. The problem has been the customers who are very resistant to this idea. People who make shorter trips are used to the smaller amount and they will complain about any increase in fare. Currently they are on a 6 segment system. They would like and will approach the board to reduce that to 3 with the idea of going to one fare anywhere system. When they brought on their system and joined Miami, the matrix of possible fares exploded. It is very complicated – more complicated than the London system. The idea of uniform fare system resonates with the administration and it will be discussed with the board.

MAYOR KAPLAN asked if the SEFTC has a position for implementing a uniform fare system in Southeast Florida. RANDY WHITFIELD informed that they have not taken a stand on it. MAYOR KAPLAN asked staff to prepare a resolution for the next meeting directed to all transit operators in South Florida to encourage them to collectively work out a uniform, seamless, simplified, fare system and bring it back to the Board. He said that he is not suggesting a one fare system rather a simplified system which is easily understood by the consumer. One needs to explore the possibilities and encourage everybody to come to an agreement on it. JACK STEPHENS said that they can study and work with the partners and bring it back to SEFTC.

### C. South Florida East Corridor Study-Fast Start Evaluation Study

RANDY WHITFIELD gave an overview of the evaluation and also described the issues discussed in the last meeting with FDOT and SFRTA where the two agencies made presentations. 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 be 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.

There are different cost numbers in the two studies so the board directed the staff to try and work with the DOT and the RTA to look at the system and come up with a proposal that everyone can get together on and come to a common ground. Dr. KIM DELANEY from TCRPC, who has also been heavily involved in the Amtrak project, is working with both the agencies. In the first meeting with the DOT and the SFRTA, it was decided to bring in people with more rail operations experience. BMPO, who has number of consultants under general contract, received two proposals. Since those two firms may have had a conflict of interest, the regional consultant was also asked to submit a proposal. All proposals are within \$1500 of each other. Regional consultant indicated that they could redirect the funds in the existing contracts. MPOs have already approved those funds in the UPWP. The MPOs suggested utilizing the regional consultant. PB MPO amended the contract and took it to the MPO and it was approved subject to concurrence of the SEFTC. Once approval is obtained, meetings will be scheduled to gather information from each of the plans and begin analysis to identify elements that are missing, common, or different. A preliminary evaluation will be submitted in April. The team will be back in July with the final evaluation. DOT and the RTA have indicated their willingness to work with the group.

**MAYOR KAPLAN moved a motion to utilize the regional consultant to perform the study. SUSAN HAYNIE seconded the motion. The motion was approved unanimously.**

## VII. NEW BUSINESS

### A. Regional Climate Change Report

RANDY WHITFIELD opened the item. Monroe, Miami-Dade, Broward and Palm Beach Counties entered into a compact to address climate change and possible impact to Southeast Florida.

NANCY GASSMAN from the Broward County Natural Resources Planning and Management Division made a presentation to the group entitled "Climate Science as the Basis of the SE FL Regional Climate Action Plan". She informed the group that the first Southeast Florida Regional Climate Leadership Summit was held on October 23, 2009. The objective of the forum is to use science as the foundation for good public policy and promote collaboration to develop a regional climate action plan. Ms GASSMAN explained the "Greenhouse Effect" and its effects on temperature change and climate instability. The regional greenhouse gas work group analyzed data from 2005 through 2009 and found that 44% of the regional emissions were contributed by transportation as opposed to the national average of 33%. The planning and redevelopment division performed a vulnerability assessment which shows what could happen if no actions are taken to reduce these emissions. In addition to an increase in

average temperature, the sea level could rise as a consequence of climate change resulting in the following:

- Salt water intrusion into drinking water aquifer, with coastal well fields being especially vulnerable
- additional constraints on already taxed flood control system
- Impacts public infrastructure and private properties above and below ground
- Cause beach erosion and loss, and impact coastal and terrestrial ecosystems.

The four counties of the SE FL Regional Climate Change Compact brought together a group of local sea level rise experts to develop a sea level rise projection for the region. According to the data, the sea level has risen 8-10 inches over the last 100 years. If that trend continued, five inches of sea level rise is expected by mid-century. However, experts agree that the sea level rise will accelerate during this century, resulting in 3-7 inches of sea level rise from today's levels by 2030 and up to 2 feet of sea level rise in the next 50 years.

The Climate Compact worked with National Oceanographic and Atmospheric Administration, the South Florida Water Management District and GIS experts in the four counties to develop a method to perform inundation mapping and vulnerability analysis. The maps that were developed identify areas that will be below mean high tide at the one foot, two foot and three foot sea level rise scenarios. These maps are intended to be used for planning purposes. In other words, they would help to identify areas of concern. For example, they might help to identify a bridge that has an approach with a low elevation but they cannot be used to develop the new design specifications for that bridge.

NANCY GASSMAN concluded that it is important that transit, Transit Oriented Development, road construction standards and access management planning activities consider projected sea level rise into the future.

DEBBIE GRINER of Miami-Dade County and a transportation work group member and staff support to the Compact Steering Committee discussed transportation related recommendations of the SE Florida Regional Climate Change Action Plan. The overall objective of the plan was and still is to integrate climate adaptation and mitigation into existing systems; and to develop a plan that can be implemented through existing local and regional organizations. It provides a framework for regional-scale action to reduce greenhouse gas emissions and prepare southeast Florida for the impacts of global climate change and aims at the following:

- development of policy guiding documents through all the local governing bodies,
- development of operational guidance documents for the development of consistent goals and measures throughout the various governments in the region,
- a coordinated multi-disciplinary outreach and education program, and
- the opportunity for focused and prioritized investments

The steering committee established three working groups: built environment, land & natural systems and transportation. These groups involved more than 100 subject matter experts from wide variety of backgrounds. The transportation work group comprised of entities with transportation planning and operations responsibilities. The work groups identified and prioritized issues by looking at the expected effects of climate change, such as sea level rise, changes in precipitation levels and

frequencies, higher water tables, more flooding and higher moisture content in soils. The recommendations to address the identified issues were considered against seven criteria:

- Emission reduction potential
- Vulnerability reduction potential
- Feasibility of implementation
- Co-benefits of other sectors (social, economic, environmental)
- Cost-effectiveness
- Funding source
- Economic development potential

The final set of recommendations was then presented to a Super Committee to further review, consolidate, and categorize the numerous recommendations.

Some of the key transportation related recommendations of the plan are as follows:

1. Adaptation Action Areas (SP1 – SP8)
  - Identify types of adaptation action areas based on vulnerability analysis
  - Incorporate AAA designation into local comprehensive plans and regional planning
2. Focus Investments & Service Expansions to Reduce Emissions and Improve Resiliency (SP9)
  - Identify and articulate goals and objectives within the RL RTP contributing to GHG reduction and resiliency
  - Higher priority for infrastructure investments, programs, and services contributing to GHG reduction and resiliency
  - Incorporate metrics as evaluation criteria and processes to prioritize projects that meet RL RTP goals and objectives into local and regional planning and programming
3. Modify or Develop new Design Standards for Transportation Infrastructure located in Identified Vulnerable Areas (SP10) and Design to Effectively Remove Water from the Roadway
4. Support Effective Planning and Implementation of Transit Oriented Development (SP12)
  - Recognize that planning for TOD requires consideration of transit and land use issues at the system, corridor and station levels
  - Develop policies to streamline approval processes involving TOD
5. Identify transportation infrastructure at risk from climate change in the region (RR5)
6. Develop adaptation actions that prioritize the people, places, and infrastructure most vulnerable (RR6)
7. Complete, expand and connect networks of bicycle and pedestrian facilities, including support access to transit (EF8)
8. Provide seamless transitions to increase the use of low carbon modes for the movement of people and freight in the region (EF16)

At the end of her presentation, DEBBIE GRINER asked the group to provide comments on the recommendations. She informed the group that Fourth Annual Leadership Summit will be held in fall 2012 and will be hosted by Palm Beach County.

COMMISSIONER BARREIRO thinks that all new parking garages should be built with conduit space and it should be required by the building code to do so. He suggested including the requirement into the Florida Building Code. MAYOR KAPLAN said that they are going to be having a reading of first ordinance requiring that all future housing be required to provide conduits for solar power, thermal, and electric and for car charging stations in the house garages. The debate currently is focused on whether it should be a type I or type II. He thinks if a City can do it then a County should be able to do it. COMMISSIONER BARREIRO said that he thought he had to go through FL Building Code. He will look into adding a provision into the County Code. SUSAN HAYNIE said that it wouldn't be any different than other local ordinances relating to the related landscaping requirements for residential area.

DEBBIE GRINER informed the group that COMPACT, through the EV electric charging planning grant, will have policies that will develop draft ordinance to be considered by all partners. In addition, through the EECBT energy efficiency grant that Miami-Dade County received through HUDCO, the MPO reviewed the planning process and one of the action items is what COMMISSIONER BARREIRO recommended. COMMISSIONER BARREIRO asked DEBBIE GRINER to get back to him regarding the new building ordinance recommendation.

MAYOR KAPLAN plans to see the ordinance he mentioned on next month's agenda.

#### B. Regional Freight Study

RANDY WHITFIELD provided an update on the Regional Freight Study agenda item. Later this year, SEFTC and the member MPOs will initiate the 2040 Regional Long Range Transportation Plan (RLRTP) and the local 2040 transportation plans. The plans will include all modes and address mobility of people and freight. The RTTAC has identified several components of the plan that should be addressed in more detail. One of these areas is freight movement in the area and access to other markets, particularly in light of the Panama Canal widening. FDOT and the three MPOs are proposing to initiate a Regional Freight Study to provide input into the RLRTP. Each agency would provide a portion of the funding in FY 13. The process would include selection of a consultant through the use of the Broward MPO's list of general consultants. A consultant would be selected based on qualifications and approach of project. The intent is to begin work in July. Status reports will be presented to the Board during the study.

COMMISSIONER BARREIRO stated that he got concerned when the transit issue of upgrading the system for the card readers was brought up. He asked the staff to look at the department. His understanding is that one is not looking at new equipment of that magnitude. COMMISSIONER BARREIRO asked TIM GARLING to get back to him.

JACK STEPHENS stated that the issue is that the original card that everyone has been using to read will no longer be made. A different card will be made that can be read by every system in the region. Miami and Tri Rail have bought a large number of the cards they currently have in order to give us the time necessary to do the studies to see if the new EV 1 cards will work within the existing Cubix system. The issue with

Broward and Palm Beach is that they have not yet determined where they want to go with a new fare box collection system.

VIII. CORRESPONDENCE

There was no correspondence to discuss.

IX. RECOMMENDATIONS/COMMENTS BY MEMBERS

There were no recommendations/comments by members.

X. STAFF COMMENTS

RANDY WHITFIELD informed the group that a couple of weeks ago there was a meeting in Cocoa Beach on the Amtrak project. It will provide service on FEC from Jacksonville to West Palm. There are \$118 million in state funds for the project. There are 8 stations and status report is underway. One point that was brought up that one needs to consider and emphasize is that there will be a lot of intra-Florida tourism from people further up along the coast if the service goes up the coast. Amtrak and their studies nationwide have found that this route makes most sense for them and that they might even make a profit.

COMMISSIONER BARREIRO asked about providing a service from Orlando to New York where one can take one's car. MAYOR KAPLAN informed that they provide service from Sanford to outside of Washington DC. COMMISSIONER BARREIRO thinks it should start in Miami. Since the Marlins issue was brought up, COMMISSIONER BARREIRO said the issue is that the article is erroneous. He is supportive of the Marlins leg of the Miami trolley system. It should be approved before the season begins in April. One cannot control what the media writes. He said that the season will be full and the neighborhood is happy to have them.

XI. NEXT MEETING – April 23, 2012 at RPC

XII. ADJOURNMENT

There being no further business, the meeting was adjourned at approximately 11:33 A.M.



## MEMORANDUM

TO: SEFTC Members

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

DATE: April 23, 2012

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

---

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. 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.

At the November 30 meeting, 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. At the January 23 meeting, SEFTC approved the proposal to use the Treasure Coast RPC and the regional consultant, Kittelson and Associates.

Initial meetings were held with FDOT on February 2 and SFRTA on February 9. At those meetings, MPO, TCRPC and Kittelson staff reviewed the preliminary evaluation criteria and discussed the data needs with each agency. Once the data was received, the staffs began the review and evaluation of the materials received. Further meetings were held with the agencies to report on results and request clarification where needed. The attached summary contains the initial results of the review and evaluation. Additional meetings with the agencies and staffs have occurred on April 2 and on April 11 as part of the RTTAC meeting. The attached memorandum provides an initial evaluation of key aspects of the two proposals. These findings will be presented to the three MPOs during their May meetings, and the schedule calls for

presentation of the results and recommendations at the July 23 SEFTC meeting, followed by presentation to the MPOs.

Since the evaluation was initiated, there have been several actions that indicate improvement in the dialogue and planning coordination between FDOT and SFRTA, as noted below:

ISSUE OF CONCERN	RESULTING ACTION
SFCEC steering committee meetings discontinued in 2010; general lack of non-FDOT agency involvement	SFCEC steering committee meetings on Feb 14, April 11, and May 3 (scheduled)
Lack of non-FDOT agency involvement in technical aspects of SFCEC study	SFCEC Technical Advisory Group met on March 1 (to discuss Pompano Crossover & Miami Government Center station location) and on March 29 (to discuss alternate land use and demographic scenarios for modeling). SFCEC/SFRTA technical meeting scheduled for May 2 regarding Fast Start assumptions for SFCEC modeling & operations simulation.
Need for SFRTA Fast Start proposal to be included in SFCEC Study	FDOT has indicated SFRTA Fast Start proposal will be tested as alternative; discussions underway between FDOT and SFRTA staffs regarding assumptions & data
Consideration of non-Federal funding sources for passenger rail	FDOT project documents now indicate either Federal or State funding for capital improvements

Based on these activities and the preliminary findings in the evaluation, the RTTAC identified two initial actions to be considered by SEFTC. These actions are recommended for approval by the SEFTC Board to help improve the dialogue among the transportation agencies and assist in developing a single approach for passenger rail service in the region.

The first action relates to the need for improved inter-agency coordination and communications for the SFCEC project. This would be improved by the re-establishment of an SFCEC Steering Committee, which should meet monthly, ideally in conjunction with another standing regional transportation meeting (e.g., SFRTA PTAC, SEFTC RTTAC). This steering committee would allow full review of the technical aspects of the study, improve efficiency by utilizing the knowledge base of the region, and improve project transparency. Agencies invited to participate should include FDOT, SFRTA, MPOs, transit agencies, and RPCs.

The second recommended action relates to the inclusion of the Fast Start proposal as a scenario to be tested in the SFCEC study. FDOT has already indicated it will include the project as one scenario, and staff-level discussions are on-going regarding assumptions and details. A complementary action by SEFTC to formally request FDOT include Fast Start as an alternative would reinforce the importance of collaboration among the agencies.

**Staff Recommendation:** The SEFTC request FDOT re-establish an SFCEC Steering Committee with a monthly meeting schedule, and request FDOT formally include the Fast Start proposal as one alternative scenario to be tested as part of the SFCEC project.

# SEFTC Passenger Rail Evaluation

## Preliminary Due Diligence - Initial Findings

### EVALUATION PURPOSE:

Pursuant to a request by the SEFTC Board at its January 2012 meeting, an evaluation of two proposals to re-establish passenger service on the Florida East Coast (FEC) rail corridor is being conducted. The proposals include the FDOT/SFECC Study and the SFRTA/Fast Start proposal<sup>1</sup>. The intent of a third party evaluation is to objectively identify the similarities and differences between the proposals and educate decision makers such that they can make more informed decisions as to how to move forward as a region.

### EVALUATION PROCESS:

To conduct the evaluation, each sponsoring agency posted relevant project documents on an internal web-site solely created for this activity. The evaluation team has conducted a preliminary due diligence review of those posted documents. The review is guided by the scope of services reviewed and approved by the SEFTC.

### EVALUATION OVERVIEW:

Based on the review of documents to date, it is clear the two proposals being advanced by FDOT and SFRTA are wholly different in their scope, timing, cost-structure, and comprehensiveness. While FDOT's SFECC Study is geared towards the development of a "System Master Plan," which represents potentially a 20-year build-out for passenger rail services in the Region, the SFRTA's Fast Start proposal is focused on a near-term single implementation phase of passenger service on the FEC rail corridor that is intended to be operational within five years. Thus, an "apples-to-apples" comparison of these two approaches is inapplicable. Instead, a brief summary of the two proposals is presented below, and subsequently, key points of each proposal are identified separately accordingly to the SEFTC evaluation criteria.

**TABLE 1 – Preliminary Evaluation Assessment Summary and Findings**

EVALUATION TOPIC	FDOT/SFECC STUDY	SFRTA/FAST START PROPOSAL
<b>OVERVIEW OF PROPOSALS</b>	<ul style="list-style-type: none"> <li>-Long-term</li> <li>-Multiple implementation phases</li> <li>-System Master Plan +/-or Locally Preferred Alternative (LPA)</li> <li>-New passenger rail service integrated with Tri-Rail service or stand-alone</li> </ul>	<ul style="list-style-type: none"> <li>-Short-term</li> <li>-Single implementation phase</li> <li>-Could serve as potential first phase of System Master Plan or LPA</li> <li>-New passenger rail service integrated with Tri-Rail service</li> </ul>
<b>TIMEFRAME</b>	First phase potentially in 2017-2019 20-Year Build-out	Single phase by 2015/2017
<i>Is the projected time frame for implementation reasonable?</i>	<i>Yes, if funded</i>	<i>Yes, if funded</i>
<b>DATA &amp; METHODOLOGY</b>	Reasonable for planning level	Reasonable for conceptual level
<i>What are the next steps to finalize analysis?</i>	Much more work necessary for LPA hearings in Fall of 2012	SFRTA suggests proposal be tested as part of FDOT/SFECC Study
<b>ANTICIPATED CAPITAL FUNDING SOURCES</b>	Likely Federal (50%), State (25%), Local (25%)	State (100%)
<b>Federal Funding Issues</b>	Project designed to maintain Federal eligibility with Federal documentation	Need to determine ability to maintain Federal eligibility for current or new funding

<sup>1</sup> FDOT/SFECC: Florida Department of Transportation – South Florida East Coast Corridor Study  
SFRTA/Fast Start: South Florida Regional Transportation Authority - "Fast Start" proposal

EVALUATION TOPIC	FDOT/SFECC STUDY	SFRTA/FAST START PROPOSAL
<b>State Funding Issues</b>	No funding currently identified in FDOT 5-Year Work Program or beyond	No funding currently identified in FDOT 5-Year Work Program or beyond
<b>Local Funding Issues</b>	State funding typically requires 25% local funding match  Consensus-building necessary to secure and document local funding for federal application	Project anticipates parking and enhanced station amenities to be provided by locals  Preliminary dialogue underway with locals
<i>Is funding for the project as described likely to be available?</i>	<i>Availability of funds unclear</i>	<i>Availability of funds unclear</i>
<b>CAPITAL COSTS</b>	\$2.5 Billion (build-out estimate) Phasing costs not yet determined	\$300 +/- Million (single implementation phase)
<i>Are the projected capital costs reasonable?</i>	<i>More evaluation necessary to determine reasonableness</i>	<i>More evaluation necessary to determine reasonableness</i>
<b>RIDERSHIP MODELING</b>	Ridership modeling & freight simulation currently underway  Offers opportunity to test SFRTA/Fast Start as one alternative	No modeling underway  SFRTA suggests proposal be tested as part of FDOT/SFECC Study
<i>Could the service be operated given the other demands on the corridor?</i>	<i>TBD depending on ridership projections and future freight usage</i>	<i>TBD depending on ridership projections and future freight usage</i>
<b>OPERATING COSTS</b>	Source of operating dollars unclear	Dialogue underway with local governments
<i>Are the projected operating costs reasonable?</i>	<i>More evaluation necessary to determine reasonableness</i>	<i>More evaluation necessary to determine reasonableness</i>
<b>OPERATOR</b>	Not yet determined	Service to be operated by SFRTA
<b>INFRASTRUCTURE IMPROVEMENTS</b>	Additional data needed regarding Pompano Crossover, bridge clearance, impacts on street network & grade crossings	Additional data needed regarding Pompano Crossover, bridge clearance, impacts on street network & grade crossings
<b>PUBLIC INVOLVEMENT</b>	No reference to standard public involvement process, meeting schedule for stakeholder agencies, or project steering committee	No reference to standard public involvement process, meeting schedule for stakeholder agencies, or project steering committee
<i>What are the institutional barriers? (Who has to agree? How long would it take to get agreement?)</i>	<i>Need to clarify role of MPOs, SEFTC, SFRTA &amp; others; establish regular public &amp; agency involvement process &amp; schedule</i>	<i>Need to clarify role of MPOs, SEFTC, FDOT &amp; others; establish regular public &amp; agency involvement process &amp; schedule</i>
	<i>Need to "humanize" jargon (e.g., NEPA, SEIR, Federal process, etc.)</i>	<i>Need to "humanize" jargon (e.g., NEPA, SEIR, Federal process, etc.)</i>



MEMORANDUM

TO: SEFTC Members

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

DATE: April 23, 2012

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

---

The RTTAC has prepared a 2040 Regional Long Range Transportation Plan (RLRTP) scope to be used for the next plan update. The regional plan update will generally be going on concurrently with the local plan updates. A schedule showing the major planning activities in the region is attached. The attached proposed scope contains the tasks to be performed to prepare a multimodal transportation plan for the Miami Urbanized Area with a 20-year planning horizon. The proposed scope calls for close coordination with the three local planning efforts underway concurrently and is designed to be complementary in performing much of the modeling for the local plans. The HUD Sustainable Communities Initiative is also coordinated with the 2040 RLRTP.

Following approval of the proposed scope by the SEFTC Board, the Miami-Dade MPO will use it as a Request for Proposal leading to consultant selection and a contract for a consultant to prepare the 2040 Regional Long Range Transportation Plan and provide support for SEFTC activities. The contract will be funded jointly by the three MPOs through a Memorandum of Understanding as was used in the 2035 RLRTP preparation. The study should begin in October.

**Staff Recommendation: The SEFTC approve the proposed 2040 Regional Long Range Transportation Plan Update scope for selection of a consultant to perform the study.**

RMW

Attachments

SOUTHEAST FLORIDA TRANSPORTATION PLANNING STUDIES  
April 17, 2012

	2011			2012					2013					2014					2015													
	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M
<b>SE FL Partnership RVB</b>																																
<b>Regional Planning Model</b>																																
<b>Regional L RTP</b>																																
<b>L RTPs Development</b>																																
<b>Palm Beach</b>																																
<b>Broward</b>																																
<b>Miami-Dade</b>																																
<b>Regional Freight Plan</b>																																

Reflects Schedule following Notice to Proceed issuance based on estimated start dates from agencies.

**2040 Regional Long Range Transportation Plan for  
Southeast Florida Transportation Council  
DRAFT Scope of Services 4-10-12**

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. 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 Assessment.
- 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 (Illustrative Projects).
- 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 complementary to 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 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, RTTAC Modeling Subcommittee 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 Project Management Team 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 Resources
- 9.0 Regional Needs Assessment
- 10.0 Regional Transit System Master Plan (RTSMP)
- 11.0 Regional Project Prioritization
- 12.0 Regional Non-Motorized Transportation
- 13.0 Regional Cost Feasible Plan
- 14.0 Regional Transportation Network
- 15.0 Documentation
- 16.0 Meetings
- 17.0 Staffing Support

Tasks 1 through 17 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. The Regional Consultant shall provide, at a minimum, quarterly progress reports, meeting minutes and invoices in a timely manner and conforming to the Regional Contract Manager's specifications.

## **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 Regional Consultant will review regional plans from other areas to identify applicable planning approaches.

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 and maintain an updated 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 reflects the elements of the scope and 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**

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 MOE/PMs 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 MOE/PMs will be developed. Particular emphasis will be placed on refining the MOE/PM’s 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. The Regional Consultant will provide information and materials to be included in the local activities which are 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 (RPIP) 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, Miami-Dade Expressway Authority, Port of Palm Beach, Port Everglades, Port of Miami, Palm Beach International Airport, Fort Lauderdale-Hollywood International Airport, and Miami 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 obtain strategic feedback with the potential to improve and increase the effectiveness of comprehensive public participation processes in the future.
- To evaluate how effectively the public has been educated, informed, and encouraged to actively participate in the transportation planning process, with particular emphasis on the early identification and involvement of potentially impacted individuals, communities, and stakeholders.

The consultant will develop, track, and analyze the following and any other identified 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 RL RTP 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 baseline 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 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 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* – 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 RTTAC review.
- *The Regional Consultant will* - Prepare and summarize the 2040 Regional Needs Assessment network model statistics for performance measure reporting and present to the RTTAC.

#### **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.
- *The Regional Consultant will* – Prepare 2020 and 2030 interim year networks based upon the project prioritization and phasing from the adopted Cost Feasible Plans.

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 RESOURCES**

Under this task, the Regional Consultant will develop guidelines 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. The Regional Consultant will identify the recommendations impacting the development of the RL RTP and present the results to the RTTAC. 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 review by the RTTAC.

### **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 (2040 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 (2040 on E+C) will be identified.

The Regional Consultant will identify and apply best practices in planning for and implementing Transit Oriented Development (TOD), including from a regional perspective. The Regional Consultant will also explain how the distribution of population and employment across a region (e.g. nodal/compact compared to other patterns) is tied to generating ridership needed to warrant major transit investments on a corridor and system basis.

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 2040 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. The Regional Consultant will consider model outputs, measures of effectiveness, transportation indicators monitors by local and state agencies and other appropriate factors in the development and application of prioritization methodologies. Modifications and updates will be developed and presented to RTTAC and SEFTC for approval. The results will be

applied to the Regional Needs Assessment to assist in preparation of the Cost Feasible Plan.

## **12.0 REGIONAL NON-MOTORIZED TRANSPORTATION**

The purpose of this task is to incorporate non-motorized transportation modes into the overall RL RTP. Various local and regional planning activities for bicycles and pedestrians are under development or have been completed. Current efforts include the preparation of a Regional Greenways Plan. These planning elements include bicycle lanes, pathways, trails and walking facilities in conjunction with other transportation infrastructure or as separate facilities. The activities to be carried out under this task include:

- Develop a prioritized list of non-motorized transportation projects that are compiled through a prioritization methodology, and based on the RL RTP definition of a “Regional” project.
- Incorporate the findings and recommendations of the Regional Greenways Plan
- Review and summarize County bicycle master plans, LRTP’s, Comprehensive Development Master Plans (CDMP’s) for existing non-motorized transportation goals, objectives and policies and prepare regional policies for complete streets, safe routes to school, and transit access and integration, etc.
- Identify and recommend filling in any policy gaps that exist between the Counties
- Collect and summarize regional non-motorized usage and safety data, and any other pertinent data for benchmarking non-motorized transportation in the tri-county area.
- Develop policy for ongoing educational initiatives related to bicycle transportation and facilities.

The Regional Consultant will document the results of these activities and incorporate consideration of non-motorized transportation in the RL RTP.

## **13.0 REGIONAL COST FEASIBLE PLAN**

The purpose of this task will be to develop a plan based on existing available funding and assured sources. This will be an evaluation of the Regional Needs Assessment, Regional MOE/PMs, 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 Plan will include roadway facilities, transit capital and operating information, non-motorized project descriptions, TSM&O provisions, safety and security considerations and intermodal projects. The Regional Consultant will prepare a Regional Congestion Management Plan (RCMP) based upon the county-wide identified corridors that lie within the Regional Transportation Network. The Regional Consultant will evaluate the suitability and prioritize each of these corridors for TSM&O strategies to mitigate recurring and non-recurring congestion. 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
- Regional Congestion Management Plan
- Regional TSM&O Strategic Plan
- Documentation of the plan for inclusion in the RL RTP
- Documentation of the Regional Prioritization Process
- Presentation to the RTTAC and SEFTC for approval

#### **14.0 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 MOE/PM's and vision and expand the results to develop the Regional Transportation Network. The Network will consist of corridors, intermodal hubs and major facilities for all modes. The Regional Consultant will begin this activity by reviewing and assessing the previous work performed by the RTTAC 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.

#### **15.0 DOCUMENTATION**

At the conclusion of the individual tasks, a draft and final technical memorandum will be prepared by the Regional Consultant and submitted to the Regional Project Management Team and RTTAC for approval. The Regional Consultant will also prepare the following RL RTP documents:

- Draft Regional LRTP Report
- Final Regional LRTP Report
- Executive Summary
- RL RTP Brochure

The final report will be presented to the RTTAC and SEFTC for approval and adoption. 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.

## **16.0 MEETINGS**

The purpose of this task is to summarize the meetings identified in Tasks 1-17. The Regional Consultant will identify the meetings to be attended throughout the preparation of the 2040 RL RTP. The schedule will include the quarterly SEFTC, monthly RTTAC, quarterly RTTAC Modeling Subcommittee and public involvement meetings. A summary of the meetings will be provided to the Regional Project Management Team and support the RL RTP adoption process of the respective MPOs. Any changes made to the meeting schedule throughout the duration of the project will need agreement and approval from the Regional Project Management Team and Regional Consultant.

## **17.0 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 Project Management Team. The Regional Project Management Team will provide the Regional Consultant one week notice to prepare for meetings and one week to prepare and submit meeting minutes



MEMORANDUM

TO: SEFTC Members

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

DATE: April 23, 2012

RE: **Southeast Florida Regional Partnership - HUD Sustainable Communities  
Planning Grant Program Update**

---

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 process will create a Regional Vision and Blueprint with a horizon of 2060. This seven-county initiative includes Indian River, St. Lucie, Martin, Palm Beach, Broward, Monroe, and Miami-Dade.

The Partnership has selected a consultant team led by Dover, Kohl and Partners to carry out the work plan. The team met with the Regional Modeling Subcommittee to discuss the use of the transportation model in the visioning process. There was also discussion of alternative land use scenarios in the process. A status report will be provided at the meeting.

**Staff Recommendation: For information purposes.**

RMW/eer



## MEMORANDUM

TO: SEFTC Members

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

DATE: April 23, 2012

RE: **Regional “Smart Card” Update**

---

At the last meeting, the Board received an update related to implementation of a universal fare card in Southeast Florida. This “Smart Card” would be used by Tri Rail and the three county transit systems. The South Florida Regional Transit Authority (SFRTA) and the Miami-Dade Transit (MDT) system have implemented compatible technology for use by their respective agencies. Broward and Palm Beach transit operators are working with FDOT relative to equipment compatibility and funding. The regional partners have held several meetings relative to moving forward with a smart card. The Board also discussed the need for a uniform back office operation to facilitate the use of fare cards and requested the attached resolution supporting this approach be prepared. Further information will be provided at the meeting regarding the study and schedule.

**Staff Recommendation: The SEFTC Board approve Resolution 1-12 supporting a uniform seamless fare collection process for the Southeast Florida transit operators.**

RMW/eer

**RESOLUTION NO. 2012-1**

**A RESOLUTION OF THE SOUTHEAST FLORIDA TRANSPORTATION COUNCIL ENCOURAGING BROWARD COUNTY TRANSIT, MIAMI-DADE TRANSIT, PALM-TRAN, TRI-RAIL AND THE FLORIDA DEPARTMENT OF TRANSPORTATION TO WORK COLLECTIVELY TO DEVELOP A SEAMLESS, INTEROPERABLE, SIMPLIFIED FARE COLLECTION SYSTEM; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

WHEREAS, Miami-Dade Transit and Tri-Rail have implemented an interoperable transit fare collection system, and

WHEREAS, Miami-Dade Transit and Tri-Rail's interoperable transit fare collection system (EASY CARD) is the first multi-agency regional system that is compliant with the American Public Transportation Association's Contactless Fare Media Standard that has been adopted in public transport as the national standard, and

WHEREAS, Broward County Transit and Palm-Tran have been analyzing ways to develop a seamless interoperable and simplified transit fare collection system for the past decade, and

WHEREAS, The lack of a interoperable transit fare collection system makes transferring between Miami-Dade Transit/Tri-Rail's system to Broward County Transit and Palm Tran's systems extremely difficult; and

WHEREAS, A seamless interoperable and simplified transit fare collection system would promote increased ridership, improved access to employment centers, recreational, medical, educational, and cultural activities in the Southeast Florida region; and

WHEREAS, A seamless interoperable and simplified fare collection system would help to build a robust economic base in the Southeast Florida region, assist in reducing congestion, and truly connect this region's public transportation system into one whole without any barriers for transit users.

NOW, THEREFORE, BE IT RESOLVED BY THE SOUTHEAST FLORIDA TRANSPORTATION COUNCIL:

SECTION1. The Southeast Florida Transportation Council strongly encourages Broward County Transit and Palm Tran to complete their current analysis and collectively have all

transportation operators move forward in developing a seamless interoperable and simplified fare collection system that is compatible with Miami-Dade and Tri-Rail's system.

SECTION 2. The Southeast Florida Transportation Council shall distribute this resolution to the legislative delegations and County Commissions of Broward, Miami-Dade and Palm Beach, the Governor, the Secretary of the Florida Department of Transportation (FDOT), the Secretaries of FDOT Districts 4 and 6, members of the media, the Treasure Coast and South Florida Regional Planning Councils, the Broward County Planning Council, and any and all interested parties.

SECTION 3. SEVERABILITY

If any section, sentence, clause or phrase of this Resolution is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this Resolution.

SECTION 4. EFFECTIVE DATE

This resolution shall become effective upon adoption.

The foregoing Resolution was offered by \_\_\_\_\_ who moved its adoption. The motion was seconded by \_\_\_\_\_, and upon being put to a vote, the motion passed. The Chairman thereupon declared the Resolution duly adopted this \_\_\_\_ day of \_\_\_\_\_ 2012.

SOUTHEAST FLORIDA TRANSPORTATION COUNCIL

By: \_\_\_\_\_  
Chairman



MEMORANDUM

TO: SEFTC Members

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

DATE: April 23, 2012

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

---

Last year, the staff discussed the preparation of a Five-Year Work Plan for SEFTC. The Plan will serve as a guide to activities and a resource for allocation of funding and staff. The Plan identifies the activities associated with regional transportation planning and coordination among the MPOs, FDOT districts and other partners. The Plan is similar to the current Unified Planning Work Programs adopted by each MPO and reflects common elements and each MPO's activities related to regional planning. Costs associated with the RL RTP and regional modeling are included. Further estimated costs associated with other activities such as public involvement have been added for Palm Beach and Broward MPOs. The Miami-Dade MPO is preparing their cost estimates. The attached Plan includes task descriptions and the funding table. The Plan will be included in each Unified Planning Work Program as information related to regional planning activities.

**Staff Recommendation: The SEFTC approve the Five-Year Work Plan.**

RMW

Attachment

## **SOUTHEAST FLORIDA TRANSPORTATION COUNCIL**

### **FY 13-17 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. 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 (SAFETEA-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 quarterly SEFTC meetings and more frequent RTTAC 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](http://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.

## Regional Bicycle/Greenway/Pedestrian Planning

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 UZA. 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 particularly 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 which 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 L RTP includes a transit element reflecting needed and cost feasible projects. SEFTC is encouraging cooperation among the operators in the development and deployment of seamless regional fare media. 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. Projects on it are also included in the respective L RTPs. A methodology for evaluating regional projects based on comparisons of network impacts and qualitative measures is used to prioritize projects. SEFTC will continue to review and modify the prioritization process for the RL RTP. This methodology is used by

SEFTC to 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 (ACS) 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 Planning Funds

As previously discussed, funding for support and activities of the Council are provided by the three MPOs and FDOT. Funding amounts are estimates and may reflect a portion of the costs associated with larger tasks contained in the respective Unified Planning Work Programs adopted by the MPOs. 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 13-17 WORK PLAN

TASK	FY 13			FY 14			FY 15			FY 16			FY 17		
	Broward	Miami-Dade	Palm Beach												
SEFTC/RTTAC Support	*	*	*	*	*	*	*	*	*	50000	50000	50000	50000	50000	50000
Regional Staff Support		125000			125000			125000			125000			125000	
Regional Public Involvement	22256		10000	22924		12000	23612		14000	24320		16000	25050		18000
Regional Performance Measurements	13300		7500	13700		8750	14111		10000	14534		12500	14970		15000
Regional Reporting	13300		5000	13700		5000	14111		7500	14534		10000	14970		12000
Transportation Outreach Program Support	2500	60000	2500	2500	60000	2500	2500	60000	2500	2500	60000	2500	2500	60000	2500
Website Hosting and Maintenance	*	*	*	*	*	*	*	*	*	#	#	#	#	#	#
SERPM Model Preparation and Support	50000	50000	50000							60000	60000	60000	60000	60000	60000
Regional Bicycle/Greenway Planning			5000			5000			5000			5000			5000
Regional Freight Planning	74611	25000	25000										25000	25000	25000
Regional Transit Planning	20000	25000	20000	20000	25000	20000	20000	25000	20000	20000	25000	20000	20000	25000	20000
Regional Long Range Transportation Plan	100000	100000	100000	100000	100000	100000	100000	100000	100000						
Regional Project Evaluation and Prioritization	5000		5000	5000		5000	5000		5000	5000		5000	5000		5000
Regional Household Survey							100000	100000	100000	100000	100000	100000			

Total	300967	385000	230000	177824	310000	158250	279334	410000	264000	290888	420000	281000	217490	345000	212500
-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

\* Included in Regional Long Range Transportation Plan funding

# Included in SEFTC/RTTAC Support funding

April 16, 2012



MEMORANDUM

TO: SEFTC Members

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

DATE: April 23, 2012

RE: **SFRTA Shuttle Bus Initiatives**

---

In recent years, SFRTA has worked in cooperation with partner agencies to refine and improve its Tri-Rail shuttle bus service. Various initiatives have been undertaken since 2009 to better evaluate the existing SFRTA shuttle bus system, make adjustments to numerous routes, and identify opportunities for new routes and partnerships. These efforts have resulted in substantial changes that have proven to be beneficial. Recent data shows that SFRTA shuttle ridership has risen substantially over the past two years and numerous efficiency measures have been improved.

At the April 23 SEFTC meeting, SFRTA staff will provide an overview of the various shuttle bus improvement efforts that have been undertaken in recent years. Discussion will also include the planned capitalization of the SFRTA shuttle fleet and the development of a revised SFRTA Five Year Shuttle Bus Plan.

**Staff Recommendation: For information purposes.**

RMW

Attachments