



**MEETING NOTICE**  
**SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)**  
**January 28, 2013**  
**10:00 AM**

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

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AGENDA:

- I. CALL TO ORDER
  - A. Roll Call
  - B. Pledge of Allegiance
- \*II. ADOPTION OF AGENDA\*\*
- \*III. ELECTION OF OFFICERS\*\*
- \*IV. APPROVAL OF OCTOBER 22, 2012 MINUTES\*\*
- V. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS
- VI. OLD BUSINESS
  - \*A. 2040 Regional Transportation Plan Status Report
  - \*B. Seven50 Program Update
  - \*C. Regional Freight Study
  - \*D. South Florida East Coast Corridor Passenger Rail Study Status Report
  - \*E. Regional Coordination and Governance Study
- VII. NEW BUSINESS

\*A. Southeast Florida Transportation and Climate Change  
Integration Pilot Project

VIII. CORRESPONDENCE

IX. RECOMMENDATIONS/COMMENTS BY MEMBERS

X. STAFF COMMENTS

XI. NEXT MEETING – April 22, 2013

XI. ADJOURNMENT

\* Supporting Documentation Provided

\*\*Action Requested



MINUTES OF THE  
SOUTHEAST FLORIDA  
TRANSPORTATION COUNCIL (SEFTC) MEETING  
Monday, October 22, 2012

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

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AGENDA:

- I. CALL TO ORDER
  - A. Roll Call
  - B. Pledge of Allegiance
- \*II. ADOPTION OF AGENDA\*\*
- \*III. APPROVAL OF JULY 23, 2012 MINUTES\*\*
- IV. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS
- V. OLD BUSINESS
  - A. Regional "Smart Card" Update
    - \*1. FDOT Technology Assessment Report
    - \*2. Broward County Transit Express Bus Pilot Study
  - \*B. 2040 Regional Transportation Plan Status Report
  - \*C. Seven50 Program Update
  - \*D. Regional Freight Study
  - \*E. Regional Outcome Assessment Annual Report
  - \*F. SFCEC Passenger Rail Study Status Report-Resolution 2012-2\*\*
- VI. NEW BUSINESS
  - \*A. "All Aboard" Florida FEC Proposal
  - \*B. Regional Coordination and Governance Study
- \*VII. CORRESPONDENCE
- VIII. RECOMMENDATIONS/COMMENTS BY MEMBERS
- IX. STAFF COMMENTS
- X. NEXT MEETING – January 21, 2013
- XII. ADJOURNMENT

\* Supporting Documentation Provided

\*\* Action Requested

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

<b>Name/Representing</b>	<b>Jul 2011</b>	<b>Nov 2011</b>	<b>Jan 2012</b>	<b>April 2012</b>	<b>July 2012</b>	<b>Oct 2012</b>
Deputy Mayor Susan Haynie Palm Beach MPO Chair	P	P	ALT	ALT	ALT	P
Commissioner Bruno A. Barreiro** Miami-Dade BCC	E	P	P	P	ALT	A
Mayor Richard Kaplan Broward MPO Chair	P	P	P	ALT	ALT	P

\*Chair                    \*\*Vice Chair

P – Member Present

ALT-Alternate Member Present

E-Excused

A-Absent

**OTHERS PRESENT****INDIVIDUAL NAMES**

Randy Whitfield  
Irma San Roman  
Wilson Fernandez  
Gregory Stuart  
Paul Flavien  
Lois Bush  
Larry Merritt  
Gus Schmidt  
Amie Goddeau  
Jim Wolfe  
Jeremy Mullings  
Robyn Chiarelli  
Phil Steinmiller  
Tim Garling  
Michael Nairn  
Joe Giulietti  
Joe Quinty  
William Cross  
Kim Delaney  
Jim Murley  
Sarah Ingle  
Ali Soule  
Jose Gonzales  
Jaime Lopez  
Dana Pollitt  
Srinivas Varanasi  
David Orshefsky  
Nick Serianni  
Jessica Josselyn

**REPRESENTING**

Palm Beach MPO  
Miami-Dade MPO  
Miami-Dade MPO  
Broward MPO  
Broward MPO  
FDOT D4  
FDOT D6  
BCT  
BCT  
SFRTA  
SFRTA  
SFRTA  
TCRPC  
SFRPC  
Miami DDA  
All Aboard  
FECI  
RS&H  
AMEC  
Corradino Group  
ULI Representative  
E&Y  
Kittelson & Associates, Inc.

I. CALL TO ORDER

A. Roll Call

The meeting was called to order at 10:00 A.M. by DEPUTY MAYOR HAYNIE.

B. Pledge of Allegiance

The Pledge of Allegiance was recited by all present.

II. ADOPTION OF AGENDA

**MAYOR KAPLAN moved a motion to approve DEPUTY MAYOR HAYNIE as the acting chair of the SEFTC meeting held on October 22, 2012. The motion was seconded by DEPUTY MAYOR HAYNIE.**

**DEPUTY MAYOR HAYNIE asked for a motion for the adoption of the agenda with a reordering of the agenda to take up first the items that required a quorum. Motion to adopt the agenda was made by MAYOR KAPLAN; seconded by DEPUTY MAYOR HAYNIE. Motion carried unanimously.**

III. APPROVAL OF MINUTES OF July 23, 2012

**DEPUTY MAYOR HAYNIE asked for a motion for approval of the July 23, 2012 minutes. Motion to approve the July 23, 2012 minutes was made by MAYOR KAPLAN; seconded by DEPUTY MAYOR HAYNIE. Motion carried unanimously.**

IV. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS

There was no transportation matter brought forth by citizens.

V. OLD BUSINESS

F. SFECC Passenger Rail Study Status Report – Resolution 2012-2\*\*

RANDY WHITFIELD opened the agenda item for discussion. He provided a brief overview of the activities conducted for the study.

FDOT has issued a Request for Proposal for passenger rail service between South Florida and Orlando. Proposals must be submitted by December 7 with selection of a proposal in mid-December. It is anticipated that FDOT's contribution to the proposals would be the use of right-of-way along the Beachline Expressway from Cocoa Beach to Orlando at no cost. Since the Department is providing this free access, the cost associated with the use of the FEC corridor in South Florida for commuter rail service should be given consideration. The staff recommended that the SEFTC Board approve Resolution 2012-2 requesting consideration of the provision of FDOT right-of-way access for rail services in the evaluation of passenger rail service proposals for South Florida. DEPUTY MAYOR HAYNIE reminded that the SEFTC Board cannot approve resolutions with only two members present. She suggested moving a motion to direct staff to prepare a letter of support.

**MAYOR KAPLAN moved the motion asking staff to prepare a letter of support for Resolution 2012-2. DEPUTY MAYOR HAYNIE seconded the motion. The motion was approved unanimously.**

AMIE GODDEAU gave a presentation and provided an update on the agenda item. She touched upon the differences between the SFEC Commuter Passenger Rail Service and All Aboard Florida Intercity Passenger Rail Service. The SFEC proposal has almost double the amount of trains proposed in the All Aboard Florida proposal. Spacing of stations is also another difference. However, the biggest difference between the two proposals is the nature of funding. While the SFEC Commuter project is still seeking local funds for capital and operating expenses, the All Aboard Florida service is privately funded. Both projects provide tremendous benefits to the region. FDOT received an unsolicited bid from FEI for All Aboard Florida with a request to lease a portion of Beachline Expressway to be able to make a connection between Cocoa and Orlando. Whenever such an unsolicited bid is received for a publicly owned and purchased right-of-way, the Department has to issue an RFP in accordance with the Florida Statute to allow all competitive entities an opportunity to bid. The RFP has been advertised per Statute and the bids are due on December 7<sup>th</sup>, 2012 and the selection will be made on December 18<sup>th</sup>, 2012.

AMIE GODDEAU discussed the economic and transportation benefits of the SFEC Commuter project and also the steps involved in the project process. Under the new Map-21 requirement of the FTA, the Alternative Analysis process would now be known as the Preliminary Project Development Work. Once the build alternatives are approved by the local board, the environmental process is initiated to obtain the NEPA clearance. After NEPA clearance is obtained, one can go out and purchase the right of way and begin design and construction work. The SFEC proposal is about 95% complete as far as the Preliminary Project Development Work is concerned. As soon as the FDOT gets All Aboard Florida's train schedule and the capital improvements, the FDOT will go back and update the costs in the SFEC proposal. The proposal will then be brought to the SEFTC Board for approval to move to the NEPA process.

The recent work efforts have been focused on working with SFRTA on operational issues and cost analysis. The Steering Committee has provided great input. AMIE GODDEAU then discussed the Build Alternative. The Build Alternative is very similar to the master plan except that it is streamlined and that the service is about one-third of what it was. Segment A is approximately 35 miles long with 11 stations and offers a one-seat ride to both Downtown Miami and the Miami International Airport. This option increases the frequency north of Pompano where the ridership starts to drop and hence has a higher operating and maintenance cost. Segment A's transfer options offer lower operating and maintenance cost but may be difficult to operate due to issues with the timed transfer at Pompano Beach Station. Segment A Hybrid option, which takes the best of the two previous options, offers high service levels in the AM/PM peak periods. This option requires a transfer to the Miami International Airport in off-peak periods and has medium operating and maintenance costs. Segment B provides an extension from West Palm Beach to Jupiter and is 17 miles long. Segment C has two options. The first option would run from Miami to West Palm Beach. The second option would extend option 1 to Jupiter. If this segment is implemented after or concurrent with Segment A or Segment B, then a rail connection would be possible with Tri-rail. However, if this segment is implemented first, then only bus connections would be possible for transfers between FEC and Tri-Rail.

The 52 originally envisioned stations have been refined down to 20 based on factors such as ridership, station spacing and future land-use developments. There are still

some questions on location of some stations. The next steps involve updating other elected Boards and technical committees, coordination with All Aboard Florida, and development of a funding framework.

JOE GIULIETTI advocated that the Segment A Hybrid option be fully implemented. He also insisted that the Segment C should come after Segment A and Segment B as recommended by the Steering Committee. He also mentioned that he has asked for the MPOs support for the Regional Transportation Authority as the operator of the service. He said that one may have to re-examine the numbers to make sure that the passenger and freight trains can be accommodated on the FEC tracks. FEC has committed to passenger trains for two counties and All Aboard Florida will also be adding trains to the mix.

JIM WOLFE agreed with JOE GIULIETTI. He brought up the issue of transfers and said that cost will be a factor in picking up a preferred alternative. He suggested that all the alternatives, including the transfer and the non-transfer alternatives, should be carried forward so that one can assess the costs and fare box revenues.

#### A. Regional "Smart Card" Update

1. FDOT Technology Assessment Report
2. Broward County Transit Express Bus Pilot Study

TIM GARLING from BCT gave a presentation on the agenda item. He mentioned that "Mobile Ticketing" is an exciting new technology under development currently. With this technology, all the ticketing functions can be done away from the system. BCT has also looked at Easy Card which takes open payment to a new level in technology. As the next step in the development of an interoperable fare system, BCT and Palm Tran are developing a joint pilot project to implement new fare collection technologies. The BCT portion of the pilot will include BCT Express Bus routes that serve Broward County, Miami-Dade County and Tri-Rail. The size of the pilot is approximately 30 BCT buses with an average daily ridership of approximately 1,500. The new readers/validators will be able to perform proof of concept for the following items:

- Validate existing Easy Cards for customers
- Validate mobile tickets
- Accept fare payments using credit/debit cards, general purpose prepaid cards, third-party smart cards, and Near-Field-Communications enabled mobile phones. The worry with using the credit/debit cards for fare payments is that it will increase the dwell time as it takes 6-8 seconds for the server to respond to a payment request. This is where mobile ticketing is advantageous.

Chuck Cohen at Palm Tran is looking to test the technology on approximately 10 vehicles. One of the routes where Palm Tran may deploy this technology is Route 94 which connects SFRTA with FAU.

The next step would be to procure a vendor. BCT has spoken with DART who currently has an RFP out. Palm Tran and BCT may jointly pursue to procure a vendor. Around \$3.8 Million has been set aside for BCT to purchase equipment for fare interoperability. The BCT would require approximately \$500,000 to progress with the Pilot Study whereas Palm Tran would require approximately \$50,000. It is BCT's understanding that some administrative changes would be required to break out the sum of \$500,000 before it can move forward with the procurement.

MAYOR KAPLAN asked TIM GARLING to ensure that a timeline for evaluation and implementation of the pilot project is prepared so that the public can be educated. He also asked to keep the pilot project simple so that the public can understand it and not get confused by too many technologies being tested. TIM GARLING agreed to provide the timeline for the activities under the pilot program.

#### B. 2040 Regional Transportation Plan Status Report

RANDY WHITFIELD opened the agenda item for discussion. WILSON FERNANDEZ from Miami-Dade MPO provided an update. The Miami-Dade MPO issued a Request for Proposal for consultant selection. The cone of silence will end when the item is presented to the Miami-Dade Board. The contract is anticipated to be approved on December 6<sup>th</sup>, 2012 and begin in January 2013.

MAYOR KAPLAN left the SEFTC meeting after this agenda item.

#### C. Seven50 Program Update

JIM MURLEY provided an update on the agenda item. The Partnership recently held its first summit in Delray Beach on June 27, 2012. The summit was well attended and successful with engaging the community in the process. Working group meetings have been scheduled throughout the region through mid-November. The workshops will be held in the remaining six counties. The consulting team has met with the RTTAC to discuss assumptions and data needs. Further updates can be found at [www.Seven50.org](http://www.Seven50.org) or through an app available for iPhones.

#### D. Regional Freight Study

GREGORY STUART provided an update on the item. Negotiations for Phase 1 of the study have been completed. PAUL FLAVIEN informed the group that the Broward County Board approved the contract on October 11<sup>th</sup>, 2012 and an internal kick-off meeting was held the following day. The contract will go to the Palm Beach and Miami-Dade Boards for approval before moving forward with the regional freight effort.

#### E. Regional Outcome Assessment Annual Report

RANDY WHITFIELD opened the agenda item for discussion. At the last meeting, a sampling of applied measures over a 5-year period was prepared indicating the type of measurements under consideration. All measures shown were shown as examples since the data was still being collected, reviewed, and finalized. Concerns were expressed relative to the independence of the review for performance measures. As a result, the process was revised with minor changes to reflect the outcome of an assessment of various travel indicators for the region rather than as performance measures. The intent is to perform this assessment on an annual basis and use the results in preparing the 2040 Regional Transportation Plan. A revised brochure reflecting the outcome assessment was distributed at the meeting. Copies will also be distributed to the public and other agencies to educate them on the activities of the SEFTC.

### VI. NEW BUSINESS

#### A. "All Aboard" Florida FEC Proposal

JOSE GONZALES from Florida East Coast Industries (FECI) provided an update on the agenda item. He provided a brief overview of the history of FECI. FECI is building a privately owned, operated and maintained intercity passenger rail system from South Florida to Orlando. The system will travel 230 miles, out of which 200 miles of tracks are already in place. A bid has been submitted to the State to lease land along the Beachline Expressway to secure the last 30 miles of right-of-way from Cocoa to Orlando International Airport. The system will have stations in Miami, Fort Lauderdale, West Palm Beach, and Orlando. It is intended to provide faster, cheaper, cleaner, safer and more enjoyable service than other modes of transportation. The Orlando to South Florida segment is one of the most compelling markets in the U.S. for intercity passenger rail. Approximately 50 million people travel the corridor annually, with 95% traveling by car. Once all the phases are built, the system will serve 70% of Florida's population.

The Due Diligence phase has been completed. The West Palm Beach to Orlando route is being assessed. The Miami to West Palm Beach is an existing corridor where the project doesn't result in environmental impacts. The environmental assessment for this segment was submitted to the Federal Rail Administration. Several rounds of communication have taken place since then. The construction on this southern segment will start early next year. A train order will be put in the late half of November 2012.

The service offering will tie into the existing and future infrastructure. Four stations that offer significant TOD development opportunities include Miami, Fort Lauderdale, West Palm Beach and Orlando. The service will provide direct connections to Metrorail, SunRail, Miami People Mover, future SFEEC passenger rail service, future Wave service, and existing bus transit systems. Several creative ideas including superelevating the stations are being explored for the downtown Miami station so that the Port traffic is not impacted. The location of the Fort Lauderdale and West Palm Beach stations is still being explored. The short blocks in West Palm Beach are an issue. The platforms will be 1,000 feet long and as a result a couple of at-grade crossings will have to be closed to accommodate the stations. The Orlando station may be located at the Orlando airport.

It is expected that the creation of an intercity passenger rail network in Florida will have a transformational effect on the state as it will create thousands of jobs, relieve congestion, reduce accidents and result in substantial environmental benefits. In addition, opportunities for TOD will increase property values. The final corridor selection will occur by the end of the year 2012 and the construction on the West Palm Beach to Miami segment will begin in 2013. They are reaching out to the cities to talk about the impacts the construction will have on the neighborhoods. JIM MURLEY stated that he is very excited about the project. JOSE GONZALES thanked JIM MURLEY and KIM DELANEY for their help in reaching out to public agencies and cities.

#### B. Regional Coordination and Governance Study

RANDY WHITFIELD opened the agenda item for discussion. The 2000 census combined the three southeast Florida county urbanized areas into the Miami UZA. At that time, the FDOT Secretary asked the three MPOs to consider consolidation into a single MPO. The MPO staffs prepared a report showing that the size and complexity of the region warranted continued designation of three separate MPOs. The issue will be revisited by the MPOs and FDOT in early 2013 as a result of the 2010 Census. The three MPOs and FDOT are conducting a study of MPO activities and whether

coordination or consolidation of these activities is more beneficial for transportation planning in the region. The study will also consider how the activities recommended for consolidation will be performed and who will be responsible. The MPO Advisory Committee (MPOAC) is also conducting an overview of current regional coordination efforts and identifying methods to facilitate coordination. A workshop will be organized on October 24<sup>th</sup>, 2012 in Orlando for all MPOs throughout the State to discuss similar activities and concerns and look at some best practices. The information will be available by early 2013.

DEPUTY MAYOR HAYNIE noted that recently a presentation about the regional activities was given to the Florida Transportation Commission in Tallahassee. JIM MURLEY stated that FDOT appreciates activities of SEFTC and its role in regional planning. He asked if altering or increasing the membership of SEFTC has been discussed. RANDY WHITFIELD replied that the membership is revisited every five years. The last time the membership was looked into was in 2011 and it was decided to continue with the current membership.

#### VIII. CORRESPONDENCE

RANDY WHITFIELD stated that at the last SEFTC meeting, a question was raised about the funding for the Shuttle Bus service of Tri-rail. The response to that question has been included in the agenda package.

#### IX. RECOMMENDATIONS/COMMENTS BY MEMBERS

DEPUTY MAYOR HAYNIE said that she will work with the staff to find a way to get the elected officials to the SEFTC meetings.

#### X. STAFF COMMENTS

There were no staff comments to discuss.

#### XI. NEXT MEETING – January 21, 2013 at RPC (NOTE: After the SEFTC meeting the date was changed to January 28<sup>th</sup>)

#### XII. ADJOURNMENT

There being no further business, the meeting was adjourned at approximately 11:06 A.M.



MEMORANDUM

TO: SEFTC Members

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

DATE: October 22, 2012

RE: **2040 Regional Transportation Plan Status Report**

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At the April meeting, the Board approved the proposed 2040 Regional Transportation Plan (RTP) scope to be used for selection of a consultant to perform the study. Following approval of the proposed scope by the SEFTC Board, the Miami-Dade MPO issued a Request for Proposal for consultant selection and a contract for a consultant to prepare the 2040 Regional Long Range Transportation Plan and provide support for SEFTC activities. The MPOs and FDOT reviewed the proposals and recommended a team led by Kittelson and Associates to perform the study. As the administrator for the project, the Miami-Dade MPO approved the recommendation and began negotiations with the selected firm. The contract was approved and Notice to Proceed has been issued. A status report for the project will be provided at the meeting.

**Staff Recommendation: For information purposes.**

RMW



MEMORANDUM

TO: SEFTC Members

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

DATE: January 28, 2013

RE: **Seven50 Program Update**

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

Through the RTTAC, the staffs have been working with the consulting team on the socio-economic data and the computer modeling for the transportation network. The Partnership recently held its second summit in Miami on January 24. Further information 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: January 28, 2013

RE: **Regional Freight Study**

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During the discussions related to the 2040 Regional Transportation Plan (RTP), the need to update the Regional Freight Study (RFS) was identified. The initial RFS was prepared during the development of the 2035 RL RTP and provided input to the regional plan. The results of the current update will be considered during development of the 2040 RTP.

The Broward MPO is managing the study. T.Y. Lin is the firm retained to conduct the study. An advisory committee with representatives for the three counties will provide direction and review of the study as it progresses. The staff will provide a status report at the meeting.

**Staff Recommendation: For information purposes.**

RMW



## MEMORANDUM

TO: SEFTC Members

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

DATE: January 28, 2013

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

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FDOT and the South Florida Regional Transportation Authority (SFRTA) presented two proposals to provide commuter rail services on the FEC corridor in the three-county area. Last year, the SEFTC Board requested an evaluation of the two proposals. The evaluation was to focus on the planning process and the technical aspects of each proposal from a higher level approach to focus activities on a single plan for the region. The report was presented to SEFTC on July 23 where it was accepted and supported by the Board. The report included a number of recommendations related to coordination and reporting to the various boards, committees and the public.

In November, representatives of the various stakeholders attended a workshop conducted by the Institute of Sustainable Communities focused on creating connected communities. During the workshop, participants were to address a project or issue of local or regional concern and prepare a plan to move forward with the project. During the workshop in Minneapolis, the attendees from South Florida developed an agreement on the agency roles and responsibilities for each of the project components of the SFECC Study for implementing service on the FEC. An overview of the process and the agreement will be presented at the meeting. Using the agreement, the project steering committee is preparing a Memorandum of Understanding (MOU) as to the process and responsibilities leading to the start of services. Attached is an outline of the draft MOU. This outline is based on several review cycles by the stakeholders and refinement of the details of the process. Further information will be provided at the meeting.

**Staff Recommendation: For information and discussion.**

RMW

**SOUTHEAST FLORIDA PASSENGER RAIL COORDINATION**  
**DRAFT MOU Outline**

*(Rev. 1/23/2013)*

*NOTE TO READERS: Below is a general outline of the main points of the draft MOU addressing Southeast Florida Passenger Rail Coordination. The document is a work-in-progress, and a final version is anticipated for review by SEFTC at its April 2013 meeting.*

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**MPO Parties:** Palm Beach MPO, Broward MPO, Miami-Dade MPO, SEFTC, SFRTA, FDOT D4, FDOT D6, SFRPC, TCRPC

**Timeframe:** All phases of project thru implementation.

**Preamble:** Desire to advance regional mobility with strong state, regional, and local stakeholder collaboration and coordination. Complexity of multimodal transportation system requires skills and abilities of all stakeholder agencies. Project proposes reintroduction of passenger service along 85-mile rail corridor owned and controlled by FECL. Project will provide variety of local and regional benefits. MPOs contributed funding for SFECC Study; MPOs responsible for final approval of LPA.

**MAIN POINTS OF DRAFT MOU:**

1. **Project Steering Committee:** Led by FDOT, broad agency representation, meets not less than bi-monthly.
2. **Project Roles and Responsibilities:**
  - A. All Parties insure coordination & consistency with other plans.
  - B. All Parties seek consensus and work cooperatively to resolve conflicts.
  - C. FDOT to develop project schedule with milestones; all parties & sub-committees work to maintain schedule.
  - D. SFRTA to coordinate with FDOT on the rail operations, planning & engineering for the alternatives, particularly as it affects existing commuter rail services.
  - E. FDOT (with SFRTA) to present regular Project updates (quarterly to MPOs, SEFTC, & SFRTA boards; semi-annually to RPC boards).
  - F. **Project Steering Committee:**
    - FDOT to coordinate Project Steering Committee in collaboration with SFRTA; technical input as appropriate coordinated with FECL.
    - Project participants (FDOT, SFRTA, RPCs) to report back to MPOs and SEFTC for local and regional direction.
  - G. **Project Sub-Committees:** Three Sub-Committees under Project Steering Committee:

- a. Financial Sub-Committee (facilitated by SFRTA)
- b. Technical Sub-Committee (facilitated by FDOT)
- c. Public Outreach Sub-Committee
  - i. General Project Outreach (e.g., Corridor Coalition, broad project advocacy & education efforts) facilitated by RPCs
  - ii. Phase-Specific Project Outreach (e.g., Project Development Phase, NEPA Phase, Construction Phase) facilitated by Agency Leading Particular Phase of Project.

All sub-committees to utilize Project team technical/financial resources for information and data consistency.

All sub-committees to report back to MPOs and SEFTC for local and regional direction.

All sub-committees shall include representation from the three MPOs.

**H. Preliminary Project Development Phase:**

- FDOT to lead/complete Preliminary Project Development Phase, including the completion of “SFECC Study.” Includes activities leading to FTA request to enter “project development” phase (including NEPA process).
- Endorsement from MPOs secured before FTA request submitted.
- FDOT to serve as contract manager, administer Project funds, oversee technical & environmental components, and insure appropriate Project procurement.
- FDOT to coordinate directly with SFRTA for technical support, presentations, workshops & hearings.
- General oversight for the SFECC Study to be provided by SEFTC.

**I. Project Development Phase, including NEPA Process:**

- FDOT to lead for all environmental analysis, including NEPA process.
- FDOT to coordinate directly with the SFRTA for technical support, presentations, workshops & hearings.
- Coordinate additional technical input as appropriate with FECL.
- LPA endorsement from MPOs secured prior to FTA submittal of environmental/NEPA documents; issuance of Record of Decision (ROD) by FTA.
- FDOT & SFRTA to coordinate with MPOs regarding municipal coordination (e.g., station coordination, land use, TOD).

**J. Design & Engineering Process:**

- SFRTA to lead process and coordinate with FDOT
- Oversight from Project Steering Committee
- Project to be included in MPO Cost-Feasible Plans (a.k.a. “fiscally constrained plan” per MAP 21); endorsement to be secured from MPOs prior to FTA request to advance into Engineering phase(s)

**K. Public Outreach Process:**

- RPCs to lead coordination & facilitate implementation of general public outreach & education program. Includes development & facilitation of a “Corridor Coalition.”
- RPCs to provide all materials to FDOT for NEPA compliance review.
- NEPA public involvement schedule to be developed by FDOT and coordinated with the RPCs.
- FDOT to retain responsibility for public comment responses & records.

- Public outreach effort will be supported by and coordinated with FDOT, SFRTA, SEFTC, and the Palm Beach, Broward, and Miami-Dade MPOs.
- Agency responsible for particular Project phase to facilitate associated public outreach for that phase; RPCs to provide assistance.

**L. Negotiations with Florida East Coast Industries (FECI):**

- FDOT & SFRTA to be equally responsible for negotiations with FECI regarding access rights and related fees.
- Both FDOT and SFRTA to provide technical support as necessary for negotiations.

**M. Project Finance Plan:**

- FDOT to lead development of an overall funding framework (including anticipated federal, state, and local shares).
- SFRTA to lead development of conceptual project finance plan, including capital costs, access fees, operations/maintenance costs, and local contributions.
- FDOT & SFRTA to collaborate upon these efforts, which will occur simultaneously throughout the course of the project.
- Project Finance Plan to be integrated into on-going MPO financial planning activities and presented to MPOs for approval.

**N. Federal Funding Application Process:**

- SFRTA to lead through negotiation/acquisition of FFGA with FTA
- SFRTA to be identified as project sponsor and “Designated Recipient.”
- FDOT to be responsible for assembling project information & technical documentation to enter Project Development & Engineering Phases.
- SFRTA to review project-related documentation prior to FTA submittal.
- FDOT, with SFRTA, to lead all technical discussions with FTA.
- Coordinate additional technical input as appropriate with FECI.
- Project Steering Committee to provide general oversight for all Federal funding applications.

SFRTA & FDOT to utilize resources of the project team and Project Steering Committee member agencies to ensure information/data consistency.

The various components of the SFECC Project Process, as identified above, are illustrated in the graphic contained in Exhibit A.

**3. Involvement by the Parties in the Project:**

- Project to be conducted with involvement of, and in cooperation with, the Parties at each stage of the Project.
- Approval from Project Steering Committee to be obtained at each of the major Project milestones.
- Major milestones for the purposes of the MOU on this Project include:
  - a. Board Meeting Presentations
  - b. FTA Presentations

- c. Strategy & schedule for Project Development & related NEPA environmental analysis
- d. Submission of Project Development letter & supporting documentation to FTA
- e. Development & refinement of Build Alternatives for NEPA process
- f. Preliminary funding plan with regional stakeholders
- g. Public Workshop & Hearing materials for NEPA process
- h. Project Steering Committee to recommend an LPA to the MPOs.
- i. Submission of draft NEPA document to FTA
- j. Schedule for Next Phase of Project Process, Engineering, in compliance with FTA requirements including preliminary Project funding plan

#### **4. (Cooperation & Communication)**

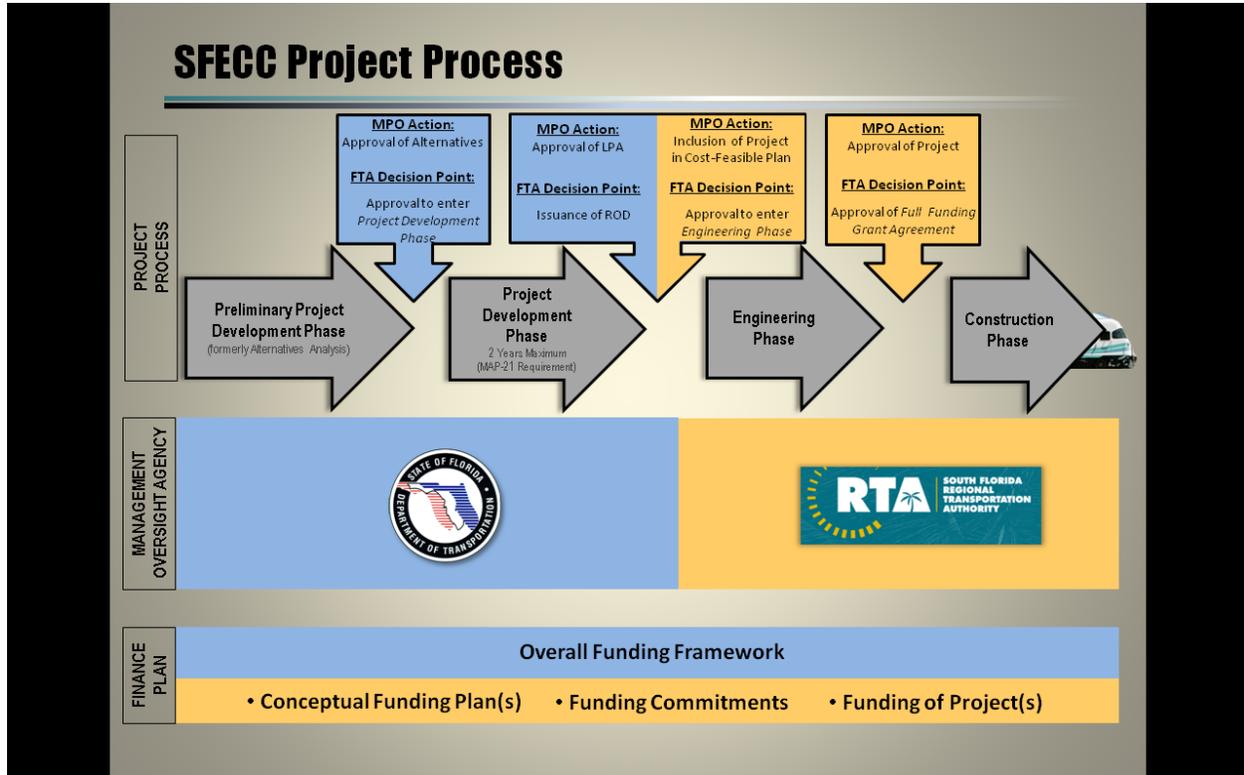
- MOU imposes no legally enforceable contractual obligations on any Party.
- Parties to pursue maximum cooperation & communication with minimum duplication of effort.

#### **5. (Commencement & Termination)**

- MOU shall takes effect when approved by all Parties & expires upon Project Implementation or 60 days notice of termination by any Party.
- MOU may be extended in writing by the Parties.

# EXHIBIT A

## Graphic Illustration of the SFECC Project Process





## MEMORANDUM

TO: SEFTC Members

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

DATE: January 28, 2013

RE: **Regionalism and MPO Governance**

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In the fall of 2012, Kittelson & Associates was hired to perform national research on regionalism and MPO governance. The purpose of this research was to provide the Southeast Florida Transportation Council (SEFTC) and its represented Metropolitan Planning Organizations (MPOs) of Miami-Dade, Broward and Palm Beach, with information and analysis that will support informed decision making as they participate with the Governor and the Florida Department of Transportation (FDOT) in the post-2010 census MPO redesignation process. The product from this research was a White Paper summarizing (1) three regional governance case studies and (2) ten related research papers on the topic, nine of which were Florida-specific. During the preparation of the White Paper, SEFTC representatives participated in a Florida Transportation Commission meeting on the topic (September 19, 2012) and also a MPOAC Governance Workshop (October 24, 2012) to ensure current statewide initiatives were kept in mind throughout the research activities.

Below is a brief summary of the research findings. For the complete report, please visit the SEFTC website at [http://seftc.project.kittelson.com/regional\\_information#research](http://seftc.project.kittelson.com/regional_information#research).

### **Literature Review Overview**

Prior to this research undertaking, a number of studies were previously carried out over the past decade relevant to regionalism and MPO governance in Florida (a majority being prepared by the Center for Urban Transportation Research at the University of South Florida by request of the MPOAC). Prior to conducting additional research on the topic, these historical findings were reviewed and collectively summarized. The literature review results indicated that regional planning is becoming more effective and collaborative over time, but that additional considerations should be looked into further such as increased coordination both among MPOs and between MPOs and the state DOT and better public involvement.

## **National Case Studies Overview**

To gain an understanding of how MPOs across the country conduct regional versus local metropolitan planning, three case studies were completed which focused on a specific set of topics/questions. The following three regions (ranging from a population of 2 to 7 million) were selected as case studies for a variety of factors including size, governance structure, and a general interest in the MPOs functionality and daily operations:

- Metropolitan Transportation Commission (MTC) (San Francisco Bay Area)
- Baltimore Metropolitan Council (BMC) Metropolitan/Metropolitan Washington Council of Governments (MWCOG)
- Durham-Chapel Hill-Carrboro (DCHC) MPO/North Carolina Capital (NCC) MPO (includes Raleigh)

The following topics were addressed within each case study.

- MPO Makeup/MPO History
- Partners
- Responsibilities
- Regional vs. Local Determination
- Budgeting and Logistics
- Trends
- Legal
- Other

Information on these topics was obtained through internet research, previously prepared reports, and/or personal interviews with the case study agencies. In summary, the case studies showed that each region operates differently, implementing processes that complement their individual structures and greater public need. While in some instances, a region was ‘ahead of’ SEFL in regionalism, there were also instances where SEFL was ‘ahead of’ other regions. It appeared that funding authority ultimately dictated the regional governance make-up in an area and the associated byproducts.

## **Overall Research Findings**

Based on the literature review and the national case studies, it appears that each MPO is structured in a way to meet the needs of their particular region and that no one structure is ideal or works for all. The various agencies have evolved relationships and adopted their processes to address regional aspects of transportation needs in their area. In this light, the southeastern MPOs coordination and collaboration are structured specifically to meet the needs of the region. Over time, the coordination and collaboration has gained strength and expanded into new areas. Given Florida’s funding structure and authoritative makeup as determined through legislation, the southeastern Florida MPOs identified regional transportation planning activities and moved forward with implementing the necessary procedures to address these tasks. Given the positive trend, the coordination and collaboration is expected to strengthen and grow. As they continue to look for ways to improve regionally, they will consider forming additional committees and subcommittees focusing on relevant topics of importance such as regional transit, safety, and

system operations. They will also look at ways to create more outcome-based initiatives versus product-based initiatives using their recent adoption of a performance measurement system. The current long range Regional Transportation Plan development process is expected to strengthen the regional planning process with its increased emphasis on regional transit and freight movement in addition to regional goals and objectives coordinated with local planning efforts. Aside from expecting improvements and efficiencies on the transportation system, it is also expected that this strengthened coordination and collaboration will create efficiencies in terms of resources.

**Staff Recommendation: For information purposes.**



## MEMORANDUM

TO: SEFTC Members

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

DATE: January 28, 2013

RE: **Southeast Florida Transportation and Climate Change  
Integration Pilot Project**

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FHWA is offering assistance with the development of transportation decision making tools that will allow for full consideration of climate change issues during preparation of long range transportation plans. The grant would build on the work of the Southeast Florida Regional Compact addressing climate change issues in the region and Monroe County. Of particular value will be the "Analysis of the Vulnerability of the Southeast Florida to Sea Level Rise" which is an assessment of sea level rise scenarios at various levels to identify infrastructure impacts. This project would focus on adaptation options for infrastructure at risk using tools to assist in identifying costs and savings of adaptation action scenarios.

The Broward MPO will take the lead in applying for the grant on behalf of the other MPOs, FDOT, Monroe County, the SEFTC, SFRTA, the Regional Planning Councils and the Climate Change Compact. The SFRTA prepared the application package while the SFRPC obtained letters of support for inclusion in the application package. The application is applying for \$300,000 in federal funds to be matched by \$150,000 from FDOT and \$50,000 from each of the three MPOs. Additional in-kind matches are proposed from the two RPCs and the Climate Change Compact. The application due date was January 22. Awards are to be announced on February 19. The project should be completed 18 months after award of the grant. Further information will be provided at the meeting.

**Staff Recommendation: For information purposes.**

RMW