



MEETING NOTICE
SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
October 26, 2009
10:00 AM

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

AGENDA:

CALL TO ORDER

Roll Call
Pledge of Allegiance

II. ADOPTION OF AGENDA**

III. APPROVAL OF MINUTES OF July 13, 2009**

IV. OLD BUSINESS

- A. 2035 Regional Long Range Transportation Plan Status Report
- B. Status of SR 7 Common Vision and Northwest Broward Land Use Study
- C. Status of SFECC Passenger Rail Study – Phase 2
- D. Status of:
 - a. Palm Beach Intermodal Logistics Center Study*
 - b. U. S. 27 Rail Corridor Study*
 - c. Regional Freight Study*
- E. Implementation of a Regional “Smart Card”

V. NEW BUSINESS

- A. Discussion regarding SR 7 Projects*
- B. FDOT Regional Report*
- C. Support for Tax Exemption Bill for Van Pool Services**

VI. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS

VII. RECOMMENDATIONS/COMMENTS BY MEMBERS

VIII. STAFF COMMENTS

IX. APPROVAL OF YEAR 2010 MEETING DATES**

January 11, 2010
April 12, 2010
July 12, 2010
October 18, 2010

X. ADJOURNMENT

- * Supporting Documentation Provided
- ** Action Requested



**MINUTES OF THE
SOUTHEAST FLORIDA
TRANSPORTATION COUNCIL (SEFTC) MEETING
Monday, July 13, 2009**

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 MINUTES OF APRIL 13, 2009
- IV. OLD BUSINESS
 - A. 2035 Regional Long Range Transportation Plan Status Report
 - B. Status of SR 7 Common Vision and Northwest Broward Land Use Study
 - C. FEC Coalition Updates
- V. NEW BUSINESS
 - A. Status of I-595 Improvements
 - B. Status of Regional Rail Projects:
 - 1. SFCEC Passenger Rail Study – Phase 2
 - 2. U.S. 27 Rail Corridor Study
 - 3. Regional Freight Study
 - C. Status of Universal Fair Card
 - D. Transportation Regional Incentive Program (TRIP): Suspension of Funds
- VI. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS
- VII. RECOMMENDATIONS/COMMENTS BY MEMBERS
- VIII. STAFF COMMENTS
- IX. MEETING SCHEDULE
- X. ADJOURNMENT

**Southeast Florida Transportation Council
Attendance Record - 2009**

Name /Representing	Jan	April	July	Sept
Mayor Richard Kaplan* Broward County MPO	ALT	P	P	
Commissioner Bruno A. Barreiro** Miami-Dade County MPO	P	P	P	
Robert Friedman Palm Beach County MPO	ALT	P	P	

*Chair

**Vice Chair

P – Member Present

ALT-Alternate Member Present

E-Excused

A-Absent

OTHERS PRESENTINDIVIDUAL NAMESREPRESENTING

Roger Del Rio	Broward MPO
Alan Gabriel	Broward MPO
Jose Luis Mesa	Miami-Dade MPO
Jessica Josselyn	Kittleson and Associates
Lois Bush	FDOT District IV
Jeff Weidner	FDOT District IV
Randy Whitfield	Palm Beach MPO
Pablo Orozco	FDOT District VI
Gregory Stuart	Broward MPO
Irma San Roman	Miami-Dade MPO
Enrique Zelaya	Broward MPO
Phil Steinmiller	FDOT District VI
Chris Dube	FDOT District VI
Laila Haddad	FDOT I-595
Melanie Sexton	I-595 Corridor Group
Paul Lampley	FDPT I-595
Ali Soule	Communikat
Ric Katz	Communikat
Scott Seeburger	FDOT District IV
Carlos Cejas	Miami-Dade MPO
Dan Glickman	Resident of Deerfield Beach
Ken Jeffries	FDOT District VI
Daniel Ford	HDR
Hugh Chen	Miami-Dade Transit

I. CALL TO ORDER

A. Roll Call

The meeting was called to order at 10:10 A.M. by MAYOR RICHARD KAPLAN. COUNCILOR ROBERT FRIEDMAN was also present.

B. Pledge of Allegiance

The Pledge of Allegiance was recited by all present.

II. ADOPTION OF AGENDA

CHAIR KAPLAN asked for a motion for the adoption of the agenda.

Motion to adopt the agenda was made by COUNCILOR FRIEDMAN; seconded by CHAIR KAPLAN. Motion carried unanimously.

III. APPROVAL OF MINUTES

CHAIR KAPLAN asked for a motion for approval of the April 13, 2009 minutes. Motion to approve the April 13, 2009 Minutes was made by COUNCILOR FRIEDMAN; seconded by CHAIR KAPLAN. Motion carried unanimously.

(Commissioner Bruno Barreiro entered the room.)

IV. OLD BUSINESS

A. 2035 Regional Long Range Transportation Plan Status Report

MR. RANDY WHITFIELD reported that the development of the Regional Long Range Transportation Plan is continuing to move forward. MR. WHITFIELD introduced MS. JESSICA JOSSELYN the project manager from Kittleson & Associates, Inc. MS. JOSSELYN stated that there was nothing for adoption and she gave an information overview to update the members on the status and progress to date.

B. Status of SR 7 Common Vision and Northwest Broward Land Use Study

MR. GREGORY STUART informed the members that he and Mr. Whitfield were working together on the land use study, along with Roger DelRio and his staff. MR. WHITFIELD stated that the Palm Beach MPO worked with Treasure Coast to finalize the scope. They are also working with the DOT to put the northwest Broward County study and southern Palm Beach County study to coordinate that with some services that they have offered. MR. STUART added that staff will come back to the Board once everything is complete.

C. FEC Coalition Update

MR. RICK KATZ from Kommunikatz discussed the background of the FEC Coalition and gave an update on the activities of the Coalition's Committees to date. It is the Coalition's mission to make transit on the FEC corridor a top South Florida transportation priority and a top state priority. To this end, the Coalition has formed four committees: Business Community/Local Government, Funding Strategies for Operations and Maintenance, State and Federal Liaison, and Technical Liaison with FDOT.

V. NEW BUSINESS

A. Status of I-595 Improvements

MR. PAUL LAMPLEY from the Florida Department of Transportation updated the members on the I-595 project. Some of the components are as follows: three reversible express lanes, open road toll in the median, direct connection from the express lanes to the Florida Turnpike, continuous State Road 84 connection, new turnpike interchange, Broward County greenways, ramp improvements, auxiliary lanes, braided ramps, noise walls, and accommodation for transit. He also showed a video. Originally, the project was to be completed in 2024. However, due to the uncertain financial market and the economic crises, that date is doubtful and a timeframe of fifteen to twenty years is more realistic.

CHAIR KAPLAN asked if it was possible to live-stream the project on the MPO and SEFTC websites to make the public more aware of the project. He also suggested that information be sent to the cities so the elected officials could disseminate the information to the public.

B. Status of Regional Rail Projects

a. SFECC Passenger Rail Study – Phase 2

MR. SCOTT SEEBURGER of FDOT gave a status report on the Florida Department of Transportation study. Public workshops will be held in October and an initial recommendation for the corridor will be given. Financing options will also be explored. Highway crossings are being worked on at this time. There are 230 upgraded highway crossings. Connectors between the South Florida rail corridor where tri-rail and the FEC operate are also being looked at. Rights of way encumbrances are also being investigated. They are also planning where stations will be placed along the corridor. Twenty-eight cities have been approached and some are ready to select locations where they would like a station. They are researching whether land use and land development amendments may need to be made to develop transit-oriented development. Environmental screenings and audio studies are also being done.

b. U.S. 27 Rail Corridor Study

MR. JEFF WEIDNER of FDOT discussed the feasibility study for a rail corridor along US highway 27 from western Miami-Dade County to the City of South Bay. The concept is that this connection would allow existing freight traffic in the urbanized area to actually have a freight bypass around the south Florida urbanized area. Key feasibility factors are: environmental concerns, community impacts, right of way, operations, and funding. Over twenty stake-holder interviews and a stake-holder workshop were held. Ten alternatives were reviewed for fatal flaws; mostly relating to connections in the south and the connections in the lake area. Six sites are under evaluation and an RFP was issued for those six sites to respond in detail the impacts to the community and environment and to find out about the opportunity to partner with the Port of Palm Beach to try for federal funding in a public/private partnership. The 2009 legislature appropriated \$1 million for FDOT to continue studying the potential of an inland logistics facility in the lakes area to serve the entire southern tip of Florida. It hasn't been decided if it will be managed at the district level or at the central office level. According to the FEC historian, there are plans from 1924 of a US 27 rail alignment for freight rail around the urbanized area. These will be incorporated into the recommendations. The next steps are: prepare phase I report; submit to Florida DOT and technical review committee; submit for legislative and executive review; and, adoption of MPO LRTP's and SEFTC RL RTP.

c Regional Freight Study

MR. WEIDNER then discussed South Florida Regional Freight Study. The plan is to: formulate a regional approach to addressing the freight needs of south Florida; bring together freight stakeholders; analyze freight needs; prioritize projects; and, incorporate projects into the Regional 2035 LRTP Phase I of the plan has been completed and FDOT is in the process of developing the Needs Plan and coordinating the development of the Regional 2035 LRTP and individual MPO LRTP's. MR. WEIDNER was asked to report back to the members at the meeting in October on other ports that are in competition with south Florida. He will research the completion and email the members before the next meeting with what he discovers.

C. Status of Universal Fair Card

MR. HUGH CHEN from Miami-Dade Transit addressed the members on the status of the Universal Fair Card in Miami-Dade County. He reported that the installation of fare boxes is in progress. Installation of the Metrorail AFC system is in some stage of installation at eighteen stations. Data is being collected from the automatic passenger counters to assist in planning routes. Agreements with SFRTA and BCT need to be worked out on the handling of transfers. No contact has been made with Palm Beach County. MR. CHEN felt that the system should go live in Miami-Dade County by September, 2009. CHAIR KAPLAN requested that MR. CHEN attend the quarterly SEFTC meetings to give brief updates on the system.

Motion to send letters to the Broward and Palm Beach County Commissioners, MPO's, and transit systems advising them of the status of the project and encouraging them to participate as soon as possible to create the universal fare card was made by CHAIR KAPLAN, seconded by COUNCILOR FRIEDMAN. The motion carried unanimously.

D. Transportation Regional Incentive Program (TRIP): Suspension of Funds

MR. STUART informed the members that, due to recent revenue reductions, FDOT will no longer be accepting applicants for TRIP funding and has shifted several previously programmed projects and depleted all future program reserves. One of the projects affected is SR 7 from County Line Road to north of Hallandale Beach Boulevard. This project has been waiting for twenty years. MR. STUART stated that he has been meeting with Commissioner Blattner, MPO member from the city of Hollywood, to discuss how the city could use bonding capacity to finish State Road 7. CHAIR KAPLAN asked for a brief chronological history of State Road 7 to demonstrate how long it takes to do a transportation project. MR. STUART will bring the report to the September meeting.

VI. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS

There were none.

VII. RECOMMENDATIONS/COMMENTS BY MEMBERS

There were none.

VIII. STAFF COMMENTS

CHAIR KAPLAN suggested that a system should be created in Southeast Florida, comparable to what has been done for planning, which would operate all regional surface services, not just Tri-rail. The only thing that would be held by the County and Cities would be local service. A funding mechanism would need to be provided. He felt that a regional system could not be created and sustained unless a regional mechanism is in place. COMMISSIONER BARREIRO stated that having the same systems in place in all three counties would add momentum to

regionalizing the transit system. MR. STUART stated that, as part of Broward MPO 2035 LRTP, there will be a recommendation to go forward with funding a study to create a transit authority in Broward County and Palm Beach County. The 2035 LRTP will be brought to the Broward MPO in November. CHAIR KAPLAN would like to work toward that goal. He acknowledged that it would possibly require state legislation to create a multi-county transit authority.

IX. NEXT MEETING

The next SEFTC meeting will be held on **Monday, September 14, 2009, at 2PM**

X. ADJOURNMENT

There being no further business the meeting was adjourned at 11:50 A.M.



IV-A

**SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
October 26, 2009
10:00 AM**

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

MEMORANDUM

Date: October 12, 2009
To: SEFTC Members
From: Randy Whitfield, Executive Director
Palm Beach MPO
Subject: 2035 Regional Long Range Transportation Plan Status Report

The Board has previously approved preparation of a 2035 Regional Long Range Transportation Plan (RLRTP) for the South Florida area. The RLRTP is being closely coordinated with the local planning activities. This coordination ensures compatibility of the local plans with the regional plan and prevents duplication of activities. The RLRTP is funded jointly by the three MPOs and administered by the Palm Beach MPO.

The Board has previously reviewed the Goals and Objectives and the Regional Transportation Network as working activities to be finalized with completion of the local LRTPs and the RLRTP. The current schedule for local plan adoption follows:

Miami-Dade	October 29
Broward	November 19
Palm Beach	October 15

Projects identified in the local plans on the Regional Transportation Network will be considered for the RLRTP.

The consultant has prepared a Transit Capacity and Quality of Service (TCQOS) analysis for the regional plan. This analysis compares travel by auto and transit for selected trips in the region.

The analysis also considers transit service availability and operations. The report is undergoing final review.

Initial discussions on the preparation of the regional plan resulted in agreement to use a single computer model for all the LRTPs and the RL RTP. Throughout the process, the MPO and FDOT staffs and consultants have continued to utilize and refine the model for the current studies and future uses. A Modeling Subcommittee has taken the lead in this process which will continue after the plans have been adopted.

The planning process for the RL RTP also considers regional funding sources. The foremost source under consideration is the Transportation Regional Incentive Program (TRIP) from the State of Florida. FDOT has provided projected TRIP funding levels by district. The federal agencies require funding sources to be reasonably available for use in cost feasible plans. Since TRIP funds are not allocated at the county level, there have been several discussions related to assumptions for programming these funds in cost feasible plans. While District 6 has only one MPO which simplifies the process, District 4 has five MPOs and cannot allocate a specific amount to each MPO. Further information on each MPO's approach will be presented at the meeting.

Several regional projects are considerations for the RL RTP and the local LRTPs. These projects include:

- Tri Rail Extensions and Expansions
- FEC Corridor Study
- State Road 7 Expansion and Transit Services
- US 27 Rail Corridor Study
- Intermodal Logistics Center
- I-95 Express Lanes
- I-75 Expansion

These projects are in various stages of planning, construction and funding. Inclusion in the regional plan will be based on these issues.

The staffs, working with the consultants, plan to present the recommended 2035 Regional Long Range Transportation Plan to the Board at the January meeting. The plan will be coordinated with local plans and address the issues raised during its preparation. The plan will be used to address regional transportation issues and concerns and provide for future transportation needs.

Staff Recommendation: For information, discussion and action as needed.

RMW/eer



IV-B

**SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
October 26, 2009
10:00 AM**

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

MEMORANDUM

Date: October 12, 2009

To: SEFTC Members

From: Greg Stuart, Executive Director
Broward MPO

Subject: Status of State Road 7 Common Vision and Northern Broward land Use Study

Research and data collection for the Northern Broward Study has started. This effort is expected to be completed by the end of December. The results of this effort that will yield recommendations to improve connectivity between the transportation network and existing land uses in the Northern Broward study area. FAU has scheduled a series of workshops and public presentations in January, March, and April to seek input from the public. Mr. Anthony Abbate, FAU Associate Professor and Director of the Broward Design Collaborative, will provide a brief presentation and answer questions regarding the role that FAU plays in the development of the Transit-Supportive Infrastructure and Land Use Study - Northern Broward County Study.

The South Florida Regional Planning Council (SFRPC) is working on updating previous efforts by the SR 7 Collaborative for the SR 7 Common Vision in Broward County. The SFRPC will also coordinate the efforts by the Treasure Coast Regional Planning Council (TCRPC) on the Palm Beach County side. The study will be a multi-disciplinary collaborative planning effort with the municipalities within the Northern Broward County Study Area, Broward County, Palm Beach County, TCRPC, SFRPC, and Florida Department of Transportation (FDOT).

A coordinating committee that includes active players in both studies have been scheduled and hosted by the Renaissance Planning Group (RPG) is meeting monthly. Information regarding the activities of the coordinating committee is posted on the following website:

<ftp://j49317681.rpgftp.com:p87372596@ftp-dom.earthlink.net>.

SOUTHEAST FLORIDA TRANSPORTATION COUNCIL, October 26, 2009

Staff Recommendation: For information purposes.

GS/rd



IV-C

**SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
October 26, 2009
10:00 AM**

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

MEMORANDUM

Date: October 12, 2009

To: SEFTC Members

From: Greg Stuart, Executive Director
Broward MPO

Subject: Status of Regional Rail Projects
a. SFECC Passenger Rail Study – Phase 2

Mr. Scott Seeburger the Florida Department of Transportation will update the membership on the progress of the South Florida East Coast Transit Study.

Staff Recommendation: For information purposes.

RD/gs



IV-D

**SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
October 26, 2009
10:00 AM**

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

MEMORANDUM

Date: October 12, 2009

To: SEFTC Members

From: Greg Stuart, Executive Director
Broward MPO

Subject: Status of:
a. Palm Beach Inland Logistics Center Study
b. U. S. 27 Rail Corridor Study
c. Regional Freight Study

FDOT and the Miami-Dade, Broward and Palm Beach MPOs are jointly developing a regional freight and goods study. The study will incorporate priorities from the 3 MPO Freight and Goods Plans and from Seaport and Airport Master Plans. A draft report should be ready for distribution in the upcoming weeks.

FDOT was directed by the 2008 Florida Legislature to perform a feasibility analysis of a western rail freight corridor along US 27.

The Port of Palm Beach has been championing a proposed Inland Logistics Center. An update of the Port's project will be provided.

Mr. Jeff Weidner with the Florida Department of Transportation will present draft results at the meeting and be available for questions.

Staff Recommendation: For information purposes.

RD/gs



IV-E

**SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
October 26, 2009
10:00 AM**

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

MEMORANDUM

Date: October 12, 2009
To: SEFTC Members
From: Greg Stuart, Executive Director
Broward MPO
Subject: Implementation of a Regional "Smart Card"

At the July SEFTC meeting, Mr. Hugh Chen with the Miami-Dade Transit reported on the status of the implementation of the "EASY Card" Automated Fare Collection System (AFC) in Miami-Dade County. Full Installation of the Metrorail AFC system was completed at several stations and is on-going for the remainder of the system. On October 1 the system was fully implemented in Miami-Dade and negotiations are underway with the South Florida Regional Transportation Authority (SFRTA) to implement the system for Tri-Rail riders.

Ongoing high-level meetings between the three county transit operators have been occurring to discuss and resolve issues that would lead to the implementation of a regional fare system.

Mr. Chris Walton, Director of the Broward County Transportation Department (aka BCT) will be available at the meeting to present the status of this effort and to answer your questions.

Staff Recommendation: For information purposes.

GS/rd



V-A

**SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
October 26, 2009
10:00 AM**

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

MEMORANDUM

Date: October 12, 2009
To: SEFTC Members
From: Greg Stuart, Executive Director
Broward MPO
Subject: Discussion regarding SR 7 Projects

At the July SEFTC meeting, Chair Kaplan asked staff to bring back for the next meeting a brief chronological history of State Road 7 projects to demonstrate how long it takes to do a transportation project.

The State Road 7/U.S. 441 is a heavily traveled corridor extending from Palm Beach in the north, through Broward County, to Miami-Dade in the south, providing access to a mix of land uses, activities and diverse communities. The 25.6 mile corridor; traverses fourteen (14) local government jurisdictions, the Seminole Indian Reservation, and sections of unincorporated Broward County.

In Broward County the SR 7 roadway widening project first appeared in the 1985 Fort Lauderdale–Hollywood Urban Area Transportation Study (FLHUATS) Principal Street and Highway Plan. The plan took six years to develop and was submitted to the Florida Department of Transportation (FDOT) in September 1969. (See Attachment 2) The 1985 plan superseded the 1958 transportation area needs plan developed by the FDOT. The enclosed table highlights several roadway widening projects and transit projects along the SR 7 corridor in Broward County as they evolved since 1969. The 1985 plan showed SR 7 as a 4 lane arterial from the Palm Beach County line to Hammondville Road (Coconut Creek Parkway), as a 6 lane arterial from Hammondville Road to the Rock Island Expressway (NW 19 Street), and as a 6 lane expressway from the Rock Island Expressway to the Miami-Dade County line. In later plans the SR 7 roadway project was downgraded from an expressway to an arterial and divided into

several smaller jobs to accommodate the ever increasing cost for right-of-way.

Staff Recommendation: For information purposes.

Attachment

GS/rd

SR-7 ACCOMPLISHMENTS

Project Description	L RTP Approved	Construction Programmed	Status/ Completion
Palm Bch C Line to Holmberg Rd Add 4L, Reconstruct 2L, (6LD)	1969	1986 – 87	Completed 1991
Holmberg Rd to N of Wiles Rd Add 4L, Reconstruct 2L, (6LD)	1969	1985 – 86	Completed 1991
N of Wiles Rd to S of Sample Rd Add 4L, Reconstruct 2L, (6LD)	1969	1984 – 85	Completed 1994
South of Sample rd to end of 4 lanes in Margate Add 4L, Reconstruct 2L, (6LD)	1969	1978 – 79	Completed 1982
S of Atlantic Blvd to McNab Rd Add 2L, Reconstruct 4L, (6LD)	1969	1994 – 95	Completed 1998
SW 17 St. to C-13 Canal Add 2L (6LD)	1969	1983 – 84	Completed 1984 -85
N of Broward Blvd to N of Peters Rd Add 2L, Reconstruct 4L, (6LD)	1969	1996 – 97	Completed 2000
N of Peters Rd to N of Riverland Rd Add 2L Reconstruct 4L (6LD)	1969	1998 – 99	Completed 2000
Oaks Rd to N of Griffin Rd Add 2L, Reconstruct 4L, (6LD)	1969	1988 – 89	Completed 1990 -91
0.3 mi to S of Griffin Rd to 0.6 mi S of Griffin Rd Add 2L, Reconstruct 4L, (6LD)	1969	1988 – 89	Completed open to Traffic
S of Stirling Rd to 0.6 mi S of Griffin Rd Add 1L, Reconstruct 4L, (5LD)	1969	2007 – 08	Completed open to Traffic
SW 51 St to Stirling Rd Add 1L (6LD) (west side of road)	1969	2008 – 09	Completed open to Traffic
S of Stirling Rd to N of Fillmore St Add 2L, Reconstruct 4L, (6LD)	1969	Unscheduled	Preliminary Engineering underway
N of Fillmore St to N of Hallandale Bch Blvd Add 2L, Reconstruct 4L, (6LD)	1969	2013 – 14	Preliminary Engineering & ROW Acquisition underway

SR-7 ACCOMPLISHMENTS

Project Description	L RTP Approved	Construction Programmed	Status/ Completion
N of Hallandale Bch Blvd to Countyline Rd (Miami-Dade) Add 2L (6LD)	1969	2006 – 07	Underway
FAST Bus BRT Service Golden Glades to FAU (Boca Campus)	2004	2009 – 10	Funds allocated by MPO for bus purchase and stations within Broward County
Breeze Stations Design-Built Selected Stations	2004	2008 – 09	MPO reallocates FAST Bus funds for transit infrastructure (\$2.7M for SR 7 - \$7.3M countywide)

1985 RECOMMENDED PRINCIPAL STREET AND HIGHWAY PLAN

Legend

EXPRESSWAY

8 OR MORE LANES

6 LANES

4 LANES

EXPRESS STREET

6 LANES

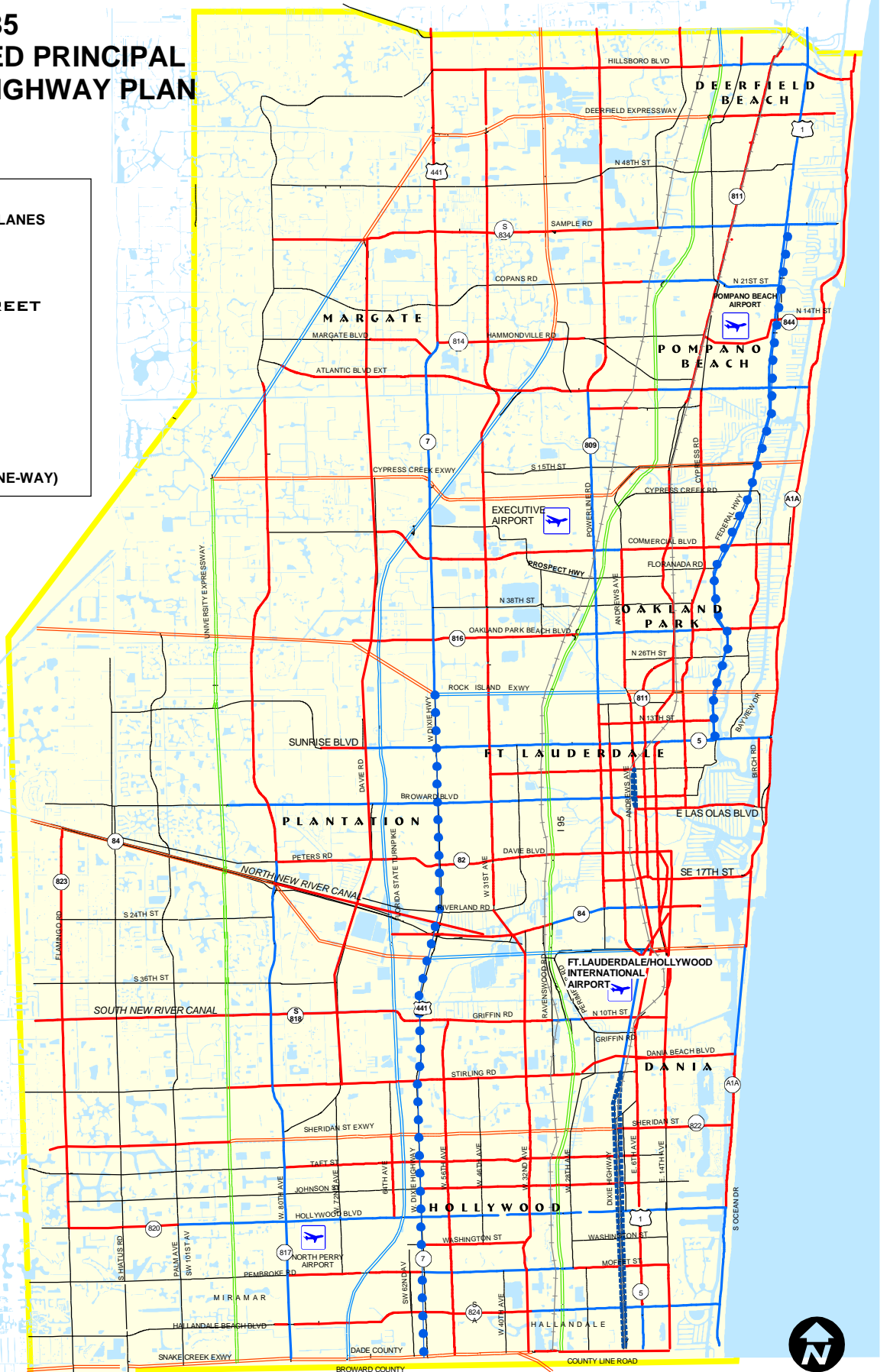
ARTERIAL

6 LANES

4 LANES

2 LANES

3 LANES (ONE-WAY)





V-B

**SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
October 26, 2009
10:00 AM**

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

MEMORANDUM

Date: October 12, 2009
To: SEFTC Members
From: Greg Stuart, Executive Director
Broward MPO
Subject: FDOT 2008 Regional Report

The Miami-Dade, Broward and Palm Beach MPOs, as multiple MPOs designated for the Miami Urbanized Area/Transportation Management Area, share responsibility for ensuring that major issues in their combined metropolitan planning areas are addressed and that requirements in state and federal law governing the metropolitan transportation planning process are met. They also share responsibility for ensuring that the following enhanced regional coordination commitments, made in trade for being able to stay separate after the last decennial census, result in effective regional level planning and systematic improvements to the regional transportation system:

- Development and implementation of a regional long range transportation plan (RLRTP) for the tri-county region
- Development and implementation of a regional prioritization process, yielding a single list of prioritized regionally significant projects for the tri-county region
- Development and implementation of a regional public involvement process to build public understanding and awareness of the region and regional transportation issues and opportunities
- Continuation of regional level air quality planning efforts
- Generation of regional land use strategies with the South Florida and Treasure Coast Regional Planning Councils (RPCs)

- Utilization of performance measures to assess the effectiveness of enhanced regional coordination efforts.

In prior years, the Florida Department of Transportation (FDOT) assessed progress being made by the three MPOs in meeting these commitments as part of annual state certification reviews. In 2008, FDOT decided to separate its regional reports documenting assessment results from the certification review packages. This decision reflects the ultimate purpose for which the regional reports will be used, namely as a source of information on the effectiveness of the MPOs' regional alliance when MPO designations are revisited in Florida after the next (2010) decennial census. The regional reports will continue to be shared with the Federal Highway Administration and the Federal Transit Administration for consideration during federal certification reviews, which explore whether MPOs are addressing major issues facing metropolitan areas.

A number of the findings and recommendations in the regional report relate to the duties set out in the interlocal agreement establishing SEFTC:

- regional long range transportation plan
- process for prioritization of regional projects
- regional public involvement process
- performance measures to assess the effectiveness of regional coordination activities.

Lois Bush with FDOT will be available at the meeting to present the report and to answer your questions.

Staff Recommendation: For information purposes, consider providing direction regarding implementation of regional report recommendations

Attachments

GS/rd/lb

Miami Urbanized Area (UZA)/Transportation Management Area (TMA)

2008 Regional Report

**Prepared for Miami-Dade, Broward and Palm Beach Metropolitan Planning Organizations
and Southeast Florida Transportation Council**

Prepared by Florida Department of Transportation

Executive Summary

This report is the third in a series of annual regional reports prepared by the Florida Department of Transportation (FDOT) for the multi-county Miami UZA/TMA. The reports document the progress the Miami-Dade, Broward and Palm Beach Metropolitan Planning Organizations (MPOs), including through the Southeast Florida Transportation Council (SEFTC), have been making in addressing transportation issues and opportunities from a regional perspective. Relationships among the MPOs have continued to grow along with relationships between the MPOs and their other partners, including FDOT. SEFTC will have a “regional story” to share once its first stand-alone regional long range transportation plan is completed in early 2010. Additional steps will need to be taken to allow the various challenges tied to transportation facing the region to be effectively addressed.

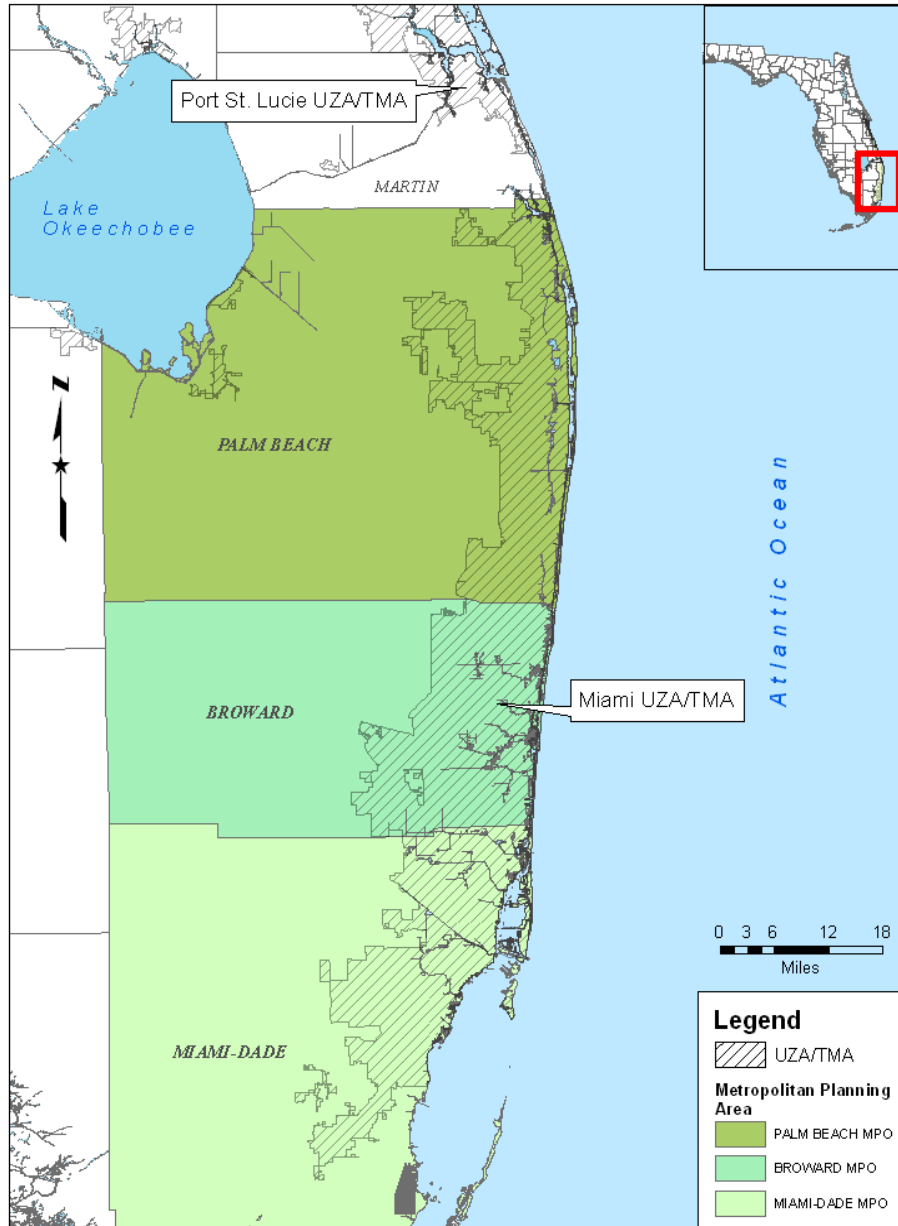
Introduction

The Miami-Dade, Broward and Palm Beach MPOs, as multiple MPOs for the Miami UZA/TMA, share responsibility for ensuring that major issues in their combined metropolitan planning areas are addressed and that requirements in state and federal law governing the metropolitan transportation planning process are met. They also share responsibility for ensuring that the following enhanced regional coordination commitments, made in trade for being able to stay separate after the last decennial census, result in effective regional level planning and systematic improvements to the regional transportation system:

- Development and implementation of a regional long range transportation plan (RLRTP) for the tri-county region
- Development and implementation of a regional prioritization process, yielding a single list of prioritized regionally significant projects for the tri-county region
- Development and implementation of a regional public involvement process to build public understanding and awareness of the region and regional transportation issues and opportunities
- Continuation of regional level air quality planning efforts
- Generation of regional land use strategies with the South Florida and Treasure Coast Regional Planning Councils (RPCs)
- Utilization of performance measures to assess the effectiveness of enhanced regional coordination efforts.

The three MPOs established SEFTC in January 2006 to formalize their regional transportation planning and coordination efforts and to tap into new state Transportation Regional Incentive Program (TRIP) funds. In 2007, SEFTC established a technical advisory committee, the Regional Transportation Technical Advisory Committee (RTTAC), and created a Regional Modeling Subcommittee. The tri-county region served by the three MPOs and SEFTC is shown in Figure 1.

Figure 1: Miami Urbanized Area/Transportation Management Area



Metropolitan planning areas for the three Miami UZA/TMA MPOs match county boundaries, creating a tri-county region.

The Miami-Fort Lauderdale-Pompano Beach Metropolitan Statistical Area (MSA), consisting of Miami-Dade, Broward and Palm Beach counties and more than 100 municipalities, is the 7th largest MSA in the United States. It had an estimated population of 5,414,772 in 2008, an 8.1% increase over 2000. Since the developed area within the MSA is situated within a relatively long and narrow strip between the Atlantic Ocean and the environmentally-sensitive Everglades, most major road and transit routes run north-south. The MSA is served by three international airports and four ports, three of which are deep water ports.

In prior years, FDOT assessed progress being made by the three MPOs in meeting their enhanced regional coordination commitments as part of annual state certification reviews. In 2008, FDOT decided to separate the regional reports documenting assessment results from the certification review packages. This decision reflects the ultimate purpose for which the regional reports will be used, namely as a source of information on the effectiveness of the MPOs' regional alliance when MPO designations are revisited in Florida after the next (2010) decennial census. The regional reports will continue to be shared with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for consideration during federal certification reviews, which explore whether MPOs are addressing major issues facing metropolitan areas.

In 2008, the three MPOs updated their responses to an Enhanced Regional Coordination Checklist and FDOT convened a regional meeting for discussion of efforts made to implement the recommendations in the prior regional report. This regional report draws on the updated checklist (copy attached), input received at the regional meeting, and a review of various related documents (SEFTC meeting agendas, regional public involvement plan, etc.).

Findings

The updated checklist documents long-standing informal coordination among the three MPOs in various areas, steps taken since 2003 to meet enhanced regional coordination commitments, and establishment of SEFTC. This section provides an overview of progress made and provides the basis for the recommendations presented in the next section.

Regional Long Range Transportation Plan

A common regional element was selected as the initial RL RTP to accommodate work that already was under way on 2030 LRTPs for the three MPOs with an adoption deadline of December 2004. Components of the element, developed by an RL RTP committee consisting of representatives of the MPOs, the South Florida Regional Transportation Authority (SFRTA), FDOT and the RPCs, are regional goals and objectives, corridors of regional significance (map and designation criteria), and regionally significant project lists. The three MPOs and SEFTC approved each of the components. With work under way on a 2035 RL RTP, the remaining step of finalizing and incorporating the common regional element into the 2030 LRTPs by amendment is not expected to be completed.

The latest version of the Southeast Florida Regional Planning Model (SERPM 6.5), validated using 2005 data, is supporting development of individual MPO 2035 LRTPs and a 2035 RL RTP. Development of a request for proposals (RFP) for the 2035 RL RTP was coordinated through the RTTAC, and a Regional Project Management Team was formed to help guide and facilitate plan development. The Regional Modeling Subcommittee has been effective in ensuring delivery of sound data for running the SERPM and timely consideration and resolution of novel modeling issues. The deliverables leading to a RL RTP document, such as updated regional goals and objectives and revisions to the designated regional transportation network (corridors of regional significance), are being vetted through the RTTAC before going to SEFTC. Completion of a regional Transit Capacity and Quality of Service Measures (TCQSM) analysis is part of the planning effort. The four plans are being coordinated with each other, with a regional freight study being developed collaboratively by the three MPOs and FDOT, and with other plans for the tri-county region (e.g., SFRTA's Strategic Regional Transit Plan).

The 2035 RL RTP is expected to incorporate regional level greenway planning efforts initiated by SEFTC in 2007 toward the goal of establishing a viable regional non-motorized transportation system that reflects environmental features and complements roadway and transit systems in the tri-county region. An opportunity to link these efforts north is available through the Regional Greenways and Trails Working

Group created by the Treasure Coast RPC in 2008. The efforts of this working group are focused on Palm Beach, Martin, St. Lucie and Indian River counties as well as interconnections into adjacent counties.

The 2035 RL RTP scope of work contains a Regional Visioning Activity that provides for monitoring and coordinating with Southeast Florida 2060 regional visioning efforts initiated by the South Florida and Treasure Coast RPCs. Those efforts have been slowed by various factors and continue to evolve in terms of timing and approach. As a result, the “continuing support” provision in the RL RTP RFP may need to be invoked to ensure effective coordination of regional level transportation planning and visioning efforts over the short and longer terms. This coordination is particularly important for purposes of addressing regional land use patterns in relation to major transportation investments needed to support mobility at the regional level. Also, the MPOs will be expected to participate in efforts initiated by FDOT to develop a system-oriented, multi-county mobility plan centered on I-95 and its parallel transit corridor, Tri-Rail.

Regional Project Prioritization

As shared with SEFTC, the continuing expectation of FDOT is that the three MPOs, in coordination with their regional partners, will develop a transparent, defensible regional project prioritization process and use it to rank all projects on the regional transportation network through the planning horizon year. This approach provides the long-term system level view needed to ensure that improvements are made in a systematic and equitable fashion and in a manner that best implements regional goals and objectives. Having a regional plan with regional project priorities provides a basis for advocating for additional resources for the region, particularly at the regional, state and federal levels.

Use of TRIP funds is subject to statutory eligibility and priority criteria, with preference being given initially to production-ready projects. The MPOs utilized a compilation approach drawing on their separately developed 2030 LRTPs and priorities to produce a SEFTC list of candidate regional projects for FY 06/07 TRIP funds. FY 07/08 TRIP funds were allocated to regional projects in Broward and Palm Beach counties that had been ranked using a scoring system tied to the regional goals and objectives developed for the initial RL RTP. The Broward and Palm Beach project list and a project list for Miami-Dade were presented to SEFTC in October 2006, followed later by a list showing regional projects in all three counties organized by priority tier with the projects in each tier listed in county alphabetical order. One list of ranked regional projects for the tri-county region was generated for the FY 08/09 TRIP funding cycle and for the FY 09/10 to FY 11/12 TRIP funding cycle using an interim regional project prioritization process. This process was developed through the RTTAC and with consultant assistance from FDOT. It ranks regional projects using criteria organized into two tiers, with one addressing the cost-benefit ratio and the other addressing project-readiness and safety, multi-modal and regional connectivity benefits.

The interim regional project prioritization process is being refined and updated as part of development of the 2035 RL RTP and will be closely tied to implementation of regional goals and objectives. As indicated above, all projects on the regional transportation network through the planning horizon year need to be ranked using this process. The MPOs have committed to developing, but have not yet developed, a process to ensure regional projects and priorities are clearly and consistently reflected in their Transportation Improvement Programs (TIPs).

Regional Public Involvement

Regional public involvement activities have largely been undertaken as a part of individual MPO public involvement processes and include regular meetings of the public outreach coordinators for the three MPOs as the Regional Public Involvement Management Team (RPIMT). A Regional Citizens Advisory Committee (RCAC), comprised of members of the CACs for the three MPOs, continues to meet annually. Initial plans called for it to meet semiannually during development of the 2035 RL RTP. Members expressed interest in having the RCAC become a recognized advisory committee to SEFTC at the 2008

annual meeting. SEFTC did not choose to take that step but expressed interest in utilizing videoconferencing and other technological tools to support cost-effective and broader participation in meetings. It has a logo and it upgraded its web site in 2008 using a shared regional consultant (www.seftc.org).

The RPIMT completed a Regional Public Involvement Plan, which was approved by SEFTC in July 2008. The plan both sets out a general structure for regional level efforts and covers particular projects, including incorporation of 2035 RL RTP information into public involvement efforts conducted for the individual MPO 2035 LRTPs and coordination on public involvement conducted for regional-scale projects (e.g., South Florida East Coast Corridor Transit Analysis Study). It does not specifically address engagement of groups and organizations, such as business and economic development groups, with interests in regional level transportation planning issues and activities. Measures of effectiveness to support periodic evaluations of plan effectiveness, followed by plan updates as warranted, have not yet been identified.

One particularly noteworthy development is the commitment made by the Broward and Palm Beach MPOs, as reflected in their FY 2008/09 – FY 2009/10 Unified Planning Work Programs (UPWPs) approved in 2008, to expand the Integrated Transportation Information System (ITIS) created for the Miami-Dade MPO by Florida International University to cover the whole tri-county region (by April 2011). The ITIS is an interactive web-based tool which provides social, economic and geographic characteristics useful to identifying effective public involvement strategies and accomplishing stated Title VI goals.

Regional Land Use Strategies

The updated checklist highlights four initiatives involving land use and transportation with participation by the RPCs primarily in Broward or Palm Beach counties. One of the initiatives, the State Road (SR) 7 Collaborative, involves municipalities on a cross-county basis. An example of a transportation and land use initiative with regional implications in Miami-Dade County is the Golden Glades Multi-Modal Terminal for which a public-private joint design-build criteria package has been developed. In addition to working with the MPOs, the RPCs have interlocal agreements with the SFRTA to enhance strategic planning policy as it relates to transportation/transit and land use in the tri-county region. Regional land use strategies will be implemented through local government comprehensive plans, RPC strategic regional policy plans, and other plans that address transportation and land use connections. More clarity continues to be needed on how the varied efforts, planned or under way, will fit together to promote coordinated and wise transportation investment and land use decisions from a regional perspective.

The link between transportation and land use on SR 7, a corridor of regional significance, emerged as a critical issue following actions taken by Palm Beach County and the Palm Beach MPO to remove a long-planned connection of University Drive in Broward County to Glades Road in Palm Beach County. University Drive, along with SR 7, is one of a limited number of north-south corridors of regional significance west of Florida's Turnpike that also extends south into Miami-Dade County. The brunt of impacts from removal of the University Drive connection falls on the segment of SR 7 north of Sample Road in Broward County to Glades Road. There has been a mix of support for and opposition to the removal by local governments in Broward County. Land use changes, along with transportation investments, will be needed to make transit a viable mobility option on this segment using dedicated transit lanes. In January 2008, the Palm Beach and Broward MPOs adopted a three-step action plan to address the situation as proposed by FDOT (transportation network needs assessment, common vision for SR 7 crossing county line, implementation strategy). Work on the second and third steps is continuing.

Regional Performance Measurement

One set of performance measures has been developed in the form of measures of effectiveness for regional objectives in the initial RL RTP (e.g., total vehicle miles traveled and number of new transit oriented developments in region). Threshold values needed to allow those measures to be used were not set. The MPOs are revisiting performance measures in conjunction with the update to the regional goals and objectives for the 2035 RL RTP. Also, they remain open to working with partners on development of another set of performance measures that can help capture whether their enhanced regional planning and coordination efforts are leading to systematic improvements to the regional transportation system linked to other desired outcomes, such as sound use and reuse of land.

Pace of Progress and Evolving Challenges and Opportunities

The three MPOs took a major step in 2008 when they retained one consultant, through the Palm Beach MPO, to develop the 2035 RL RTP and provide RTTAC and SEFTC meeting support through June 2010. With assistance from FDOT and at the request of FHWA, they also entered into a memorandum of understanding addressing joint funding arrangements for development of the 2035 RL RTP and the regional freight study. Work on the 2035 RL RTP, in particular, has yielded improvements in the productiveness of the working relationship among the MPOs. Two areas for improvement involve how shared regional tasks across UPWPs are worded and how regional level work is planned and funded over a multi-year period by the MPOs. The Palm Beach MPO has come closest in the latter area through its annual commitment to fund Regional Planning and Support in the five-year business plan in its UPWP. Applicable federal regulations address coordination requirements for multiple MPOs designated for single urbanized areas, as documented in UPWPs, and identify joint development of a single LRTP and TIP for the entire urbanized area as an option (23 CFR 450.314(d)).

Following established annual calendars for meetings, the RTTAC and SEFTC have become known forums for consideration of studies and initiatives that are regional in scale or otherwise important to the region. SEFTC also has become increasingly active in the organization of summits on transportation issues. Outreach efforts are needed to build regular participation by newer members of the RTTAC (e.g., representatives of county transit agencies). SEFTC, which consists of one representative from each MPO, has sought ways to promote full member participation at all of its meetings. Additional ways of promoting participation, while adding perspectives and increasing exposure to SEFTC, warrant exploration. As one example, the Treasure Coast Transportation Council's membership structure, with two representatives each from the Martin and Indian River County MPOs and the St. Lucie Transportation Planning Organization, has proven to be effective.

Two developments of interest to the region served by SEFTC are formation of the Florida Urban Transportation Coalition (FUTC) in 2008, led by Metroplan Orlando, and efforts relating to megaregions, led by an organization called America 2050. The concept for the FUTC emerged from a collective interest to find "common ground" with transportation and business leaders in Florida's four major metropolitan areas – Jacksonville, Central Florida, Tampa Bay and South Florida. America 2050 has identified 11 emerging megaregions, including one in Southern Florida (42 counties), where the majority of growth through 2050 is expected to occur. Megaregions are networks of metropolitan areas connected by travel patterns, economic links, shared natural resources, and social and historical commonalities. One initiative supported by America 2050 is development of a national strategy for building and managing infrastructure systems, including the transportation system.

As exemplified by the SR 7/University Drive situation discussed above, continued efforts to find better ways to address cross-jurisdictional issues are needed. Additional challenges and opportunities lie in the need for multiple entities, including MPOs, to collaboratively and effectively address climate change and gear up for effective implementation of the federal surface transportation act that will replace SAFETEA-LU. The state statute governing MPOs was amended in 2008 to add a provision encouraging MPOs "to

consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions” in their LRTPs (see ss. 339.175(7), FS). These subjects will be addressed in more detail in the 2009 regional report.

Recommendations

The following recommendations, in no priority order, apply to the Miami-Dade, Broward and Palm Beach MPOs.

- (1) Ensure completion of the 2035 RL RTP by February 2010, coordinating with all regional partners, and identify and provide “continuing support” needed to supplement the effort and ensure timely and effective implementation of the new plan.
- (2) Participate in regional initiatives such as the mobility planning efforts centered on I-95 and its parallel transit corridor, Tri-Rail.
- (3) Continue working with FDOT on the SERPM to support long range transportation planning and meet other multimodal travel demand forecasting needs. Particular focal areas are as follows:
 - *Travel Behavior Analysis to Identify Trend of Travel Decision Making*
The MPOs and FDOT, coordinating with other partners, should aggressively pursue opportunities for transit on-board surveys and other types of travel surveys. The findings from these surveys can be applied for modeling New Starts, alternative modes, user-paid highway special lanes and other transportation investments.
 - *Demographic Analysis*
The MPOs and FDOT, coordinating with other partners, should identify and implement means of capturing trends from demographic changes and their travel demand implications in subareas of the tri-county region. With that information, the model can be effectively adjusted to reflect the needs of local governments or other entities when it is applied for local projects.
 - *Support for Continuing Evolution of Model*
The MPOs and FDOT should monitor the latest demand forecast modeling concepts and assess their applicability and appropriateness for inclusion in the SERPM.
- (4) Review regional visioning efforts under way or completed for other regions, including ones in Florida (e.g., myregion.org in Central Florida). Promote and participate in regional visioning and other regional level planning efforts, including in conjunction with development and implementation of the 2035 RL RTP and planning for the next generation RL RTP.
- (5) Refine and update the regional project prioritization process and use it to generate a single multimodal list of prioritized regionally significant projects for the tri-county region through the 2035 planning horizon in coordination with all regional partners. This process should provide for TRIP project identification and prioritization (as a subset of ranked projects) and is expected to continue evolving over time. It also is expected to be coordinated with individual MPO prioritization processes.
- (6) Develop and implement a process to ensure regional projects and priorities are clearly and consistently reflected in the TIPs for the three MPOs. Consistent narrative covering regional project prioritization and use of TRIP funds in the tri-county region should appear in the TIPs.

- (7) Expand efforts to identify public and private funding partners to leverage funds available for regional projects, particularly under the TRIP. Also, identify and pursue options and approaches for increasing funding available for regional projects, including in conjunction with development of the 2035 RL RTP.
- (8) Continue implementing the Regional Public Involvement Plan and supplement it to include measures of effectiveness and provide for periodic evaluations using those measures followed by plan updates as warranted. The core purpose of this plan should remain building, through continuous and consistent engagement, public understanding and awareness of the tri-county region and regional transportation issues and opportunities. The public, as used here, includes the various groups and organizations with interests in regional level transportation planning issues and activities. Ensure that ITIS is expanded across the tri-county region. Continue upgrades to the SEFTC web site, such as additions of information on regional features, demographics and travel patterns.
- (9) Provide regular updates on regional planning and coordination efforts to MPO advisory committees and boards and post them on individual MPO web sites. Explore additional ways to increase MPO advisory committee interest and involvement in regional level efforts.
- (10) Continue to work with the RPCs and other partners to develop and implement an overall strategy for improving the integration of transportation and land use in the tri-county region.
- (11) Ensure that the performance measures for regional objectives in the 2035 RL RTP will be used by ensuring that threshold values for them are set and a mechanism for monitoring and reporting on them is put into place. Continue to be open to working with partners that have a role in the regional transportation system on efforts to identify and track regional performance measures.
- (12) Explore increasing the membership of SEFTC to provide for at least two representatives from each MPO.
- (13) Explore means to enhance SEFTC's level of engagement in areas such as addressing cross-jurisdictional issues, funding for regional projects and climate change.
- (14) Develop an annually updated five-year SEFTC work plan to guide the timing and delivery of regional level work, including RL RTP implementation and updates, over time. Also, identify and secure the staffing, technical and other support needed to implement the work plan. In addition, use consistent wording for shared regional tasks in the UPWPs for the three MPOs.

FDOT remains a partner with the MPOs, ready to assist in the implementation of these recommendations by sharing and clarifying expectations, contributing expertise and providing technical support.

**Miami Urbanized Area (UZA)/Transportation Management Area (TMA)
2008 Regional Review
Miami-Dade, Broward County and Palm Beach Metropolitan Planning Organizations**

Enhanced Regional Coordination Checklist

Please provide responses, developed collaboratively among the three MPOs, to the following items.

1. In lieu of consolidating after the last decennial census, the three MPOs for the Miami UZA/TMA agreed to the enhanced regional coordination commitments listed below. For each of these commitments, describe in detail (a) progress made to date, (b) barriers encountered and how they have been or will be overcome, and, (c) next steps in relation to desired ultimate outcomes.
 - The Southeast Florida Transportation Council (SEFTC) created the Regional Transportation Technical Advisory Committee (RTTAC) and the Regional Model Task Force (RMTF).
 - Development of a Regional Long Range Transportation Plan (RLRTP) for the combined tri-county planning area (with initial RLRTP to be common regional element in individual 2030 LRTPs). The Miami-Dade, Broward, and Palm Beach MPOs contributed funding to the development of the RLRTP and FDOT has retained a consultant to run the regional model and supply results. The regional goals, objectives, and measures (GOMs) would be coordinated through the RTTAC. A stand alone RLRTP document will be produced as a result of all regional coordination efforts.

The staffs of the three MPOs, in conjunction with representatives of both FDOT Districts 4 and 6, SFRTA, the regional planning councils, and local transit operators completed a RLRTP element for inclusion in the respective local LRTPs. The RLRTP element includes Goals, Objectives and Measures of Effectiveness for the region. Extensive discussion occurred relative to development of 'Criteria for Corridors of Regional Significance' used to identify and define a regional transportation network. Projects along these corridors were identified in each MPO adopted Plan and compiled into a regional multimodal list. The regional list includes descriptions, cost estimates, and phasing from each plan. The RLRTP report was presented to the SEFTC.

Each MPO has initiated the 2035 major update of the respective LRTPs. An update of the RLRTP element will be prepared concurrent with the 2035 major update to be completed by the three MPOs by December 2009. Each MPO has retained a consultant to prepare a RLRTP concurrent with the local LRTPs. The planning efforts are closely coordinated with the regional consultant conducting regional transportation modeling to be used by the local consultants as the basis for local alternative network modeling. The RTTAC will continue as the mechanism leading and coordinating the regional planning activities. The

Modeling Subcommittee will review and direct the actual modeling efforts using the validated regional model. Public involvement for the regional and local plan updates will be coordinated to provide opportunities for input at meetings and events in all Counties.

- Development and implementation of a regional project prioritization process, yielding a single list of prioritized regionally significant projects for the tri-county planning area

Initial efforts to establish a process to prioritize regional projects were focused on the adopted Goals, Objectives, and Measures of Effectiveness for the RL RTP. The RTTAC used the Measures and developed a scoring methodology with scores assigned by the respective MPOs based on familiarity with the projects. The primary focus for the prioritization efforts focused on the Transportation Regional Incentive Program (TRIP) funds. TRIP guidance issued by the Central Office is also being used in evaluating the projects for priorities. The results were used to develop the adopted recommendations for FY 08 TRIP funding for the region. The information compiled in the RL RTP report also included a list of project priorities for the FY 06/07 TRIP funding. A similar list was prepared for FY 07/08 for the TRIP.

The prioritization process was revised for FY 09-10 to provide quantitative measures for benefits and costs as well as consideration of readiness, safety, regional connectivity, and multimodal benefits. This process was used to rank projects for review and approval by the SEFTC. All projects were taken from the regional corridors previously approved.

- Development and implementation of a regional public involvement process to build public understanding and awareness of the region and regional transportation issues and opportunities

The regional public involvement process is handled by the three MPO public information officers (PIO). The three PIOs meet on a regular basis as the regional Public Involvement Team (RPIMT) to compare procedures, share best practices and review regional projects that can be incorporated into local informational distribution efforts. They also coordinate and hold the annual regional Citizens Advisory Committee (RCAC) meeting every year. The fourth RCAC meeting took place on June 11, 2008 at the SFRTA main office. The RCAC is comprised of members from each of the MPOs' citizen advisory committees. Since their first meeting on July 13, 2005, the RCAC has met annually to discuss and receive updates on current and future projects that have regional impacts on the South Florida community. The annual meetings are open to the public and are held at SFRTA's administrative offices to provide an opportunity for those traveling from north or south to utilize the Tri-Rail system. The meeting is advertised not only by the individual MPO public involvement offices, but on a regional basis through information disseminated to Districts IV and VI Florida Department of

Transportation (FDOT) offices, SFRTA, mailing lists, local news media sources, and email blasts to individual County agencies/residents. Attendees are asked to complete the “Sign-in Sheet” to indicate how they found out about the meeting.

A Regional Public Involvement Plan (RPIP) was prepared jointly by the RPIMT and presented to the SEFTC at the July 9, 2008 meeting where it was endorsed. The RPIP focuses on regional distribution of information to increase awareness and build public understanding about regional projects and activities by SEFTC.

To support the RL RTP each MPO coordinates their individual LRTP public involvement plans (PIP) in their respective counties. During public involvement activities, on the local level, information regarding projects in the RL RTP are disclosed for public comment. The public involvement activities from these efforts are then incorporated into the local programs as appropriate through reports to the various committees. Coordination will continue to be carried out through plans, reports, newsletters, meetings, and conference calls.

The SEFTC website (www.seftc.org) includes information on SEFTC, regional activities, and the RL RTP. The website is linked to the individual MPO websites with corresponding links from regional transportation partners. Meeting schedules and agendas for SEFTC are made available and also includes links to the various regional newsletters to provide an overview of transportation projects and programs in the region.

- Continuation of regional-level air quality planning efforts

Since the inception of ISTEA, the three MPOs and other agencies have coordinated Air Quality Planning Process for the Southeast Florida Airshed, jointly established emission budgets and have consistently worked together to meet those emission budgets. MPOs routinely participate in events related to air quality awareness and participate in the Southeast Florida Air Quality Coalition (SEACO) hosted by the Florida Department of Environmental Protection (DEP). The designation of Florida as an air quality attainment state has resulted in less emphasis on mobile source emissions evaluation. The standard output of the FSUTMS process as related to air quality will continue to be used.

- Generation of regional land use strategies with the South Florida and Treasure Coast Regional Planning Councils

The Regional Planning Councils (RPCs) are partners in the regional transportation planning process. Several projects are underway involving land use and transportation with participation by the RPCs.

- The State Road 7 Collaborative Transportation Corridor project includes a land use and comprehensive planning component with

involvement by the RPCs. Discussions are underway to extend the corridor planning process northward into Palm Beach County.

- The Palm Beach MPO (PBMPO) has retained the Treasure Coast RPC (TCRPC) to conduct land use and site planning in the vicinity of existing and proposed commuter rail stations. Planning activities have occurred at existing stations in Delray Beach and Lake Worth. Development and redevelopment opportunities at future station locations in Lake Worth, Jupiter, and Palm Beach Gardens have been reviewed with identification of modifications to accommodate future stations.
- The PBMPO and TCRPC have jointly led efforts to implement a Transit Oriented Development (TOD) for the West Palm Beach rail station. Negotiations with public and private partners have resulted in location and initial construction of new public health facilities and design of the Palm Tran Intermodal Facility adjacent to the Tri Rail station.
- Broward County added TOD land use designations to the Land Use Codes in 2005.

Other opportunities for land use and transportation planning integration will occur during the development of the 2035 RL RTP and through the 2060 visioning program. The visioning program is a joint effort by the South Florida and the Treasure Coast RPCs to perform longer range planning for a multicounty area which includes the three MPO areas. The transportation and visioning efforts will be coordinated to the extent possible based on schedules.

- Utilization of performance measures to assess the effectiveness of their enhanced regional coordination efforts.

The RTTAC has been working with FDOT staff to begin the process of developing performance measures. FDOT staff is collecting information from other regional planning activities in the state and other areas throughout the nation to provide examples for the region. While the committee has been focused on the RL RTP process and update, the MPOs remain open to working with the Department and other agencies to develop applicable performance measures for regional coordination. To this end, the committee will monitor and review the regional indicator activities and continue with the process to develop regional performance measures. The performance measures results in the Regional and individual MPO LRTPs will be based upon the outputs of the RMTF modeling efforts.

2. Describe informal and formal processes or mechanisms currently used or to be used by the three MPOs to support collaborative decision-making (e.g., SEFTC).

The three MPOs continue to use informal and formal coordination mechanisms. The TIPs and UPWPs are provided to all MPOs each year for review and comment for

coordination of regional activities. Specific tasks are coordinated in the UPWP reflecting common regional transportation planning activities. The three MPOs also serve on a number of committees involved in regional transportation planning. These committees include the RMTF, the RTTAC, the South Florida Regional Transportation Authority (SFRTA) Planning Technical Advisory Committee (PTAC), and steering committees for specific regional studies and projects. The MPOs also prepare and coordinate regional policy-making through the SEFTC, which was created by an Interlocal Agreement.

The three MPOs and FDOT Districts 4 and 6 are all now using the SERPM 6 transportation model. Each entity provides inputs to the modeling consultant who will prepare the regional model runs and provide the data back to each MPO for use in both the RL RTP and each individual MPO's LRTP.

3. Identify key partners in the region with responsibilities relevant to those of the MPOs and describe current and planned collaborative efforts with them.

Key partners in the region include the FDOT, the SFRTA, the RPCs, the County transit operators, and local governments. Collaborative efforts with FDOT involve transportation planning and programming for capital and operations. SFRTA activities revolve around commuter rail and access to rail stations. Local transit operators continued their efforts in providing connectivity between the three counties. Collaboration with the RPCs involves land use and transportation impacts from changes in development patterns and large multifaceted developments. These collaborative efforts have been underway for a number of years and will increase with growth in south Florida.

The three MPOs and other agencies have been instrumental in the development and deployment of Intelligent Transportation Systems (ITS) throughout the southeast Florida region. From this effort the following programs are either implemented or in the process of deployment:

1. Advanced Traveler Information System (ATIS) services through the SunGuide program.
 2. 511 Transportation Information Hotline service through the SunGuide program.
 3. Consumer Information Network for transit properties through the SunGuide program.
 4. Single SmartCard concept for use by transit properties throughout the region.
 5. Installation of close circuit television (CCTV) along the interstate system and other regional corridors.
 6. Coordination of a Regional Vanpool Program with administration by the Miami-Dade MPO.
 7. I-95 Express Lanes in Broward and Miami-Dade Counties with FDOT.
4. Describe current and planned efforts to improve technical support for regional planning and project prioritization efforts.

The MPOs continue to work together to develop regional plans and programs. MPO staff and resources will continue to be allocated to performing tasks related to refining and maintaining the RL RTP. The prioritization process will be refined to reflect measurable criteria to evaluate projects. The MPOs will continue to work with FDOT on refinement of the regional planning model for application to regional and local planning activities including development and maintenance of regional and local LRTP's. The local LRTP update is being coordinated through a RL RTP planning effort to ensure the regional aspects of the transportation system are in coordination with local needs and areas of interest. Working through the formal and informal mechanisms previously mention, the regional efforts will continue and improve.

The three MPOs already coordinate planning studies such as:

1. Long Range Transportation Plans
2. South Florida East Coast Corridor Transit Analysis Study
3. Freight and goods movement - information sharing/coordination
4. Southeast Regional Planning Modeling
5. FDOT tri-county coordination of FHIS/SIS
6. Regional Long Range Transportation Plan and TRIP funding

Other common efforts include:

1. Transit Bridge (SR 7 bus rapid transit along dedicated lanes)
2. Atlantic Commerce Corridor designation
3. SFRTA funding and staff services
4. Feeder services to Tri-Rail
5. University Drive/State Road 7 planning
6. Transit Capacity Quality of Service (TCQS) coordinated regionally through the 2035 RL RTP Update process

The RTTAC has retained a consultant to prepare the RL RTP update and to provide support for the committee's activities. These activities include refinement and implementation of a regional prioritization process for projects in general and TRIP, coordination and preparation of regional transportation planning documents, assembling of RL RTP documents, maintaining the SEFTC website, and similar functions. RTTAC will review this process and determine future action related to multiyear support.

5. Describe how the UPWPs for the three MPOs address regional coordination on tasks involving shared interests or responsibilities.

The UPWPs for each MPO contain a regional coordination task with similar descriptions and end products. The preparation of this task is coordinated during UPWP preparation each year. Regional projects contained in the UPWP also have similar descriptions and end products. Funds are allocated by each MPO for regional projects and administered by a single MPO or FDOT. The MPOs will continue efforts to improve coordination and

standardization of task descriptions within the framework of the respective work programs to provide close coordination of regional activities.

6. Describe efforts to conduct freight and goods planning on a regional basis.

Each MPO has initiated or completed a freight and goods movement study for the respective county. The MPOs contributed funding to the development of a Regional Freight Plan and FDOT has retained a consultant to prepare this plan, which considers the material contained in each MPO plan. The MPOs serve on the Regional Freight Committee and provide review and input to the plan. The regional goals, objectives, and measures (GOMs) prepared by the RL RTP Committee were reviewed by the FDOT consultant and modified to reflect regional freight considerations. The results of the regional study will be considered in preparation of the RL RTP and local LRTPs. The MPO's and FDOT will be conducting the first Regional Freight Visioning session in September 2008 as part of the development of the Regional Freight Plan.

7. Describe any current or planned regional-level initiatives to review and enhance the security of transit systems, airports, seaports and the movement of freight on the highway and rail networks.

Each MPO structure contains representatives of the transit agencies, airports, and seaports on various committees. Transportation plans prepared by the MPOs consider and coordinate with individual modal plans. Working within the confines established by security requirements, the MPOs support activities related to security of these facilities. Each MPO considers the movement of freight and goods in the development and maintenance of their respective LRTPs and the TIPs. The previously mentioned regional freight study assists in this coordination. All three MPOs were active in their support of the Atlantic Commerce Corridor.

8. Describe how regionally significant projects, including all projects defined as such in 23 *CFR* 450.104 and involving FHWA or FTA approval, are addressed in the current Transportation Improvement Programs (TIPs) for the three MPOs. Describe how the TIPs will evolve as regional products and processes are developed and implemented (e.g., common LRTP regional component).

Regionally significant projects are included in the TIP for each MPO as required by FHWA and FTA. As regional coordination efforts continue, the MPOs will develop a process to ensure regional projects and priorities are identified and included in each TIP. The process will include identification of the project as regional with information related to regional funding sources and inclusion in regional planning elements. Current actions provide for inclusion of TRIP projects in the TIP based on regional priorities and funding. The RL RTP will identify regional corridors and projects with phasing schedules for advancement into the TIP.

August 11, 2008



V-C

**SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
October 26, 2009
10:00 AM**

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

MEMORANDUM

Date: October 12, 2009
To: SEFTC Members
From: Greg Stuart, Executive Director
Broward MPO
Subject: Support for Tax Exemption Bill for Vanpool Services

As part of our ongoing efforts to continue providing affordable regional vanpool services to daily work commuters throughout South Florida, a draft bill is being sponsored in the Florida Legislature.

The attached draft bill would address a problem our program is facing with existing and proposed vanpools. The people using the vanpools are being charged with sales, use and other taxes and fees directly. This bill would shift part of the cost to the vanpool company providing the service.

Staff recommendation: For information, discussion and action as needed.

Attachment

GS/ez

20-00040B-10

1 A bill to be entitled

2 An act relating to vanpools; amending s. 212.08, F.S.;
3 creating an exemption from the tax on sales, use, and
4 other transactions for certain leases of passenger
5 vehicles for commuting purposes; defining the term
6 "vanpool lease"; providing an effective date.

7
8 Be It Enacted by the Legislature of the State of Florida:

9
10 Section 1. Paragraph (ggg) is added to subsection (7) of
11 section 212.08, Florida Statutes, to read:

12 212.08 Sales, rental, use, consumption, distribution, and
13 storage tax; specified exemptions.—The sale at retail, the
14 rental, the use, the consumption, the distribution, and the
15 storage to be used or consumed in this state of the following
16 are hereby specifically exempt from the tax imposed by this
17 chapter.

18 (7) MISCELLANEOUS EXEMPTIONS.—Exemptions provided to any
19 entity by this chapter do not inure to any transaction that is
20 otherwise taxable under this chapter when payment is made by a
21 representative or employee of the entity by any means,
22 including, but not limited to, cash, check, or credit card, even
23 when that representative or employee is subsequently reimbursed
24 by the entity. In addition, exemptions provided to any entity by
25 this subsection do not inure to any transaction that is
26 otherwise taxable under this chapter unless the entity has
27 obtained a sales tax exemption certificate from the department
28 or the entity obtains or provides other documentation as
29 required by the department. Eligible purchases or leases made

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30 with such a certificate must be in strict compliance with this
31 subsection and departmental rules, and any person who makes an
32 exempt purchase with a certificate that is not in strict
33 compliance with this subsection and the rules is liable for and
34 shall pay the tax. The department may adopt rules to administer
35 this subsection.

36 (ggg) Vanpool leases.-

37 1. A vanpool lease is exempt from the tax and surcharges
38 imposed by this chapter.

39 2. For purposes of this paragraph, the term "vanpool lease"
40 means a lease or license to use a passenger vehicle having a
41 seating capacity of 7 to 15 individuals, and related equipment
42 and services, for the primary purpose of commuting to and from
43 work. The parties to a vanpool lease are the commuter and a
44 lessor whose primary business is to provide vanpool vehicles or
45 a public transit agency. The exemption provided under this
46 paragraph applies only if sales or use tax has been paid on the
47 acquisition or lease of the vanpooling vehicle and related
48 equipment by the lessor, unless the lessor is exempt from the
49 tax imposed by this chapter.

50 Section 2. This act shall take effect October 1, 2010.