



**MEETING NOTICE**  
**SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)**  
**July 25, 2011**  
**10:00 AM**

Broward Metropolitan Planning Organization Board room  
Trade Center South, 100 West Cypress Creek Road, Suite 850  
Fort Lauderdale, FL

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**AGENDA:**

- I. **CALL TO ORDER**
  - A. Roll Call
  - B. Pledge of Allegiance
- \*II. **ADOPTION OF AGENDA\*\***
- \*III. **APPROVAL OF MINUTES**
  - \*A. Approval of April 25, 2011 Minutes\*\*
- IV. **OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS**
- V. **OLD BUSINESS**
  - \*A. Transportation Regional Incentive Program Priorities\*\*
  - \*B. Southeast Florida Regional Partnership – HUD Sustainable Communities Planning Grant Program Update
  - \*C. Regional Smart Card Update
  - \*D. Regional Transit Operations Study
- VI. **NEW BUSINESS**
  - \*A. 2040 Regional Long Range Transportation Plan Process
  - \*B. SEFTC Five-Year Plan Process

- VII. CORRESPONDENCE
- VIII. RECOMMENDATIONS/COMMENTS BY MEMBERS
- IX. STAFF COMMENTS
- X. NEXT MEETING – TBD
- XI. ADJOURNMENT

\* Supporting Documentation Provided

\*\*Action Requested



MINUTES OF THE  
SOUTHEAST FLORIDA  
TRANSPORTATION COUNCIL (SEFTC) MEETING  
Monday, April 25, 2011

Broward Metropolitan Planning Organization (MPO) Board Room  
Trade Centre South, 100 West Cypress Creek Road, Suite 850  
Fort Lauderdale, FL

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AGENDA:

- I. CALL TO ORDER
  - A. Roll Call
  - B. Pledge of Allegiance
- \*II. ADOPTION OF AGENDA\*\*
- III. APPROVAL OF MINUTES
  - \*A. Approval of January 24, 2011 Minutes\*\*
- IV. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS
- V. OLD BUSINESS
  - A. Interlocal Agreement 5-Year Review and Update\*\*
  - B. Southeast Florida Regional Partnership – HUD Sustainable Communities Planning Grant Program Update
  - C. Regional Smart Card Update
- VI. NEW BUSINESS
  - \*A. Regional Transfer Fare Policies
  - \*B. 2010 Regional Report
  - C. Transportation Regional Incentive Program Process
  - D. Regional Rail Status Update
- VII. CORRESPONDENCE
- VIII. RECOMMENDATIONS/COMMENTS BY MEMBERS
- IX. STAFF COMMENTS
- X. NEXT MEETING – JULY 25, 2011
- XI. ADJOURNMENT

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**Southeast Florida Transportation Council  
Attendance Record – 2010-2011**

<b>Name/Representing</b>	<b>Feb 2010</b>	<b>Apr 2010</b>	<b>July 2010</b>	<b>Sept 2010</b>	<b>Jan 2011</b>	<b>Apr 2011</b>
Mayor Richard Kaplan* Broward MPO Chair	P	P	P	P	P	P
Commissioner Bruno A. Barreiro Miami-Dade BCC	E	P	E	P	E	P
Councilor Robert Friedman** Palm Beach MPO Chair	P	P	P	P	P	P

\*Chair \*\*Vice Chair \*\*\*New Appointment

P – Member Present ALT-Alternate Member Present E-Excused A-Absent

OTHERS PRESENT

INDIVIDUAL NAMES

Enrique Zelaya  
Phyllis Berry  
Alan Gabriel  
Chris Ryan  
Gregory Stuart  
Paul Flavien  
Jeff Weidner  
Larry Merritt  
Leslie Wetherell  
Lois Bush  
Nancy Ziegler  
Ken Jeffries  
Phil Steinmiller  
Jessica Josselyn  
Marlene Avalo  
Carlos Roa  
Irma San Roman  
Wilson Fernandez  
Fred Silverman  
Randy Whitfield  
Chuck Cohen  
Joe Giulietti  
Joe Quinty  
Kim Delaney

REPRESENTING

Broward County Planning  
Broward County Transit  
Broward MPO  
Broward MPO  
Broward MPO  
Broward MPO  
FDOT – District IV  
FDOT – District IV  
FDOT – District IV  
FDOT – District IV  
FDOT – District IV  
FDOT – District IV  
FDOT – District VI  
FDOT – District VI  
Kittelson & Associates, Inc.  
Miami-Dade BCC  
Miami-Dade MPO  
Miami-Dade MPO  
Miami-Dade MPO  
Michael Baker Corp.  
Palm Beach MPO  
Palm Tran  
SFRTA  
SFRTA  
TCRPC

I. CALL TO ORDER

A. Roll Call

The meeting was called to order at 10:05 A.M. by MAYOR KAPLAN.

B. Pledge of Allegiance

The Pledge of Allegiance was recited by all present.

II. ADOPTION OF AGENDA

**MAYOR KAPLAN asked for a motion for the adoption of the agenda. Motion to adopt the agenda was made by COUNCILOR FRIEDMAN; seconded by MAYOR KAPLAN. Motion carried unanimously.**

III. APPROVAL OF MINUTES OF January 24, 2011

**MAYOR KAPLAN asked for a motion for approval of the January 24, 2011 minutes. Motion to approve the January 24, 2011 Minutes was made by COUNCILOR FRIEDMAN; seconded by MAYOR KAPLAN. Motion carried unanimously.**

IV. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS

There were no transportation matters brought forth by citizens.

V. OLD BUSINESS

A. Interlocal Agreement 5-Year Review and Update

COMMISSIONER BRUNO BARREIRO was not present for the beginning of the meeting, so MAYOR RICHARD KAPLAN decided to address agenda item V(A) later in the meeting to accommodate COMMISSIONER BARREIRO'S participation and satisfy the required quorum. This agenda item was discussed after agenda item VI(A).

MAYOR KAPLAN requested that some of the language be changed in the Interlocal Agreement. While a draft dated January 14, 2011, was previously discussed, MAYOR KAPLAN was not satisfied with the language in Section 3 of the Second Amendment. He explained that because SEFTC only meets four times per year, special meetings are often required to reach quorum for items that need a unanimous vote, and if a special meeting is not called, votes are sometimes delayed several months. MAYOR KAPLAN proposed that the following language replace Section 3 in the Second Amendment of the Interlocal Agreement:

In a situation where a unanimous vote is required, and a quorum has been established by members who are physically present at the meeting, members who are not physically present due to situations such as health reasons, scheduling conflicts with public duties, or other extenuating circumstances, as approved by the physically present SEFTC Board members, the non-physically present Board member may attend, participate and vote in such meeting by

telephonic means. A simple majority of the voting membership shall be required to pass motions, except as otherwise noted herein.

MAYOR KAPLAN explained that this type of quorum is permitted under the Attorney General's opinion, and stated that other governments have adopted similar language. MAYOR KAPLAN asked the Board members if they would agree to adopt this language into the Second Amendment.

COMMISSIONER BARREIRO explained that the County does not allow members to use telephonic means to vote at meetings. Personally, he believed that SEFTC should be able to meet without using the telephone. The County has meetings twice per month, and they have not had a need for members to call in to the meetings. With the pressures of scheduling conflicts, the County has given the Chairman the authority to cancel meetings and call special meetings. After MAYOR KAPLAN brought up commute times as a potential issue for rescheduling, COMMISSIONER BARREIRO suggested that the meeting location rotate.

MAYOR KAPLAN gave examples of other organizations that have allowed members to use telephonic means under extenuating circumstances, including Broward County, Broward Metropolitan Planning Organization (MPO), and the City of Lauderdale. He explained that by not allowing extenuating circumstances, additional special meetings would be necessary and items requiring a unanimous vote could be delayed.

COUNCILOR ROBERT FRIEDMAN expressed concern with the proposed language. He has tried to discuss extenuating circumstances at Town Council meetings, and every opinion has been that you should not phone in to meetings. COUNCILOR FRIEDMAN discussed Alternates as one way to solve the issue. He stated that he thought Alternates could come in place of Board members who were going to be absent.

MAYOR KAPLAN explained that there have been instances of extenuating circumstances in the past that have occurred on the day (or the day before) meetings. He discussed the definition of extenuating circumstances, and explained that the two present Board members would have to decide if an event could be defined as an extenuating circumstance.

ALAN GABRIEL concurred that two board members could make that decision. Referring to the Attorney General's opinion, he explained that the purpose of allowing telephonic means for extenuating circumstances is to give the opportunity to allow business to move forward.

COUNCILOR FRIEDMAN believed that the Board should use Alternates instead of telephonic means. He expressed concern over the legal objection of using the phone.

MAYOR KAPLAN felt that it would be difficult to find Alternates on short notice, and also stated that using telephonic means should not be a legal problem. ALAN GABRIEL agreed that it would not be a legal problem because the decision to deem an event extenuating circumstances would be made by the two present Board members.

COMMISSIONER BARREIRO stated that he considered Alternates a sufficient solution. He was not supportive of the new language, and could not agree to the use of telephonic means.

Randy Whitfield stated that he could only remember one time when the normal meeting time had to be changed due to Department of Transportation (DOT) funding deadlines. MAYOR KAPLAN described situations when votes had to be delayed due to Board members being unable to attend meetings.

MAYOR KAPLAN stated that they would continue attempting to use the methods already in place. He explained that at least once per year, over the past five years, one meeting has had to be moved. If there is a continued problem, he will bring the issue up for review again.

The original draft of the Interlocal Agreement (dated January 14, 2011) was passed by the Broward MPO, but the Miami-Dade MPO and the Palm Beach MPO have not reviewed it yet.

**MAYOR KAPLAN asked for a motion for the adoption of the Interlocal Agreement, dated January 14, 2011. Motion to adopt the Interlocal Agreement was made by COUNCILOR FRIEDMAN; seconded by COMMISSIONER BARREIRO. Motion carried unanimously.**

As a side, COMMISSIONER BARREIRO concurred with the appointments of MAYOR KAPLAN as Chair and COUNCILOR FRIEDMAN as Vice Chair that were made at the January 24, 2011 meeting.

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

RANDY WHITFIELD introduced KIM DELANEY from the Treasure Coast Regional Planning Council. KIM DELANEY began the update explaining that federal funding remains intact for the program and that it is moving forward into the early phases of implementation. The structure of the grant includes three separate groups, including the executive partnership (or executive committee), grant consortium, and regional partnership.

The executive partnership is an oversight mechanism for the implementation of the grant that includes representation from the two regional planning councils, both Florida Department of Transportation (FDOT) districts, water management districts, universities, and no fewer than 12 city local government representatives. The executive partnership met for the first time last month.

The grant consortium is a large organization that is made up of more than 40 organizations that have pledged in-kind or cash assistance towards the implementation of the project. The regional partnership already has more than 200 organizations that have identified their interest in participating in the development of the sustainable communities plan over time.

KIM DELANEY stated that review of comparable projects across Florida and the nation is underway. Best practices in Central Florida and Tampa Bay, which have two of the best formed plans of this type in Florida, as well as Utah, Denver, California, the Northeast, and the Northwest are currently being reviewed. She explained that with any large planning project, there are four questions that you must ask:

- (1) Where are we now? There is an assessment underway of due diligence. A review will be conducted over the next two months in order to evaluate current conditions in terms of various indicators, including transportation, energy consumption,

agriculture and food supply, health and human resources, water, sewer, wastewater, education, and others.

- (2) Where are we going? Once the partnership knows the current conditions, they will be determining the current trend, the future end point if the current trend remains unchanged, and the impacts on infrastructure needs. The trend evaluation will take place fall 2011.
- (3) Where do we want to go? After evaluating the current trend, there will be an extensive vision process that will take place at the beginning of 2012. This process will include as much public outreach as possible, including the use of all types of social media, for both traditionally represented groups and underrepresented groups that do not normally participate in these types of processes.
- (4) How do we get there? After gaining an understanding of the different scenarios and coming to a consensus, the question becomes how to accomplish those scenarios, specifically related to their costs. KIM DELANEY explained that it will be important to understand the infrastructure and the capital improvement costs associated with the different scenarios. The partnership will work to determine costs and identify demonstration projects, which are a key interest. The budget for demonstration projects is approximately \$850,000, which is funding that is intended to match other sources of local, state, and federal funds.

A search is being conducted for a program manager and a program director. Advertisements have been posted for the positions. KIM DELANEY requested that interested groups and firms be directed to her, so that she can send them applications. At this point, she asked if there were any questions.

MAYOR KAPLAN stated that he would like to create a Regional Transportation Authority (RTA) that would have authority between the three counties. He discussed business practices that are applied when a business division is losing money, and compared those practices to the options available for transit. He asked KIM DELANEY if the scope of the grant could include review and creation of an RTA.

KIM DELANEY explained that an RTA could be investigated as part of the 50-year horizon study. There is a group that will be creating a list of priority questions, including topics such as the structure for how decisions are made, funded, and implemented. Policy is going to be the subject of discussion with this plan. At this time, she does not know the outcome of the group discussion, but the decision-making structure for topics like an RTA will be addressed.

MAYOR KAPLAN requested that staff talk with KIM DELANEY directly, and he encouraged them to independently research the initial pieces and timeline of such a planning exercise. He believes that by not preemptively working on an RTA, it may be forced upon the Board at some point in the next few years. He would rather see an RTA developed on the Board's time schedule.

COUNCILOR FRIEDMAN asked MAYOR KAPLAN if he was just referring to mass transit when he talked about an RTA. MAYOR KAPLAN stated that he meant an organization that would operate all modes of transportation, including buses, roads, and community shuttle buses (and trains, planes, and automobiles), similar to what exists in Chicago, New York, Boston, and Los Angeles. He believes that the region is one of the only major urban areas without an RTA. If Washington, D.C., can operate a

five-state organization, he believes it should be possible to have at least a three-county RTA.

MAYOR KAPLAN would like to implement a single regional system. Although there would be funding challenges and political power struggles, he believes that a regional system is necessary for efficiency and overall system success. He stated that at one time, it was logical to have three MPOs, but now that the cities have grown together, it does not make as much sense.

### C. Regional Smart Card Update

MAYOR KAPLAN introduced JEFF WEIDNER from FDOT District IV. JEFF WEIDNER explained that FDOT was asked to provide technical assistance for objective assessment on implementing a seamless transit fare system across the four transit agencies in South Florida. Since the last meeting, FDOT has met with all four directors and their technical staff, and they have agreed to the use of an Easy Card. In the near future, it will be important to (1) identify a system that the existing Broward County Transit and Palm Tran systems can read, and (2) finding an alternative that will make the transition to the new system seamless. The first alternative involves having every rider use the same Easy Card. A second alternative is having three different easy cards for Miami-Dade Transit, Broward County Transit, and Palm Tran. Each rider would have only one Easy Card to carry, and the cards would allow riders to transfer between systems.

It would be ideal to have all statewide transportation under one SunPass Card, but the technology would need to be developed. Kimley-Horn & Associates was asked to complete a nationwide search for a consultant that has implemented Regional Smart Cards successfully. As a result of the search, Accenture has been added to the consulting contract. They have implemented this type of system in Toronto, among a number of other cities. The transit agencies have identified technical staff to work on assessing different systems with Accenture. Alternatives and their capabilities will be identified within the next 60 days, and a draft report will be available in 90 days.

MAYOR KAPLAN noted that SunPass was not interested in implementing a statewide system when they were approached previously. However, MAYOR KAPLAN expressed interest in the idea, stating that if the technology was available, a statewide SunPass would be the easiest alternative because people already have accounts set up. MPOAC is currently working to create policies for a Statewide Smart Card.

MAYOR KAPLAN suggested that JEFF WEIDNER share the information that is being collected with the new Secretary of Transportation and the DOT Districts.

## VI. NEW BUSINESS

### A. Regional Transfer Fare Policies

RANDY WHITFIELD introduced JOE QUINTY from the South Florida Regional Transportation Authority (SFRTA). JOE QUINTY gave a presentation on regional transfer fare policies that was originally given to the PTAC. PTAC is a committee that includes the three MPOs, the four transit operators, both Regional Planning Councils (RPC), and both DOT districts.

JOE QUINTY began the presentation by explaining that all transit agencies, nationwide and locally, face challenges and are looking for ways to increase revenue.

One way to increase revenue is the new transfer fees that are about to be or were just implemented by the transit agencies. Because of these new fees, there are differences and nuances throughout the transit systems. Three example trips were explained to highlight the challenges experienced by riders who transfer between the transit systems.

JOE QUINTY highlighted the nuances to and from Tri-Rail stations. In the past, transfers were free or had limited costs, but now the transfer fees are increasing. Each transit provider has its own fare structure, making it complicated to compare them. Even the monthly rates are difficult to compare, as some of the transit agencies have 31-day rates and others have monthly rates.

The presentation continued as JOE QUINTY explained the necessary steps a rider would have to take in order to complete three different trips. The assumptions were that the rider would have to pay full fare (without any type of discount), and that the rider is travelling round-trip over the course of one day. The assumption was made that the rider is an occasional transit rider (not someone who already has a monthly pass or an Easy Card). This would be the type of person who is trying transit because of high gas prices. The rider would only use Tri-Rail, Metro Rail, and regular county bus service, not including express buses or the Tri-Rail free shuttles.

The first example trip began at Delray Beach and ended at Jackson Memorial. This trip resulted in some complications for the rider, as a result of needing exact change, acquiring transfer tickets, acquiring an Easy Card, and loading extra cash value on to the Easy Card. The trip would cost the rider \$15.75. The second example trip was from Coconut Creek to the VA Hospital. Similar issues arose in this example trip. In order to have the most economical trip possible, riders would be required to have exact change four different times and acquire transfer tickets. The total cost of the trip would be \$11.70. The third example trip was from Plantation to Dolphin Mall. Again, the issues that a rider would face include having exact change, acquiring transfer tickets, acquiring an Easy Card, and having extra cash value loaded on to the Easy Card. The trip would cost the rider \$14.20. *The exact details of the three example trips are available in JOE QUINTY'S PowerPoint slides.*

JOE QUINTY used the three example trips to emphasize that transfers between the transit systems are not easy. The people who frequently use the transit systems adapt to the nuances, but for those people new to transit, the transfer fees and inconsistencies would be challenging. The current system creates a barrier for those who are new to transit. In addition, for those people who are transit dependent, additional transfer fees can have a large impact, and the higher transfer fees do not correspond to any additional service. JOE QUINTY expressed that there is a desire for regionally coordinated policies and clarity for transit riders.

MAYOR KAPLAN suggested that JOE QUINTY make this presentation to the three MPO Boards, the three County Commissioners, and the three County Delegations, in addition to the presentations already given to PTAC and the Regional Transportation Technical Advisory Committee (RTTAC).

COUNCILOR FRIEDMAN expressed concern for the riders who may not know what they are up against when taking transit. He is used to taking transit in Chicago, where it is very easy to make transfers. JOE QUINTY stated that the information about transfers and fares is all available on the transit system websites. However, in many cases bus drivers, customer service agents, and fellow transit riders can provide the

most useful information. JOE QUINTY explained that it is not easy to digest all of the information required to make one easy trip.

RANDY WHITFIELD explained that he and JOE QUINTY believed the SEFTC meeting was the right place to start with the presentation, and they will be presenting it at other meetings in the future. PTAC and RTTAC were amazed at the example trip demonstration.

MAYOR KAPLAN explained that he would prefer to rider mass transit to events such as the Coconut Grove Art Festival. However, for that type of event, both driving and riding transit are poor options in terms of travel time and convenience. He has waited for up to 1.5 hours for a connection between Metro Rail and Tri-Rail.

COMMISSIONER BARREIRO noted that all of the different fares and paper transfers make it difficult for riders, in addition to the physical transfers between modes being difficult. He believes the simpler, the better, and stated that this is an important issue for RTA and SEFTC to address. In order to prevent seven or eight light rail and bus systems, he believes we need to use one technology in order to promote one seat, one ride.

MAYOR KAPLAN summarized some of the points he had made during the Southeast Florida Regional Partnership discussion. He stated that each time you add a transfer; you discourage people and lose ridership. He promoted creating a regional transportation system, and believes that Southeast Florida is one of the few urban areas in the country that does not have a regional system.

COMMISSIONER BARREIRO responded saying that Southeast Florida is a young urban area, and that steps are being taken towards achievements made by older cities. He has been reading in the newspapers that the transit agencies are extending bus routes into other Counties. He believes we are losing the battle as three separate government agencies. COMMISSIONER BARREIRO suggested that the routes that are across different Counties should be given to an RTA, which would slowly create a stepping stone for a true Regional Transit System. He does not believe that collapsing all of the transit agencies into one Regional Transportation System is realistic as a first step.

MAYOR KAPLAN stated that a Statewide Transportation System is possible, but COMMISSIONER BARREIRO thinks that it would be controversial with politicians and the public. MAYOR KAPLAN feels that it would only be controversial with politicians, and that the challenges posed by a true Regional Transportation System could be overcome.

COMMISSIONER BARREIRO stated that he has concerns about trust. However, he is in agreement that people should work directly with staff to move slowly towards regionalization. He does not support collapsing the three transit agencies in to one entity at this time.

RANDY WHITFIELD suggested that the SEFTC conduct a peer review of other systems that have created a true RTA. The results of the study could be brought to the Board, and action could be taken after reviewing the results.

COUNCILOR FRIEDMAN believes that in order to move toward regionalization, there should first be an outline of goals, including such details as cross-county routes. He believes there should be an aim.

JOE GIULIETTI explained that an organization was once created to be a regional authority, but the funding was never available, so no changes were ever made. As an aside, he stated that the JTA is responsible for both roads and transportation. He believes that this is not the time to take on a battle of this nature with legislation. As all of the transit systems are in financial trouble, he is supportive of the three transit directors that have been seeking additional funding. He stated that there is no other solution to the current problems except to have the separate transit systems decide what to change individually.

JOE GIULIETTI also discussed an example related to Tri-Rail regional buses. The Board once supported managed lanes because they were given assurances that a percentage of the managed lanes would be given to the RTA. The acting Secretary later informed the RTA that it was against the law for the money to go to them. There were also assurances given that the regional buses would be run through the RTA, but FDOT later decided not to allow SFRTA to run the buses. JOE GIULIETTI believed that this decision was meant as "punishment" for pursuing a \$2.00 rental car fee. He stated that there is disconnect between the transit systems. He does not want JOE QUINTY to present his findings as a controversial item for the MPOs, but rather a requested item about the difficult situation created for riders.

MAYOR KAPLAN explained that when he was referring to a true RTA, he was not excluding the present RTA. He would like to see JOE QUINTY give the presentation because he does not believe that most people understand the dysfunctional aspects of the regional system. He believes that the next step will be organizing parties that can propose solutions and help implement them, effectively creating a road map.

JOE GIULIETTI was delighted that FDOT is taking on a role to define a regional authority. He recognizes that it is not an easy process, so he commended COMMISSIONER BARREIRO on dealing with this challenging situation. He explained he has always wanted a seamless system.

CHUCK COHEN, the Executive Director of Palm Tran, previously spent 24 years working with a RTA in Albany, New York. He wanted to clarify that the transit systems are not "dysfunctional." Palm Tran provides 40,000 trips per day with 1,000 of them being regional. Broward County provides 125,000 trips per day with the majority of them being within Broward County. He does not believe that the transit systems are dysfunctional, but that regionally, more could be done. However, he expressed concern over implementing a system that requires Palm Tran to stop using their existing fare box system. CHUCK COHEN stated that he wants to encourage regional transportation, but that the Board should not think that the current transit systems are dysfunctional.

MAYOR KAPLAN stated that "dysfunctional" may have been too strong a word. However, SEFTC is a regional organization, so the Board is addressing the regional issues. He explained that "disconnect" may have been a more appropriate word. However, based on the trip examples discussed in JOE QUINTY'S presentation, MAYOR KAPLAN believes that the system is not workable and needs corrections.

CHUCK COHEN explained that while having a seamless system is ideal, there are currently four different fare structures that make mixing fare systems a problem. MAYOR KAPLAN stated that the overall goal is to make the system easier for people to connect.

## B. 2010 Regional Report

RANDY WHITFIELD introduced LOIS BUSH from FDOT District IV. LOIS BUSH gave a presentation on the 2010 Regional Report. The 2010 Regional Report documents how the three MPOs are meeting the regional coordination commitments they made after the 2000 Census. She explained that this presentation was the fourth in a series, following presentations on the 2006, 2007, and 2008 Regional Reports. The 2009-2010 Regional Report is a joint report of the MPOs and FDOT that emphasizes major accomplishments. The final report on post-2010 Census commitments will be available in early 2012.

LOIS BUSH explained that there are four areas identified in both the post-2000 Census MPO redesignation documents and SEFTC Interlocal Agreement: the regional long range transportation plan, regional project prioritization, regional public involvement, and regional performance measurement. After describing the four areas and explaining recommendations made in the 2010 Regional Report, LOIS BUSH focused on the evolving challenges and opportunities that have been identified. She believes that hiring a regional consultant was a step in the right direction. She also highlighted that the 2060 Florida Transportation Plan and Southeast Florida Regional Partnership are developments of interest.

SEFTC was given a preview of the final regional report in September, but the redrawn Census area boundaries will not be available until spring 2012. After the UZA boundaries become available, the Florida MPOs will be revisited. The final regional report will focus on post-2000 regional coordination comments.

MAYOR KAPLAN asked if LOIS BUSH thought the current SEFTC boundaries would expand. LOIS BUSH responded saying that the shape will likely change. MAYOR KAPLAN started a discussion about how the boundaries will change by stating that the nearest urban area is Port St. Lucie.

RANDY WHITFIELD explained that he believes the problem will be that the Palm Beach urban area includes part of Martin County, with a State Park to the north, making it hard to connect to the Port St. Lucie urban area. If the new criteria allowed urban areas to skip over five to six miles, then the Palm Beach urban area could possibly connect with areas further north.

MAYOR KAPLAN asked if LOIS BUSH could see Port St. Lucie, Vero Beach, or Palm Bay merging. LOIS BUSH stated that those are potential areas that will be agglomerated. The final criteria will be applied to determine the urban areas and draw boundaries.

MAYOR KAPLAN stated that according to federal regulation, any change of MPO structure requires that 80 percent of the people must be represented by cities and counties to approve such a change. If that is not the case, the MPO does not have to change anything. RANDY WHITFIELD stated that the urban area covers the entire Palm Beach County area, and that there are already representatives from the urban areas. MAYOR KAPLAN explained that an agreement must be reached by the Governor, the Central City in the urbanized area, and 80 percent of the population to change MPO boundaries.

MAYOR KAPLAN asked about a regional authority. LOIS BUSH explained that the SEFTC would have to develop a regional authority plan. RANDY WHITFIELD stated that a five-year work plan for the SEFTC is currently being developed.

### C. Transportation Regional Incentive Program Process

RANDY WHITFIELD gave an overview of the Transportation Regional Incentive Program (TRIP). The two District Secretaries have been notified about available funding. There is \$6 million available for TRIP funds. The application deadline is June 1, 2011, and final applications are due from SEFTC by September 1, 2011. The deadlines have been moved up because the legislature will be meeting in January 2012. MAYOR KAPLAN asked if the money is truly available. RANDY WHITFIELD responded explaining that the funds are not yet solidified. Legislature could still decide not to produce funds for TRIP.

### D. Regional Rail Status Update

RANDY WHITFIELD again introduced KIM DELANEY from the Treasure Coast Regional Planning Council. KIM DELANEY gave an overview of current regional rail projects.

She stated that the high speed rail project is no longer tracking with great urgency.

She went on to explain that the SunRail project is not currently moving forward. The Governor's office has delayed notice to proceed for the SunRail purchase of equipment. There is much to learn about moving this project forward and how it will impact the region. KIM DELANEY explained that RPC's opinion is that it is better to have more rail in Florida than less rail. The decision about SunRail will most likely be available in June.

KIM DELANEY stated that there is no news to report from a legislative standpoint with respect to Tri-Rail. There has been no action taken and no change in business.

She explained that there is still funding in the Senate budget for the Amtrak FEC Corridor Project. There was \$118 million allocated for 2014 from the Transportation Trust Fund for the capital costs of the project. However, in order to move forward, the project must be arranged differently. The project needs to match funding with state funds for operations, which would be unpopular. If Amtrak were to initiate service, the State could match with stations. Service could be extended down the East Coast. The economic yield would be more limited than if there was corridor service, but there would be a rail connection to northern parts of the Treasure Coast region. At least in the early years, there would probably only be one train per day traveling north and one train per day traveling south.

KIM DELANEY was optimistic about the rail projects because there is still funding in the budget for rail improvements.

## VII. CORRESPONDENCE

There was no correspondence to discuss.

## VIII. RECOMMENDATIONS/COMMENTS BY MEMBERS

There were no recommendations or comments by members.

IX. STAFF COMMENTS

There were no staff comments.

X. NEXT MEETING - Monday, July 25, 2011

XI. ADJOURNMENT

There being no further business, the meeting was adjourned at approximately 11:35 A.M.



## MEMORANDUM

TO: SEFTC Members

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

DATE: July 25, 2011

RE: **Transportation Regional Incentive Program Priorities**

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FDOT has notified SEFTC of the availability of Transportation Regional Incentive Program (TRIP) funds for FY 15 and FY 16. In addition, some additional funding is available from projects previously scheduled but no longer being implemented. Last year, SEFTC used a list of projects based on a composite of previous priority methodologies. Given the short time frame available for submission of projects, the staff is considering the same list be updated and submitted this year. Each MPO has reviewed the list and provided updates. The revised list is attached. The list will be sent to FDOT for programming of the TRIP funds after SEFTC approval.

The RTTAC has reviewed the list and recommends approval.

**Staff Recommendation: The SEFTC approve the FY 14-15 TRIP Priorities for submission to FDOT.**

RMW/eer

# REVISED 7-22-11

## FY 15 and 16 TRANSPORTATION REGIONAL INCENTIVE PROGRAM PRIORITIES Miami-Dade, Broward, and Palm Beach Counties

County	Project Name / Facility	Limits		Project Type	Project Cost	TRIP Request
		To	From			
SFRTA	New Locomotives	Tri-Rail System		Add new system capacity	\$4,500,000	\$2,250,000
MDC	I-95/South Florida Rail Corridor	At Golden Glades Interchange		Multi-modal Facility, Structured Parking, Pedestrian Bridge & Roadway Improvements	\$40,000,000	\$20,000,000
MDC	NW 57 Av /Red Road /SR 823	W 84 St	W 65 St	Widen from 4 to 6 lanes	\$18,800,000	\$9,400,000
BC	Vanpool	Regional Roads		New Service	\$520,000	\$260,000
BC	ITS	Regional Roads		Traffic Signal Upgrades	\$18,000,000	\$8,000,000
BC	Mass Transit	Regional Roads		6 Express Bus/60'Hybrid buses	\$4,600,000	\$2,300,000
PBC	Indiantown Road (SR 706)	Maplewood	Maplewood	Intersection Improvements, construction of NB left-turn lane	\$287,500	\$143,750
PBC	Indiantown Road (SR 706)	Central Boulevard	Central Boulevard	Intersection Improvements; add 3rd NB LT-lane, associated modifications due to triple left	\$1,200,000	\$600,000
PBC	Atlantic Avenue (SR 806)	Jog Road	Jog Road	Intersection Improvements; add NB, SB, and EB RT-lanes	\$1,000,000	\$500,000
BC	Transit (TSP)	Along Regional Corridors - For existing and planned limited stop routes		Transit Signal Priority	\$260,000	\$130,000
PBC	Indiantown Road (SR 706)	Central Boulevard	Central Boulevard	Intersection Improvements	\$4,279,000	\$2,139,500
BC	Sheridan St	At Dixie Hwy		Intersection Improvements	\$2,600,000	\$1,365,000



## MEMORANDUM

TO: SEFTC Members

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

DATE: July 25, 2011

RE: **Southeast Florida Regional Partnership-HUD Sustainable Communities Grant Status Report**

The initial activities for the Sustainable Communities planning project are continuing. The Executive Committee has met several times and recently selected James Murley as the Project Director and Marcela Cambolor as the Project Manager. The MOU template for partnering agencies and local government template for partnering agencies and local governments has been distributed. The Committee reviewed the topics identified in the work program and proposed combing these into work groups as outlined below.

Topic Identified in Work Plan	Proposed Combination
Economic Development	Education, Workforce & Economic Development
Education	
Housing	Development Patterns, Housing & Transportation
Transportation	
Environment	Environment & Natural Resources
Water	
Climate Resiliency	Climate Resiliency
Community Assets & Culture	Community Assets, Health & Culture
Healthy Communities	
Inclusive Regional Leadership	Inclusive Regional Leadership & Equity (cross-cutting group)

Attached is the Budget Summary and an expanded version of the budget for the Grant for your reference. Mr. Murley and Ms. Cambor are scheduled to attend the meeting and provide further information.

**Staff Recommendation: For information purposes.**

RMW/eer

Attachments

Work Description	Total Labor \$6,604,403	Task Proportion 100%	Grant Funded \$4,250,000	RPCs Grant-Funded \$1,670,000	Consultants Sub-Grants \$2,580,000	TOTAL In-Kind \$2,354,403
Scoping Phase	\$198,132	3%	\$127,500	\$127,500	\$0	\$70,632
Task 1: Build Collaborative Partnerships	\$396,264	6%	\$255,000	\$255,000	\$0	\$141,264
Task 2: Regional Resource Library and Scorecard	\$1,320,881	20%	\$850,000	\$323,000	\$527,000	\$470,881
Task 3: Conduct Public Engagement	\$990,660	15%	\$637,500	\$127,500	\$510,000	\$353,160
Task 4: Enhance Regional Leadership and Technical Capacity	\$462,308	7%	\$297,500	\$282,625	\$14,875	\$164,808
Task 5: Develop Regional Vision	\$990,660	15%	\$637,500	\$159,375	\$478,125	\$353,160
Task 6: Develop Regional Blueprint	\$792,528	12%	\$510,000	\$280,500	\$229,500	\$282,528
Task 7: Begin Implementation	\$1,452,969	22%	\$935,000	\$114,500	\$820,500	\$517,969

Detailed Work Plan Budget with Tasks and Sub-Tasks	Task Proportion	100%		39%	61%	TOTAL In-Kind	TOTAL Grant + In-Kind
		HUD Grant	SFRPC TCRPC	Consultants Sub-Grants			
	100%	\$4,250,000	\$1,670,000	\$2,580,000		\$2,354,403	\$6,604,403
<b>Scoping Phase</b>					100%		
Task S1 Governance, Organization		\$6,375	\$6,375	\$6,375			
Task S2 Work Plan Development		\$6,375	\$6,375	\$6,375			
Task S3 Consortium Agreements		\$12,750	\$12,750	\$12,750			
Task S4 Recruit Staff		\$12,750	\$12,750	\$12,750			
Task S5 Form and Operationalize Work Groups and Committees		\$12,750	\$12,750	\$12,750			
Task S6 Initiate Early Stages of Activities		\$12,750	\$12,750	\$12,750			
Task S7 Develop RFP(s)		\$63,750	\$63,750	\$63,750			
<b>TOTAL Scoping Phase</b>	<b>3%</b>	<b>\$127,500</b>	<b>\$127,500</b>			<b>\$70,632</b>	<b>\$198,132</b>
<b>Task 1: Build Collaborative Partnerships</b>					100%		
Task 1.1 Continue Developing Regional Partnership		\$51,000	\$51,000	\$51,000			
Task 1.2 Identify Opportunities to Enhance Collaboration		\$51,000	\$51,000	\$51,000			
Task 1.3 State and Regional Coordination		\$51,000	\$51,000	\$51,000			
Task 1.4 Strategies for Regional Collaboration		\$51,000	\$51,000	\$51,000			
Task 1.5 Expand Participation		\$51,000	\$51,000	\$51,000			
<b>TOTAL Task 1</b>	<b>6%</b>	<b>\$255,000</b>	<b>\$255,000</b>			<b>\$141,264</b>	<b>\$396,264</b>
<b>Task 2: Regional Resource Library and Scorecard</b>					38%	62%	
Task 2.1 National Research		\$19,975		\$19,975			
Task 2.2 Survey and Integrate Regional Values		\$39,950		\$39,950			
Task 2.3 Data Warehouse		\$143,650		\$143,650			
Task 2.4 Demographic Forecasts		\$68,425	\$48,450	\$19,975			
Task 2.5 Regional Housing Assessment		\$148,325	\$64,600	\$83,725			
Task 2.6 Virtual Present		\$124,525	\$64,600	\$59,925			
Task 2.7 Existing Conditions Analysis and Modeling		\$47,940		\$47,940			
Task 2.8 Trend Future		\$64,090	\$16,150	\$47,940			
Task 2.9 Model Trend		\$11,985		\$11,985			
Task 2.10 Develop Range of Regional Indicators for Scorecard		\$88,400	\$48,450	\$39,950			
Task 2.11 Select Indicators for Scorecard and Review with Executive Committee		\$52,445	\$48,450	\$3,995			
Task 2.12 Integrate Scorecard Indicators in Modeling Efforts		\$7,990		\$7,990			
Task 2.13 Ongoing Monitoring Program		\$32,300	\$32,300				
<b>TOTAL Task 2</b>	<b>20%</b>	<b>\$850,000</b>	<b>\$323,000</b>	<b>\$527,000</b>		<b>\$470,881</b>	<b>\$1,320,881</b>
<b>Task 3: Conduct Public Engagement</b>					20%	80%	
Task 3.1 Create Outreach and Engagement Strategy		\$89,250		\$89,250			
Task 3.2 Refine and Implement Phased Outreach Strategy		\$207,188	\$57,375	\$149,813			
Task 3.3 Web Site and Template Materials (including Regional Scorecard)		\$12,750	\$12,750				
Task 3.4 Regional Values Polling		\$102,000	\$12,750	\$89,250			
Task 3.5 Regional Scenario Workshops and Summits		\$213,563	\$31,875	\$181,688			
Task 3.6 Develop a Speakers Bureau		\$12,750	\$12,750				
<b>TOTAL Task 3</b>	<b>15%</b>	<b>\$637,500</b>	<b>\$127,500</b>	<b>\$510,000</b>		<b>\$353,160</b>	<b>\$990,660</b>
<b>Task 4: Enhance Regional Leadership and Technical Capacity</b>					95%	5%	
Task 4.1 Develop Capacity-Building Strategy		\$70,656	\$70,656				
Task 4.2 Asset Mapping		\$78,094	\$70,656	\$7,438			
Task 4.3 Develop Regional Leadership Program		\$120,488	\$113,050	\$7,438			
Task 4.4 Best Practices		\$28,263	\$28,263				
<b>TOTAL Task 4</b>	<b>7%</b>	<b>\$297,500</b>	<b>\$282,625</b>	<b>\$14,875</b>		<b>\$164,808</b>	<b>\$462,308</b>
<b>Task 5: Develop Regional Vision</b>					25%	75%	
Task 5.1 Develop Workshop Framework and Content		\$63,750	\$15,938	\$47,813			
Task 5.2 Workshop Training with Partners		\$43,031	\$15,938	\$27,094			
Task 5.3 Regional Workshops		\$197,625	\$63,750	\$133,875			
Task 5.4 Compile and Analyze Workshop Results		\$41,438		\$41,438			
Task 5.5 Create Alternative Future Scenarios		\$119,531	\$15,938	\$103,594			
Task 5.6 Evaluate Model Scenarios, Present Findings		\$20,719		\$20,719			
Task 5.7 Outreach Program and Regional Dialogue		\$15,938	\$15,938				
Task 5.8 Choose and Model Preferred Scenario		\$57,375	\$15,938	\$41,438			
Task 5.9 Create Vision Plan		\$78,094	\$15,938	\$62,156			
<b>TOTAL Task 5</b>	<b>15%</b>	<b>\$637,500</b>	<b>\$159,375</b>	<b>\$478,125</b>		<b>\$353,160</b>	<b>\$990,660</b>
<b>Task 6: Develop Regional Blueprint</b>					55%	45%	
Task 6.1 Develop Vision Framework		\$153,000	\$84,150	\$68,850			
Task 6.2 Develop Blueprint Integration Strategy		\$178,500	\$98,175	\$80,325			
Task 6.3 Identify Paths to Implementation		\$178,500	\$98,175	\$80,325			
<b>TOTAL Task 6</b>	<b>12%</b>	<b>\$510,000</b>	<b>\$280,500</b>	<b>\$229,500</b>		<b>\$282,528</b>	<b>\$792,528</b>
<b>Task 7: Begin Implementation</b>					12%	88%	
Task 7.1 Vision Adoption		\$22,900	\$22,900				
Task 7.2 Integrate Regional Blueprint into Strategic Planning		\$22,900	\$22,900				
Task 7.3 Identify, Scope and Implement Demonstration Projects		\$737,673	\$11,450	\$726,223			
Task 7.4 Create a Regional Tool Box		\$128,628	\$34,350	\$94,278			
Task 7.5 Refine and Update Regional Blueprint		\$22,900	\$22,900				
<b>TOTAL Task 7</b>	<b>22%</b>	<b>\$935,000</b>	<b>\$114,500</b>	<b>\$820,500</b>		<b>\$517,969</b>	<b>\$1,452,969</b>



## MEMORANDUM

TO: SEFTC Members

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

DATE: July 25, 2011

RE: **Regional “Smart Card” Update**

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At the last meeting, the Board received an update related to implementation of a universal fare card in Southeast Florida. This “Smart Card” would be used by Tri Rail and the three county transit systems. The South Florida Regional Transit Authority (SFRTA) and the Miami-Dade Transit (MDT) system have agreed on compatible technology for use by their respective agencies. Broward and Palm Beach transit operators are working with an FDOT consultant relative to the direction for the two systems. The study will consider concerns relative to equipment compatibility and fare policies by the various operators. The regional partners have held several meetings relative to moving forward with a smart card. Further information will be provided at the meeting regarding the study and schedule.

**Staff Recommendation: For information purposes.**

RMW/eer



## MEMORANDUM

TO: RTTAC Members

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

DATE: July 25, 2011

RE: **Regional Transit Operations Study**

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At a recent Broward MPO meeting, Mayor Kaplan requested information regarding multiple transit operations within a large urban area. This request was repeated at the April SEFTC meeting and supported by the full board. Broward MPO staff has been compiling information on working arrangements in several large urban areas with multiple operators. The staff will present the results of their research to date at the meeting.

**Staff Recommendation: For information purposes.**

RMW/er



## MEMORANDUM

TO: SEFTC Members

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

DATE: July 25, 2011

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

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In late 2009, the three MPOs adopted their local 2035 Long Range Transportation Plans (LRTPs). Following those adoptions, SEFTC completed and approved the 2035 Regional LRTP in early 2010.

The next LRTP update is required by December 2014. Activities are underway to develop the transportation model to be used for the 2040 plan update. Census data for 2010 will serve as the basis for the process and projections of future development. The Regional Transportation Technical Advisory Committee (RTTAC) has begun development of the scope for the regional plan and its coordination with local planning efforts. The process will also be coordinated with the HUD Sustainable Communities project to reduce duplication and ensure compatibility. 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: July 25, 2011

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

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Several recent RTTAC meetings have included discussion of a Five-Year Work Plan for SEFTC to serve as a guide to its activities and a resource for allocation of funding and staff. The Plan would identify the activities associated with regional transportation planning and coordination among the MPOs, FDOT districts and other partners. The Plan could be similar to the current Unified Planning Work Programs adopted by each MPO and reflect common elements and each MPO's activities related to regional planning. Some of the activities that could be included in the Work Plan are listed below.

- SERPM model preparation and maintenance
- RL RTP preparation and maintenance
- Performance measures evaluation
- Regional Prioritization activities
- TRIP project identification and ranking
- SEFTC Staffing
- Regional Public Involvement
- Integrated Transportation Information System
- Web Site hosting and maintenance
- Regional Freight Planning
- Regional Greenways Planning
- TIP coordination
- Regional Transit Planning
- Regional reporting

The staff is continuing discussions to determine the tasks to be included, level of detail for each task and how the work program would fit into the overall transportation planning process for South Florida.

**Staff Recommendation: For discussion purposes.**

RMW/eer