

Unified Planning Work Program and Budget

Fiscal Years 2015 and 2016

(July 1, 2014 - June 30, 2016)

As Amended June 18, 2015 (Amendment #1)

As Modified July 17, 2015 (Administrative Modification #1)

Adopted May 15, 2014


Chair

www.PalmBeachMPO.org/UPWP

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This report was prepared in cooperation with the United States Department of Transportation Federal Highway Administration, the Federal Transit Administration, the Florida Department of Transportation and local participating governments.

CFDA Numbers

20.205 – Highway Planning and Construction

20.505 – Federal Transit Technical Studies Grant (Metropolitan Planning)

FAP No. PL-0097(052)

FM No. 423603-2-14-01

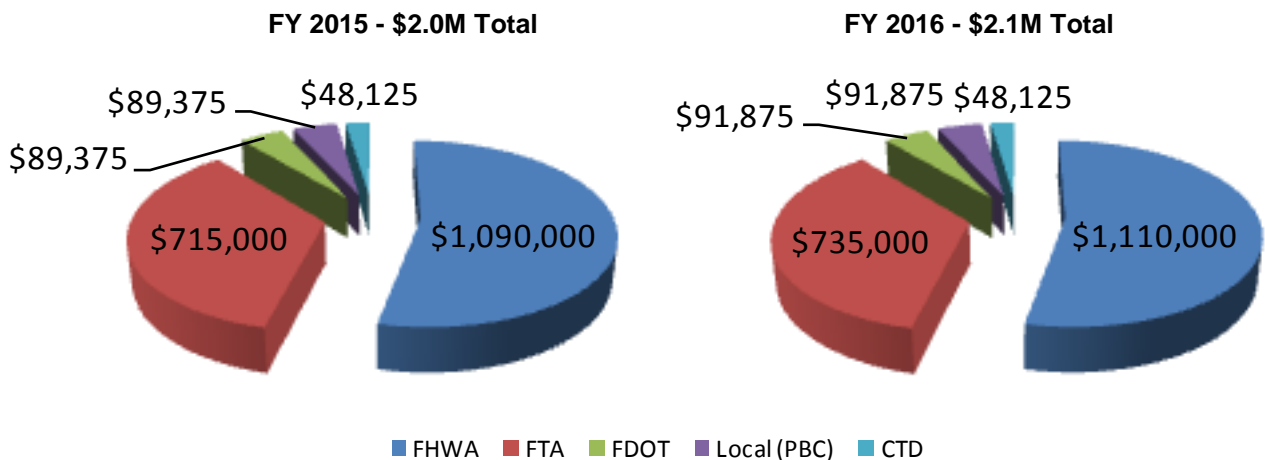
PL Funds Contract No. A5359

Executive Summary

The Palm Beach Metropolitan Planning Organization (PBMPO) is one of three MPOs designated for the Miami Urbanized Area (UZA) and, in that capacity, is responsible for coordinating the transportation planning activities for all of Palm Beach County within both incorporated and unincorporated areas. The Transportation Planning Process is based on the development of a Unified Planning Work Program (UPWP), a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. The UPWP for the PBMPO identifies transportation planning activities to be undertaken for a two-year period following the State of Florida fiscal year from July 1st through June 30th.

The PBMPO receives planning grant funds from Federal Highway Administration (FHWA) funds, also known as "PL" or planning funds, Federal Transit Administration (FTA) Section 5305(d) funds, and Florida Commission for Transportation Disadvantaged (CTD) planning funds. PL Funds are federal funds for roadway planning and require an 18.07% match, provided by the Florida Department of Transportation (FDOT) as a soft match in the form of toll revenue expenditures. Section 5305(d) funds are federal funds designated for transit planning and research activities and require a 20% match, divided between the FDOT and Palm Beach County, with each contributing 10%. Any planning grant funds not expended in prior fiscal years are carried forward into the current fiscal year.

Moving Ahead for Progress in the 21st Century Act (MAP-21), the current law authorizing federal transportation planning grant funding, is set to expire on September 30, 2014. However, the UPWP anticipates funding levels authorized by MAP-21 to continue for FY 15 and FY 16 in order to provide a reasonable estimate of the future resources available for programming purposes. The projected funding by source for FY 15 and FY 16 is shown below.



The UPWP allocates this funding into various tasks to accomplish locally established goals and objectives along with state and federal priorities and initiatives. The tasks and relative funding amounts for each fiscal year are shown below.

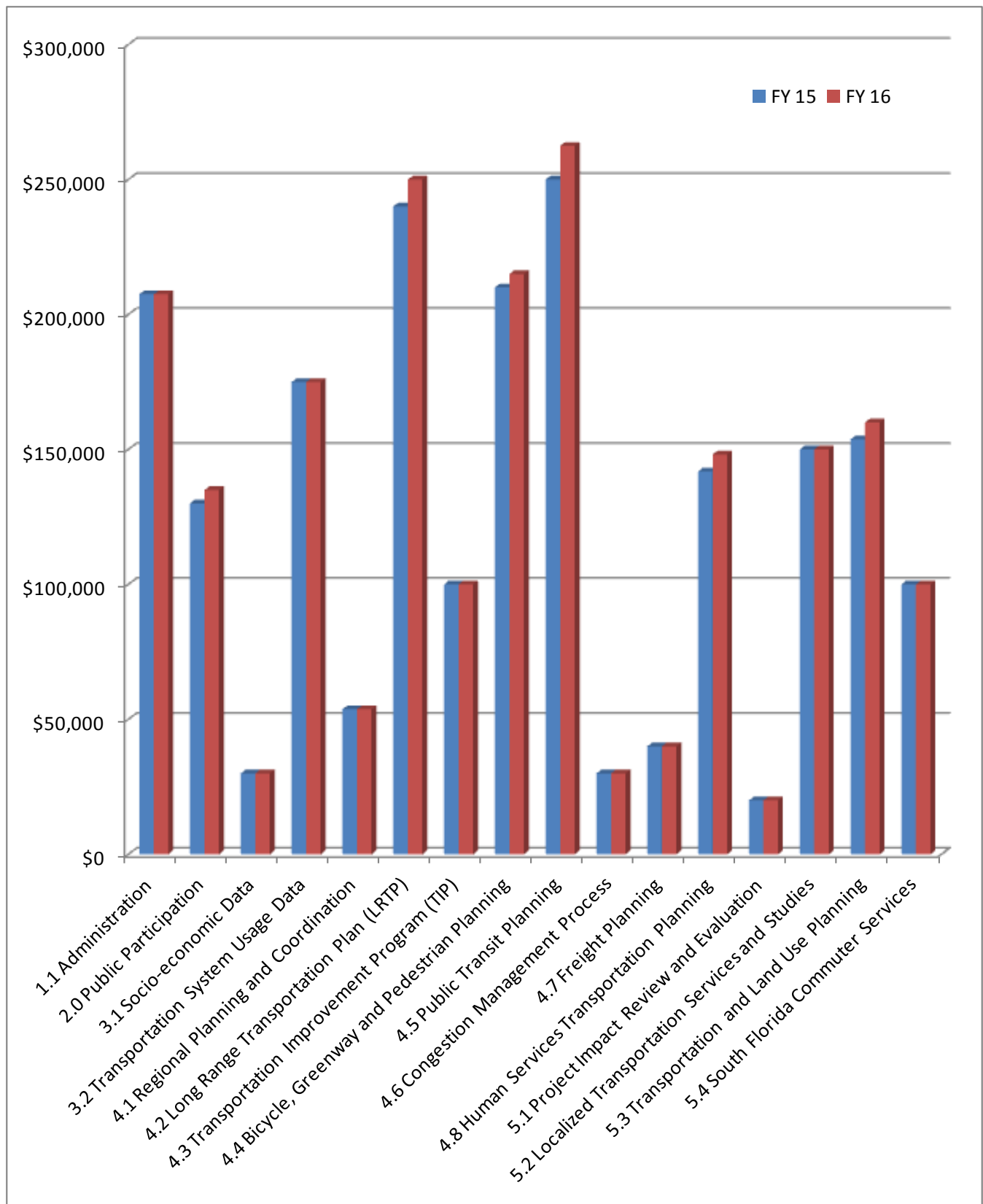


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A. INTRODUCTION

Overview

The Palm Beach Metropolitan Planning Organization (PBMPO) is responsible for coordinating the transportation planning activities for all of Palm Beach County within both incorporated and unincorporated areas. The Transportation Planning Process is based on the development of a Unified Planning Work Program (UPWP), a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. The UPWP for the PBMPO identifies transportation planning activities to be undertaken for a two-year period from July 1, 2014 through June 30, 2016 in order to implement the 3-C planning process (continuing, cooperative, and comprehensive) as required by federal regulations and state statutes.

Cooperative

The MPO cooperates with many participating agencies as identified below.

- Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)
- Florida Department of Transportation
- South Florida Regional Transportation Authority
- Broward MPO, Miami-Dade MPO, and Treasure Coast M/TPOs
- Palm Tran
- Palm Beach County Engineering Department
- The Municipalities of Palm Beach County
- Palm Beach County Planning Department
- Palm Beach County Department of Airports
- Port of Palm Beach District
- Palm Beach County Health Department
- Palm Beach County School District
- Florida Department of Environmental Protection
- Treasure Coast Regional Planning Council

The PBMPO is a member of the Southeast Florida Transportation Council (SEFTC) and coordinates regional transportation planning activities with the Broward and Miami-Dade MPOs. The PBMPO also collaborates with the South Florida Regional Planning Council and the Martin, St Lucie and Indian River County M/TPOs designated for the Port St. Lucie and Sebastian-Vero Beach South-Florida Ridge UZAs. Through the Florida MPO Advisory Council (MPOAC), the PBMPO coordinates transportation planning with MPOs throughout the state and with FDOT.

Continuing

Because the planning activities of the PBMPO are continuing from previous efforts and are comprehensive in addressing all modes of transportation, a status of on-going planning activities is highlighted below.

- The PBMPO performs continuing public involvement and outreach activities.
- The current 2035 Long Range Transportation Plan for Palm Beach County was adopted by the PBMPO on October 19, 2009. The PBMPO is coordinating the 2040 update to this plan with its local participating agencies, FDOT, the Broward and Miami-Dade MPOs and the South Florida Regional Transportation Authority.
- When requested, the PBMPO has assisted local governments in establishing appropriate Transit Oriented Development (TOD) land use and zoning regulations for locations served by or anticipated to be served by premium transit.
- The PBMPO is assisting local municipalities and the County with the maintenance of their comprehensive plans and reviewing any changes to land use designations to accurately predict their impacts on the transportation system.
- The PBMPO coordinates with Palm Tran and SFRTA for updates to their Transit Development Plans (TDP) in order to select projects for inclusion in the Transportation Improvement Program (TIP).

- The PBMPPO continuously monitors congestion levels on the transportation system and identifies potential projects and strategies for reducing congestion at bottleneck locations.
- The PBMPPO reviews the Strategic Intermodal System (SIS) cost feasible plan for consistency and potential inclusion in the MPO's LRTP and TIP.
- The PBMPPO is using the Efficient Transportation Decision Making (ETDM) Process developed by FDOT to review projects on state arterials and provide comments.
- The PBMPPO is one of three members of the Southeast Florida Transportation Council (SEFTC) together with the Broward and Miami-Dade MPOs. SEFTC coordinates its activities with FDOT, SFRTA and the regional planning councils. The PBMPPO participates in the update to the 2040 Regional LRTP, the development of a regional transit fare collection system, the establishment of passenger rail service on the FEC rail corridor, and consideration of regional impacts of climate change.
- The Miami Urbanized Area is currently in attainment with air quality standards. Evaluation of emission levels for VOC and GHG is included in the transportation modeling during LRTP development.

Comprehensive

Because the planning activities of the PBMPPO are comprehensive in addressing all modes of transportation, work tasks have been identified to address roadway corridors and congestion management, public transit, non-motorized transportation, freight movement and human services. The UPWP also evaluates the relationship between land use decisions and transportation investments, cooperating with participating agencies in the development of appropriate land use patterns based on the existing and anticipated transportation system.

Planning Area

Although the PBMPPO is part of the Miami Urbanized Area (UZA)/Transportation Management Area (TMA) based on the 2010 Census, the primary planning area is the whole of Palm Beach County as identified in Figure 1. For context, a map of the entire Miami UZA is included in Appendix A.

Planning Priorities and Tasks

Planning Priorities

The prime objective of the UPWP is to aid in the development and maintenance of a Coordinated Multimodal Transportation System Plan. The UPWP is further designed to produce required work products to serve several purposes:

- 1) To aid Federal and State DOT Modal Agencies in reviewing, monitoring and evaluating the transportation planning process in metropolitan areas;
- 2) To aid in promoting the understanding of the relationship of transportation planning to land use and zoning decisions by local governments;
- 3) To aid in determining the adequacy of proposed transportation projects;
- 4) To aid in eliminating duplication of effort and costs; and
- 5) To help guide the various participants in their individual planning efforts so that an integrated transportation analysis is accomplished.

To facilitate this end, the PBMPPO has identified the following planning goals:

- 1) Provide an efficient transportation system which safely moves people and goods at an appropriate level of service.
- 2) Provide a transportation system which offers a choice of modes.
- 3) Provide a transportation system which is compatible with area growth goals.
- 4) Provide a system which efficiently utilizes all available transportation funds.
- 5) Provide a transportation system which is compatible with the area ecological system.

The Florida Department of Transportation has also requested special attention to the following areas of emphasis which will be addressed under Task 4.4:

- **Bicycle Safety** – Florida has been ranked in the top five states in regards to pedestrian and bicyclist deaths over the past decade. Identify clusters of bicycle and pedestrian safety crashes within the planning area and projects or strategies to improve the safety of the system.

- Pedestrian Safety – Create a Pedestrian Safety Action Plan (PSAP) to provide a guide to help state and local officials know where to begin to address pedestrian safety issues and to assist agencies in further enhancing their existing pedestrian safety program and activities, including identifying safety problems and selecting optimal solutions.

As required in the federal transportation legislation known as Moving Ahead for Progress in the 21st Century (MAP-21), the PBMPO also considers the following eight factors in planning projects and strategies.

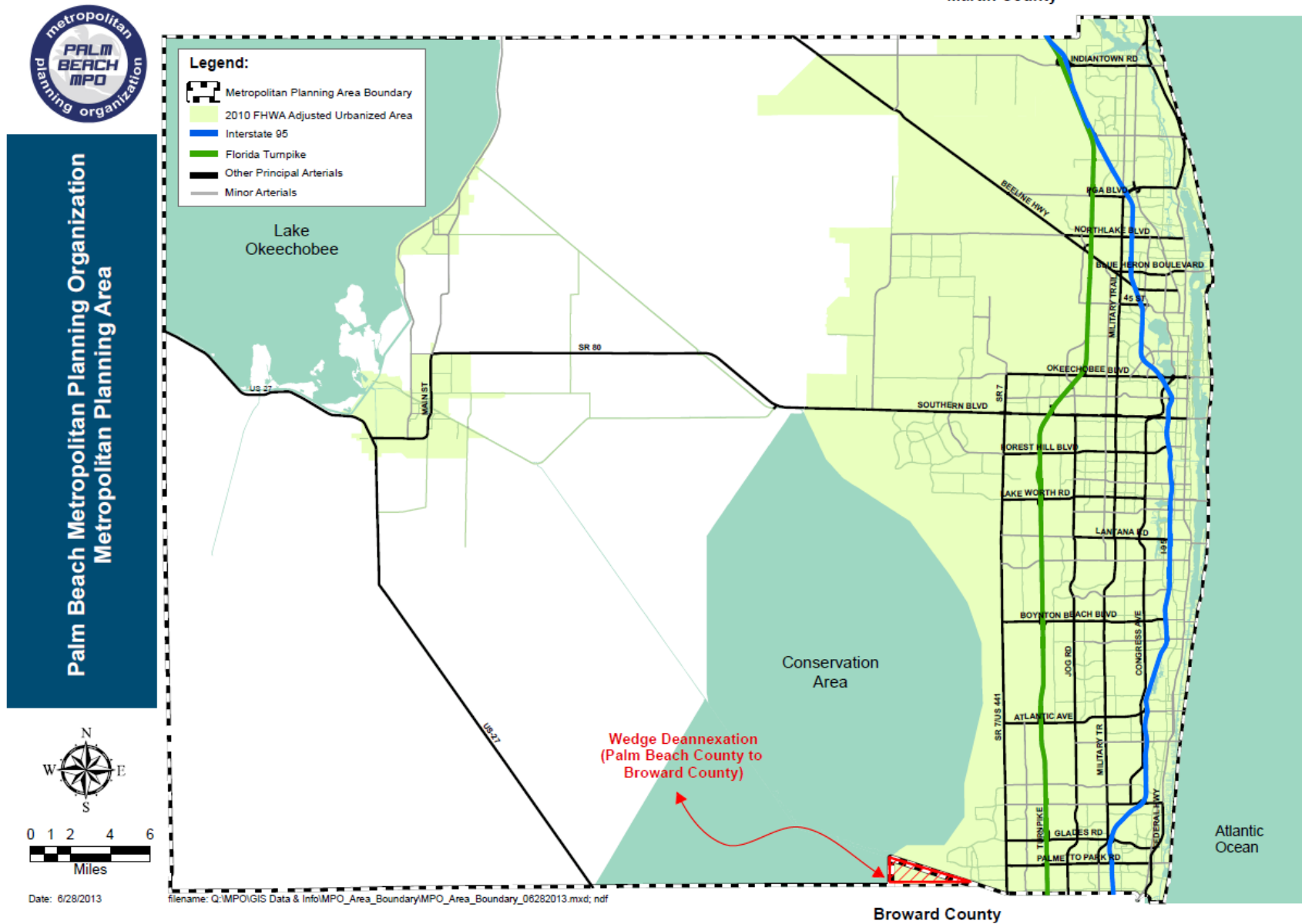
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

Planning Tasks

The UPWP identifies the following tasks to accomplish the federal planning factors:

Work Task	Economic Vitality	System Safety	System Security	Accessibility/Mobility	Environment/Conservation	Integration/Connectivity	System Management	System Preservation
1.1 Administration	x	x	x	x	x	x	x	x
2.0 Public Participation	x	x	x	x	x	x	x	x
3.1 Socio-economic Data	X			x	x	x	x	
3.2 Transportation System Usage Data	x	x	x	x	x	x	x	x
4.1 Regional Planning and Coordination	x	x	x	x	x	x	x	x
4.2 Long Range Transportation Plan (LRTP)	x	x	x	x	x	x	x	x
4.3 Transportation Improvement Program (TIP)	x	x	x	x	x	x	x	x
4.4 Bicycle, Greenway and Pedestrian Planning	x	x	x	x	x	x	x	x
4.5 Public Transit Planning	x	x	x	x	x	x	x	x
4.6 Congestion Management Process	x	x	x	x	x	x	x	x
4.7 Freight Planning	x	x	x	x	x	x	x	
4.8 Human Services Transportation Planning	x	x	x	x	x	x	x	x
5.1 Project Impact Review and Evaluation	x	x	x	x	x	x	x	x
5.2 Community Transit Services	x	x	x	x	x	x	x	
5.3 Transportation and Land Use Planning	x	x	x	x	x	x	x	x
5.4 South Florida Commuter Services	x	x	x	x	x	x	x	x

Figure 1: Palm Beach MPO Planning Area



Public Participation Process

The PBMPPO continues to prioritize an increased emphasis on public participation to promote greater awareness of PBMPPO functions by the public and increase demands for information and analysis of PBMPPO projects and programs. The PBMPPO is presenting at many public meetings, providing additional information on its web site and preparing information packages for distribution in response to common questions. With the improvements to the different modes in the county, coordination to achieve an intermodal, multimodal system balance to address the goals and demands will be a challenge to be met by the PBMPPO.

The PBMPPO updated its Public Involvement Plan (PIP) in 2012. The PIP assists the PBMPPO in carrying out its mission in an open process that provides complete information, timely public notice, full public access to key decisions, and support for early and continued involvement. The following summary highlights key activities that will be established, continued or expanded:

- Newsletter and Updates - The PBMPPO will distribute regular updates and its quarterly newsletter, "Transportation Matters," via print and/or electronic channels. The contact database will also be continuously updated and recipients provided an opportunity to subscribe/unsubscribe dynamically.
- Website - The PBMPPO will improve the look and usability of the website, including a pursuit of ways to improve use of the website for those with limited English proficiency.
- Online visualization tools – The PBMPPO will promote the Interactive TIP, a web application to improve accessibility to transportation project information, and BIKE Palm Beach, an interactive web based program to plan bicycle trips based on user-specified criteria.
- Grants – Applications and related information for grant programs administered by the PBMPPO will be made available on the website.
- Surveys – The PBMPPO will use of electronic and print surveys to allow for public participation in key transportation issues and decisions.

B. ORGANIZATION AND MANAGEMENT

The PBMPO is governed by a Board of 19 locally elected officials: five county commissioners, thirteen elected officials from eleven cities in the planning area and an elected commissioner from the Port of Palm Beach. The PBMPO Board is responsible for providing overall policy and direction in the planning of short-term improvements to the transportation system and the long-range transportation system plan. The PBMPO also serves as the coordination mechanism for transportation planning in the county and with the various state agencies for transportation and land use plans. In performing these functions, the PBMPO Board is served by three advisory committees.

The Technical Advisory Committee (TAC) consists of representatives with expertise in transportation or related fields from state, county and municipal departments involved in the transportation system and provide technical input to the process. The Citizens Advisory Committee (CAC) is comprised of citizens representing various population segments as required by Federal Regulations and Florida Statutes who are appointed by the PBMPO Board. The Bicycle Greenway Pedestrian Advisory Committee (BGPAC) is comprised of system users, planners and law enforcement representatives from the public and private sectors. All boards and committees are governed by adopted PBMPO Rules of Procedure which set forth membership, responsibilities and the conduct of meetings.

The PBMPO is a member of the Southeast Florida Transportation Council (SEFTC) and the Regional Transportation Technical Advisory Committee (RTTAC), overseeing regional transportation planning activities for the three MPOs in Southeast Florida, and SFRTA Planning Technical Advisory Committee for the Tri-Rail system and associated public transit in Southeast Florida.

The PBMPO has executed the required agreements to facilitate the transportation planning process. A list and execution status of these agreements follows.

- PBMPO Interlocal Agreement – October 13, 2004 (creates the PBMPO to reflect membership apportionment)
- PBMPO Staff Services Agreement – March 12, 2013 (provides staff for carrying out PBMPO activities)
- Transportation Planning (PL) Joint Participation Agreement – January 27, 2009 (funding of transportation planning activities using FHWA sources)
- Public Transportation Joint Participation Agreement – September 30, 2010 (provides for FTA Section 5303 funding)
- Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement – April 21, 2008, automatically renewed for five years on April 21, 2013 (coordination of multimodal transportation planning and comprehensive plans)
- Southeast Florida Transportation Council Interlocal Agreement as amended – April 25, 2011 (added annual report and five-year work plan)

The PBMPO also coordinates with all MPO's in the state through the Florida Metropolitan Planning Organization Advisory Council (MPOAC). The MPOAC is composed of an elected official from each MPO in the state and serves as a forum to discuss transportation issues and provide advice and input to FDOT plans and programs. Interaction with the local municipalities occurs through the TAC and MPO as well as comprehensive planning activities.

The development of the UPWP is done in cooperation with Federal and State modal agencies, county departments and local municipalities and input gathered from the public during the ongoing transportation planning process. The UPWP is placed on the PBMPO website for review and comment. Links are available on the website to contact PBMPO staff with questions and comments.

The PBMPO staff is comprised of County staff assigned to the PBMPO through the Staff Services Agreement. Many of the procedures followed by the PBMPO in daily operations are guided by county policies and procedures. The impact of this approach on the PBMPO is a reduction in costs and time by relying on economies of scales and other departments to handle purchasing, maintenance and similar functions as part of an overhead cost to the PBMPO. The updated Staff Services Agreement maintains this approach while clarifying the PBMPO authority related to staffing, plans and programs.

Required Certifications and Policies

In response to relevant laws and regulations governing the use of federal and state grants, the PBMPO has included a certification concerning the use of these funds for lobbying purposes. No Federal or state funds are used for lobbying.

It is a requirement for MPOs to include an assurance that federal funds are not being used for procurement from persons who have been debarred or suspended, in accordance with the provisions of 49 CFR Part 29, subparts A through E.

It is a requirement for MPOs to include a policy that the PBMPO will provide an opportunity for disadvantaged business enterprises to participate in the performance of transportation planning contracts.

It is a requirement for the PBMPO to adopt and maintain a Title VI/Nondiscrimination Policy and program to assure the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The certification statements and policies are included in Appendix A.

C. WORK PROGRAM

The Work Program consists of the various tasks required to carry out the 3-C (continuing, coordinated and comprehensive) transportation planning process. These tasks encompass the administration of the program, public participation, data collection, transportation system planning, special project planning, and transportation planning activities by other agencies. Throughout the transportation planning process, the planning factors identified in Section A are considered and serve as guidance. Each task is described individually with funding amounts identified by source (FHWA/PL and FTA Section 5303, including required matching funds). Work products for each task are provided as appropriate. Each work product reflects an estimated completion date. Work products prepared annually indicate the month of completion. Multiyear tasks also include an estimated year for completion.

1.0 PROGRAM ADMINISTRATION

Task 1.1 Administration and Coordination

Purpose

To conduct the transportation planning process for the PBMPPO and its member jurisdictions and partners in a manner that complies with federal and state requirements.

Previous Work

Administration and coordination of the transportation planning process; updates of necessary documentation; audits; indirect costs allocation plans; Unified Planning Work Program preparation, monitoring and maintenance; Quarterly Progress Reports and Reimbursement Requests, coordination of PBMPPO operations with Palm Beach County emergency operations, completion of continuity plan.

FY 15 & 16 Activities

1. Prepare agenda packages and minutes in support of PBMPPO board and committee meetings
2. Maintain financial records, invoices, quarterly progress reports and annual audits
3. Prepare an Indirect Costs Allocation Plan annually based on expenses from the previous year
4. Complete the PBMPPO certification process pursuant to federal and state regulations
5. Coordinate with other Southeast Florida MPOs, SEFTC, the Florida MPO Advisory Council, FHWA, FTA, FDOT, the Regional Planning Councils, local entities and other organizations necessary
6. Attend quarterly Florida MPOAC meetings, subcommittee meetings and their support activities
7. Review existing agreements and modify/update as needed
8. Provide training for PBMPPO staff and PBMPPO Board members at the MPOAC Institute
9. Monitor and maintain a two-year Unified Planning Work Program for FY 15-16, including any necessary revisions, and provide at least quarterly progress reports and reimbursement requests to FDOT
10. Coordinate UPWP tasks with participating agencies including the Broward and Miami-Dade MPOs
11. Prepare the draft FY 17-18 UPWP in March 2016 and the final in May 2016
12. Meet with the county emergency management staff to ensure continuity of PBMPPO functions and backup of PBMPPO data files, work products and programs
13. Review and coordinate plans for transportation services following natural or man-made emergencies
14. Administer consultant contracts

Products and Schedule

1. Minutes and reports required for the transportation planning process - ongoing
2. Annual Indirect Costs Allocation Plan - March
3. Annual Countywide Audit Report - June
4. State Certification Review - Annually in May
5. PBMPPO Member Training - Offered through the MPOAC annually in March and May
6. Update PBMPPO Interlocal Agreement - as needed
7. Update standard MPO agreements - as needed
8. UPWP monitoring, maintenance/revisions, and Progress Reports/Reimbursements - quarterly/as needed
9. FY 17-18 UPWP - May 2016
10. Continuity of Operations Plan review and update - ongoing

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FHWA, FTA, PBC, Local Municipalities, FDOT, TCRPC, BMPO, MDMPO

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff	\$120,000	\$70,000	\$8,750	\$8,750		\$207,500
2016	MPO Staff	\$120,000	\$70,000	\$8,750	\$8,750		\$207,500

Task 1.2 Florida Department of Transportation "PL" Soft Matching Share

Purpose

To provide FDOT's matching share of FHWA PL funds

Previous Work

Matching share for PL funds in previous Unified Planning Work Programs.

FY 15 & 16 Activities

1. The Florida Department of Transportation, by agreement, will provide "soft" matching share (18.07%) for FHWA PL funds utilized by the PBMPPO in carrying out the staff functions of the transportation planning process. These funds will use toll revenue expenditures as a credit toward the non-Federal share. The services performed with the soft matching efforts are outlined in Appendix C.

Products and Schedule

1. FDOT "soft" matching share for FHWA PL funds - ongoing

Responsible Agency: Florida Department of Transportation

Participating Agencies: NA

Budget

FDOT has committed to provide a soft match of \$240,404 for FHWA PL funds utilized by the PBMPPO in FY 2015 and \$244,815 in FY 2016.

2.0 PUBLIC PARTICIPATION

Purpose

To proactively inform, educate and engage Palm Beach County residents in the transportation planning process

Previous Work

PBMPO and committee meetings with opportunities for public input on transportation; distribution of news releases to media and media interviews; presentations to civic and homeowners groups; website postings of meeting notices, documents and general information; production and distribution of newsletters, flyers and brochures; social media postings; and monitoring of the Public Involvement Plan (PIP), Regional PIP for the Miami UA, DBE reporting to FDOT, Language and English Proficiency Plan (LEP) and Title VI and ADA Nondiscrimination Policy & Plan

FY 15 & 16 Activities

1. Encourage public participation at PBMPO Board and committee meetings
2. Participate in the Public Participation Subcommittee (PPS) of SEFTC along with FDOT and Broward and Miami-Dade MPOs
3. Offer presentations and seek input from groups including chambers of commerce, civic organizations, neighborhood associations, etc. This effort applies both to the 2040 LRTP update and also to ongoing efforts to educate and inform regarding the transportation planning process
4. Perform a major website redesign of www.palmbeachmpo.org for more effective communications
5. Expand electronic distribution of information previously provided through printed newsletters.
6. Produce and distribute printed collateral materials including flyers, brochures, surveys, plastic bags, etc.
7. Maintain and expand the social media presence of the PBMPO
8. Conduct public surveys to support the 2040 LRTP, any South Florida Commuter Services initiatives and/or other plans and programs of the PBMPO
9. Annually review and/or update as needed the Public Involvement Plan (PIP)
10. Prepare and distribute the TIP in accordance with federal regulations, state requirements and the PBMPO's Public Participation Plan
11. Engage freight stakeholders in planning process
12. Establish and implement performance measures based on targets for public outreach to ensure broader response that is representative of the population of Palm Beach County

Products and Schedule

1. Email distribution of news and documents - ongoing
2. Printing and distribution of informational materials - ongoing
3. Website redesign, maintenance and updates - ongoing
4. Facebook page maintenance and updates - ongoing
5. DBE and Title VI monitoring and reporting - ongoing
6. Public Involvement Plan Assessment and Review - ongoing

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FHWA, FDOT, BCMPO, MDMPO, SFCS, TCRPC

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff	\$80,000					\$80,000
2015	Consultant Support	\$50,000					\$50,000
2016	MPO Staff	\$85,000					\$85,000
2016	Consultant Support	\$50,000					\$50,000

3.0 DATA COLLECTION

Task 3.1 Socio-Economic Data

Purpose

To provide updated socio-economic information to aid in developing priorities for transportation improvements, plan updates, management systems, special studies and growth management.

Previous Work

Developed socio-economic projections of population and employment for 2035 and interim years 2020, 2025, and 2030. Developed smoothed Urbanized Area/Transportation Management Area boundary for use in designation of highways for federal functional classification and worked alongside FDOT and FHWA to complete the 2010 Functional Classification Map.

FY 15 & 16 Activities

1. Update and compile data into TAZs as it becomes available for the 2040 LRTP
2. Assist the County and municipalities in the evaluation of alternative land use scenarios as needed
3. Coordinate data collection and analysis from the County and the municipalities
4. Monitor and maintain a vacant parcel inventory with corresponding land use categories
5. Utilize a GIS system and information to track the vacant parcels and monitor growth
6. Utilize the 2010 census information to prepare data for development and validation of the Activity Based Model (ABM) in the 2040 LRTP

Products and Schedule

1. Socio-economic data for PBMPO model input to evaluate various transportation plan tasks-ongoing
2. Socio-economic data for existing and future years-June

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FDOT, FDEP, PBC, PBCSD, PBCHD, Local Municipalities

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff	\$30,000					\$30,000
2016	MPO Staff	\$30,000					\$30,000

Task 3.2 Transportation System Usage Data

Purpose

To monitor the existing transportation system and continue the Traffic Monitoring System for Highways to provide input to short range and long range transportation plans.

Previous Work

Traffic Count Program, Transportation Data in hard copy and electronic form.

FY 15 & 16 Activities

1. Summarize data collected by various agencies and compile into usable formats
2. Maintain a traffic counting program with over 850 link locations and 300 intersections throughout the planning area
3. Obtain Palm Tran ridership data for existing bus and shuttle routes using information from the Automatic Passenger Counting (APC) and Advance Vehicle Location (AVL) systems
4. Obtain boarding and alighting data by station from SFRTA
5. Compile available information on private transportation operators, air and rail freight and passenger operations, trucking and port operations to provide intermodal freight statistics
6. Update database of bicycle and pedestrian facilities as compiled in the Bicycle Master Plan
7. Identify indicators of transportation use, summarize and display on the PBMPO website
8. Investigate automation of data collection processes related to collection of traffic volumes, speeds, travel time and Origin-Destination pairs for modeling
9. In partnership with FDOT, Broward and Miami Dade MPOs, conduct a \$1.5M household transportation survey. FDOT to fund 50% of the total survey cost with the remaining share divided as 23% Miami-Dade MPO, 15% Broward MPO and 12% Palm Beach MPO.
10. Collect freight activity data at seaports, airports, railways and truck routes
11. Coordinate with and supplement the FDOT bike and pedestrian count program for strategic locations around the County

Products and Schedule

1. Transportation Indicators Report - June
2. Transportation Information GIS layers - ongoing
3. Household transportation survey or other data to support travel demand modeling - ongoing
4. Freight activity data set and GIS layers - ongoing
5. Bicycle usage data set and GIS layer - ongoing

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FDOT, PBC, Local Municipalities, PPB, SFRTA, BMPO, MDMPO

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff	\$150,000	\$20,000	\$2,500	\$2,500		\$175,000
2016	MPO Staff	\$150,000	\$20,000	\$2,500	\$2,500		\$175,000

Notes: Budget includes a payment of \$40,000 each year to Palm Beach County to maintain traffic counting program.

The Palm Beach MPO is transferring \$87,500 of available PL funds to the Miami-Dade MPO in Fiscal Years 2015 and 2016 for the completion of the regional household transportation survey.

4.0 TRANSPORTATION SYSTEMS PLANNING

Task 4.1 Regional Planning and Coordination

Purpose

To support a regional transportation planning process for the Miami Urbanized Area (UZA), promoting collaboration between the Palm Beach, Broward and Miami-Dade MPOs.

Previous Work

Support for SEFTC and Regional Advisory Committees, coordination of LRTP updates, identification of regional corridors and TRIP project lists, preparation of the 2035 Regional Long Range Transportation Plan, support for the Regional Freight Study, coordination of TIPs, UPWPs, PIPs and similar programs and plans, coordination with regional planning councils, transit agencies and other transportation and planning agencies.

FY 15 & 16 Activities

1. Review and recommend TRIP priorities for adoption by the SEFTC and transmittal to FDOT
2. Coordinate transportation plans to ensure continuity at boundary lines and consistent planning efforts for all transportation modes.
3. Support and participate in the activities of the Southeast Florida Transportation Council (SEFTC) and Regional Advisory Committees
4. Contribute funds to complete the 2040 Regional Long Range Transportation Plan (RLRTP) and provide support for the activities of the SEFTC and advisory committees, including maintaining SEFTC website
5. Support the regional Freight Plan as a component to the RLRTP
6. Coordinate with FHWA, FTA, FDOT and other stakeholders to transition to performance based planning and programming to comply with MAP-21 regulations
7. Support FDOT in maintenance of the SERPM, including model structure update, zonal data development, network updates, and accompanying documentation
8. Consider the development of a sub-regional travel demand model for the Broward and Palm Beach planning areas
9. Coordinate transportation plans and programs with the Martin, St Lucie and Indian River County M/TPOs and their regional transportation coordination council
10. Consider the development of a Regional TIP using projects identified in the local TIP
11. Participate in regional transportation activities associated with climate change, implementation of Seven50 strategies, and other regional studies as may be appropriate
12. Perform an update of the SEFTC work plan to FY 15-19
13. Participate in the Treasure Coast Passenger Rail Coalition
14. Participate in the Transit Oriented Development (TOD) Working Group and plan for park and ride lots

Products and Schedule

1. Coordination of TRIP project prioritization and selection - Annually in October or as requested by FDOT
2. Support for the Southeast Florida Transportation Council activities - ongoing
3. 2040 Regional LRTP - April 2015
4. SEFRPM Maintenance - ongoing
5. Regional TIP - Annually in October
6. Updated SEFTC work plan - May 2016

Responsible Agency: PBMPO, BCMPO, MDMPO

Participating Agencies: FHWA, FDOT, SFRTA, TCRPC, SFRPC, Northern MPOs

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff	\$10,000	\$35,000	\$4,375	\$4,375		\$53,750
2016	MPO Staff	\$10,000	\$35,000	\$4,375	\$4,375		\$53,750

Note: In addition to the amount shown in Fiscal Year 2015, the Palm Beach MPO is transferring \$100,000 of available PL funds to the Miami-Dade MPO for completion of the 2040 regional plan.

Task 4.2 Long Range Transportation Plan (LRTP)

Purpose

To develop and maintain a long range, cost feasible, multimodal transportation system plan

Previous Work

Development of 2040 LRTP goals, objectives and measures of effectiveness, SE data sets, existing plus committed transportation network, revenue forecasts and preliminary desires projects for all modes.

FY 15 & 16 Activities

1. Complete the 2040 LRTP update (i.e. MPO Board adoption) for the planning area by December 2014
2. Incorporate the Bicycle Master Plan, the TDP major update, the regional greenways and trails system, TSM&O activities and master plans from the port and airport into the 2040 LRTP
3. Coordinate with FHWA, FTA, FDOT and other stakeholders in the development and implementation of performance based planning and programming to comply with MAP-21 regulations
4. Evaluate access to essential services to identify transportation connectivity gaps, including traditionally underserved populations
5. Monitor the adopted LRTP for changes due to socio-economic changes and requests for modifications from the County or municipalities
6. Review the data and plan annually to determine if amendments are needed
7. Coordinate the LRTP with the County's traffic performance standards (TPS) system to monitor impacts from proposed development
8. Retain a consultant to assist in modeling and evaluating the LRTP and any amendments against MAP-21 performance measures
9. Consider Greenhouse Gases (GHG) associated with transportation and travel demand in the LRTP update
10. Participate in the major update to the Florida Transportation Plan and Strategic Intermodal System Plan
11. Consider the implementation of Seven50 strategies in the LRTP update

Products and Schedule

1. Monitoring and amending the adopted LRTP - ongoing
2. 2040 Long Range Transportation Plan - December 2014
3. Adopted performance measures for MAP-21 implementation - May 2015

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FHWA, FDOT, FDEP, PBC, BCMPO, MDMPO, PBCHD, Local Municipalities, SFRTA, TCRPC, SFRPC

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff	\$120,000					\$120,000
2015	Consultant Support	\$120,000					\$120,000
2016	MPO Staff	\$130,000					\$130,000
2016	Consultant Support	\$120,000					\$120,000

Task 4.3 Transportation Improvement Program (TIP)

Purpose

To maintain a program of transportation system capital projects and operations support for a five-year period

Previous Work

Annual Transportation Improvement Program, TIP amendments, as necessary

FY 15 & 16 Activities

1. Prepare the TIP using projects selected by the PBMPO in consultation with FDOT
2. Review TIP projects through the ETDM process
3. Refine the Prioritization Process to consider the results of the LRTP, CMP, TDP and performance measures developed for compliance with MAP-21 in developing the TIP and STIP
4. Identify safety projects to be funded from FDOT Safety programs
5. Identify capital and operating funds for the TDP in the Human Services Plan for inclusion in the TIP
6. Create a map of major projects to identify communities benefitting and perform environmental justice evaluations
7. Identify projects that are part of the regional plan and can be incorporated into a Regional TIP document
8. Publish the interactive TIP on the PBMPO website for use by the public and other agencies
9. Prepare an annual list of projects for which Federal funds (FHWA and FTA) were obligated for inclusion in the TIP
10. Solicit and evaluate applications for the Transportation Alternatives Program and any competitive funding made available from Surface Transportation Program (SU) Funds
11. Review the FDOT Tentative Five-Year Work Program at the appropriate time
12. Evaluate TIP projects for consistency with the FDOT work program and local comp plans
13. Prepare and maintain an interactive map of major projects for inclusion on the MPO website

Products and Schedule

1. Transportation Improvement Program - June
2. Annual Listing of Projects for Federal funds obligated in the preceding year - July
3. Submittal of Transportation Alternatives Applications - June
4. Project Priority List - September
5. FDOT Five-Year Work Program Review - December
6. TIP Amendments - as needed

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FDOT, FDEP, PBC, PALM TRAN, PPB, SFRTA, Local Municipalities, PBCHD

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff	\$50,000					\$50,000
2015	Consultant Support	\$50,000					\$50,000
2016	MPO Staff	\$50,000					\$50,000
2016	Consultant Support	\$50,000					\$50,000

Task 4.4 Bicycle Greenway and Pedestrian Planning

Purpose

To prepare and evaluate transportation plans to integrate bicycle, pedestrian and greenway facilities into the transportation network

Previous Work

Transportation Alternatives Program (TAP) priority list; SE Florida Regional Greenways and Trails Plan, Bicycle Master Plan, phase II of the BIKE PALM BEACH interactive bicycle route planning tool, updating the non-motorized component of the LRTP and Regional LRTP, supporting local agency non-motorized transportation planning activities, Advancing inclusion of bicycle/pedestrian facilities in roadway projects, utilizing Geographic Information Systems (GIS) for mapping products that support bicycle/pedestrian activities, conducting bicycle and pedestrian safety programs in schools and various community groups throughout PBC, and responding to public inquiries as needed.

FY 15 & 16 Activities

1. Support to the Bicycle/Greenways/Pedestrian Advisory Committee (BGPAC) through preparation of minutes and agenda materials
2. Prepare a pedestrian/bicycle safety plan
3. Provide BGPAC recommendations to the PBMP Board, FDOT, Palm Beach County and other entities
4. Provide training courses for public and private individuals and organizations
5. Promote bicycle use and safety at various community events throughout the County
6. Compile a list of recommended projects for funding using MAP-21 Transportation Alternative Funds
7. Review roadway plans to ensure bicycle and pedestrian facilities are being properly incorporated
8. Review the non-motorized components of development projects
9. Identify opportunities and potential projects for joint use of public lands and rights-of-way for bicycles and pedestrians, with a special focus around existing and planned Tri Rail stations
10. Utilize collected data to identify and improve bicycle and pedestrian opportunities
11. Utilize crash mapping information to identify non-motorized safety locations
12. Serve on the PB School District's Safe Routes to Schools Committee
13. Continue to develop the SE Florida Regional Greenways and Trails Plan
14. Complete a Bicycle Suitability and Conditions Map
15. Develop comprehensive complete street guidelines within Palm Beach County
16. Introduce and promote implementation of an innovative bicycle and pedestrian facility that has not been previously utilized within Palm Beach County
17. Develop prioritization process for non-motorized projects to be funded via LRTP categorical funding
18. Deploy the pedestrian and bicycle count technology pilot program

Products and Schedule

1. Agenda packages and minutes - ongoing
2. Programs to encourage provision of bicycle and pedestrian facilities - ongoing
3. Non-motorized Project Priority list for Transportation Alternatives funding - Annually in September
4. Completion of SE Florida Regional Greenways and Trails Plan – December 2014
5. Bicycle Suitability and Conditions Map - December 2014
6. Complete Streets Guidelines – May 2016
7. Pedestrian/Bicycle Safety Plan - May 2016
8. Pedestrian and bicycle count program final report – April 2016

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FHWA, FDOT, FDEP, PBC, PBCSD, PBCHD, PBCERM, Local Municipalities

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff	\$135,000					\$135,000
2015	Consultant Support	\$75,000					\$75,000
2016	MPO Staff	\$140,000					\$140,000
2016	Consultant Support	\$75,000				\$20,000	\$95,000

Task 4.5 Public Transit Planning

Purpose

To assist in preparation, evaluation, coordination, funding, and oversight of local and regional long-range transit development plans and programs, including those of the County, the South Florida Regional Transportation Authority (SFRTA), and other transit efforts involving Southeast Florida, to improve efficiency and effectiveness of transit service and advance a multi-modal transportation network.

Previous Work

Palm Tran and SFRTA Transit Development Plan major and minor updates. Support for SFRTA activities, including participation on various oversight committees including Planning Technical Advisory Committee to the SFRTA, Marketing Committee, Operations Technical Advisory Committee, Legislative Committee, and the ADA Advisory Committee for Persons with Disabilities. Planning for expanded Tri-Rail Service, including South Florida East Coast Corridor Transit Analysis Study – Phases 1 and 2 and planning for Tri-Rail Coastal Link.

FY 15 & 16 Activities

1. Conduct planning activities for existing and future transit services
2. Assist in development and updating of transit development plans (TDPs) for Palm Tran and the SFRTA; identify projects and programs to expand transit access and improve economic sustainability.
3. Coordinate TDP updates with regional transit partners
4. Evaluate pedestrian and bicycle access to public transit and identify improvements
5. Assist Palm Tran in evaluation of service modifications and funding applications
6. Work with Palm Tran to identify locations (routes, stops and corridors) for enhanced transit shelters
7. Participate in SFRTA planning, construction, funding, and implementation of transit service programs and operations
8. Participate in development of the Tri-Rail Coastal Link project (which incorporates the PBMPPO's prior participation in the South Florida East Coast Corridor Transit Analysis Study), including evaluation, planning, financing, phasing, and operations of various service alternatives. Identify a Locally Preferred Alternative (LPA) for the tri-county area and Draft Environmental Impact Statement preparation for the selected segments.
9. Pursue implementation of safety improvements along the FEC railroad corridor, including preparation and submittal of applications for grant funding
10. Monitor and provide input for other proposed Intercity Passenger Rail services on the FEC corridor
11. Evaluate feasibility of on-demand, fixed-route and shuttle services and TOD development potential at existing and planned transit stations along the existing and planned Tri-Rail system
12. Develop prioritization process for transit projects to be funded via LRTP categorical funding

Products and Schedule

1. Palm Tran Transit Development Plan Minor Updates – 2015
2. Palm Tran Transit Development Plan Major Update – 2016
3. Community Planning and Outreach Efforts - ongoing
4. SFRTA Planning Participation - ongoing
5. Review and selection of 5310 Program and other grant applications - ongoing
6. Tri-Rail Coastal Link Project Development – 2016
7. FEC Quiet Zone and safety analysis - 2015

Responsible Agency: Palm Beach Metropolitan Planning Organization, Palm Tran

Participating Agencies: FDOT, Palm Tran, SFRTA, Local Municipalities, SFCS

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff		\$100,000	\$12,500	\$12,500		\$125,000
2015	Consultant Support		\$100,000	\$12,500	\$12,500		\$125,000
2016	MPO Staff		\$110,000	\$13,750	\$13,750		\$137,500
2016	Consultant Support		\$100,000	\$12,500	\$12,500		\$125,000

Task 4.6 Congestion Management Process

Purpose

To implement the Congestion Management Process pursuant to federal requirements

Previous Work

Evaluation of traffic data and ridership information for comparison with accepted standards, identification of congestion problems and possible solutions, input to the transportation system priority process.

FY 15 & 16 Activities

1. Identify areas and corridors where congestion occurs or may occur using a database of existing demand and anticipated growth in transportation usage based on land development activities
2. Develop multimodal strategies and/or projects with emphasis on TSM&O projects to reduce congestion and enhance mobility
3. Review CMP to develop multimodal system performance measures and strategies for integration into LRTP and TIP
4. Compile and analyze traffic and ridership data related to congestion on the transportation system
5. Identify performance measurements to evaluate level of service on roadways and public transit
6. Coordinate the CMP with the Broward and Miami-Dade CMP programs to address regional congestion
7. Develop prioritization process for TSM projects to be funded via LRTP categorical funding
8. Establish facility-specific values for capacity to more precisely gauge congestion levels
9. Consider expansion of TSMO program to include upgrades in data collection, O&M funding, signal timing optimization and software enhancements

Products and Schedule

1. Congestion Management Process Report - September
2. Project priorities recommendations for inclusion in the TIP - September
3. Review of CMP performance measures and strategies - annually in January

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FDOT, PBC, Local Municipalities, FDEP, PBCHD, BCMPO, MDMPO

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff	\$30,000					\$30,000
2016	MPO Staff	\$30,000					\$30,000

Task 4.7 Freight Planning

Purpose

To evaluate the movement of goods, identify impediments to freight transportation, and implement the Atlantic Commerce Corridor

Previous Work

Compilation of goods movement associated with the Port of Palm Beach and Palm Beach International Airport for inclusion in Transportation Data Report, preparation of a Freight and Goods Movement Study for Palm Beach County.

FY 15 & 16 Activities

1. Participate in statewide freight committee and associated activities
2. Complete the Regional Freight Plan for southeast Florida
3. Participate in Regional Freight Advisory Committee for southeast Florida and associated activities
4. Provide assistance and support for analysis of the South Florida Intermodal Logistics Center (Inland Port)
5. Develop prioritization process for freight projects to be funded via LRTP categorical funding
6. Participate and coordinate with the State's Freight Mobility Trade Plan (FMTP)
7. Review regional and state freight plans for consistency with LRTP and TIP
8. Coordinate with Hendry County on development application for major industrial development/ILC west of Palm Beach County boundaries
9. Coordinate with local economic boards and Chambers of Commerce to support the movement of freight and goods and to identify infrastructure needs

Products and Schedule

1. Monitoring of freight and goods movement for Palm Beach County - ongoing
2. Regional Freight Study - August 2014

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FHWA, FDOT, PPB, Freight Industry, BCMPO, MDMPO

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff	\$40,000					\$40,000
2016	MPO Staff	\$40,000					\$40,000

Task 4.8 Human Services Transportation Planning

Purpose

To coordinate non-emergency transportation services provided for the elderly, disabled, children at risk, and economically disadvantaged under the Florida Transportation Disadvantaged Coordination Programs and develop a Human Services Coordinated Transportation Plan with local participation of human service agency providers that provide overview of existing services, identify service gaps, identify strategies to address gaps, identify coordinated opportunities, and prioritize implementation strategies for the transportation disadvantaged population.

Previous Work

Coordinated Transportation Disadvantaged Service Plan and the Human Services Coordinated Transportation Plan; on-going coordination and monitoring, assistance to the Workforce Alliance programs and human service agencies providing transportation services.

FY 15 & 16 Activities

1. Annually review and update of the Coordinated Transportation Disadvantaged Service Plan (TDSP)
2. Provide support for the Transportation Disadvantaged Local Coordinating Board (TDLCB), including creation of agendas and minutes for quarterly meetings, and perform required reporting and financial monitoring
3. Work with the Workforce Alliance to identify and address transportation needs of welfare recipients
4. Coordinate activities with Palm Tran and Palm Tran CONNECTION for fixed route and paratransit services
5. Work with Palm Tran to annually update the FTA Human Services Coordinated Transportation Plan (HSCTP)
6. Work with FDOT to conduct a regional workshop every three years to improve service efficiencies and provide a major update to the overall HSCTP. The next regional workshop/summit will be held in 2015.

Products and Schedule

1. Updated Human Services Coordinated Transportation Plan - June
2. Updated Transportation Disadvantaged Service Plan - June
3. Evaluation of the Community Transportation Coordinator - June
4. Administer quarterly TDLCB meetings - ongoing

Responsible Agency: Palm Beach Metropolitan Planning Organization, Palm Tran

Participating Agencies: FDOT, PBMPO, PBC, Local Agencies, Private Sector

FY 2015 Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff		\$75,000	\$9,375	\$9,375	\$48,125	\$141,875
2016	MPO Staff		\$80,000	\$10,000	\$10,000	\$48,125	\$148,125

5.0 SPECIAL PROJECT PLANNING

The planning of transportation facilities and transportation-related programs which are not a part of the Systems Planning efforts and usually oriented toward implementation are considered to be a part of project planning. Project planning is concerned with the planning of specific projects through location approval by appropriate agencies. Project planning also includes review of development activities which affect the provision of transportation services. The work tasks include those for specific components of the overall system plan.

Task 5.1 Project Impact Review and Evaluation

Purpose

To review transportation projects using FDOT's Efficient Transportation Decision Making (ETDM) process and to identify transportation impacts of proposed development and construction projects.

Previous Work

Continued review of Developments of Regional Impact (DRI), review of significant development and redevelopment projects located in municipalities and the unincorporated areas, Project Development and Environment studies associated with specific projects in the TIP, ETAT reviews for projects such as the SFECTAS.

FY 15 & 16 Activities

1. Review development proposals and revisions to local comprehensive plans to determine ability of planned transportation facilities to handle impacts
2. Provide projections of future traffic using the transportation model
3. Use the transportation modeling process to evaluate development impacts for large projects
4. Perform special studies for proposed network changes as requested by the County and/or municipalities
5. Evaluate change in laneage on the roadway network for impacts on adjacent facilities
6. Participate in Feasibility, Planning and Conceptual Engineering (PACE), and Project Development and Environmental (PD&E) studies
7. Utilize the Efficient Transportation Decision Making (ETDM) process to screen 2040 LRTP projects
8. Attend ETDM training conducted by FDOT
9. Assist municipalities and the County with studies as warranted to meet growth management requirements related to mobility and fees
10. Provide planning and technical assistance to the Rural Areas of Critical Concern (RACEC) and Rural Economic Development Initiative (REDI) communities of Belle Glade, south Bay and Pahokee
11. Assist in the review of Traffic Performance Standards appeals from the County's concurrency management system

Products and Schedule

1. Review major developments and projects with comments to reviewing agencies and applicants - ongoing
2. Project review and input using the ETDM process - ongoing

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FDOT, TCRPC, PBC, Local Municipalities

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff	\$20,000					\$20,000
2016	MPO Staff	\$20,000					\$20,000

Task 5.2 Localized Transportation Services and Studies

Purpose

To promote the use of localized transportation services as an alternative mode of travel.

Previous Work

Community Transit Services Planning Study, Community Transit Planning Guide Book, Planning and funding for the City of Belle Glade and City of Pahokee local transit services, evaluations for transit service.

FY 15 & 16 Activities

1. Provide technical assistance in planning a community transit or alternative transportation service at the request of municipalities or the County
2. Assist municipalities and the County interested in planning and implementing service routes and frequencies
3. Assist municipalities and the County with existing services in refining routes and frequencies relative to meeting the needs of the public and the requirements of the funding programs
4. Assist FDOT with dissemination of the annual Discretionary Grant Program information to the municipalities, the County and other agencies
5. Work with SFRTA and the West Palm Beach DDA to conduct a streetcar feasibility study
6. Work with Lake Worth and West Palm Beach to conduct a C-51 navigable waterway feasibility study
7. Work with Riviera Beach to conduct a trolley feasibility study
8. Work with local governments as requested to perform feasibility studies of local transit services
9. Participate in the SR 80 action plan to be developed by FDOT in FY 16

Products and Schedule

1. Community Transit Services Assistance - ongoing
2. Discretionary Grant Program Assistance - ongoing
3. West Palm Beach Streetcar Feasibility Study - March 2015
4. West Palm Beach/Lake Worth C-51 navigable waterway feasibility study - December 2014
5. Riviera Beach Trolley Feasibility Study - March 2015

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FDOT, Palm Tran, municipalities, SFRTA, West Palm Beach DDA

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff		\$20,000	\$2,500	\$2,500		\$25,000
2015	Consultant Support		\$100,000	\$12,500	\$12,500		\$125,000
2016	MPO Staff		\$20,000	\$2,500	\$2,500		\$25,000
2016	Consultant Support		\$100,000	\$12,500	\$12,500		\$125,000

Task 5.3 Transportation and Land Use Planning

Purpose

To review current and future land use and transportation plans to promote alternatives to single occupancy vehicle transportation

Previous Work

Transit station location and land uses and TOD studies in West Palm Beach, Jupiter, Palm Beach Gardens and Lake Worth.

FY 15 & 16 Activities

1. Review development proposals and assist the applicants in changes to the proposal to encourage use of alternative modes with primary focus on locations served by existing or planned premium transit
2. Promoting transit use through densities, mixed land use and application of urban design principles in conjunction with transit services
3. Evaluate what-if scenarios for increased development that would support transit services
4. Identify potential corridors for investment in enhanced transit services
5. The Treasure Coast Regional Planning Council will seek matching funding from local municipalities involved in the planning process for their area as cash or in-kind services. The PBMPO is serving as the responsible agency based on approval of work activities and overall direction as related to transportation planning.
6. Coordinate with Tri-Rail Coastal Link to develop station areas

Products and Schedule

1. Review of land use and site plans - ongoing
2. Continued assistance to local municipalities for TOD planning - ongoing

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FHWA, FDOT, BCMPO, MDMPO, TCRPC, Palm Tran, Municipalities, SFRTA

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff	\$10,000	\$15,000	\$1,875	\$1,875		\$28,750
2015	Consultant Support		\$100,000	\$12,500	\$12,500		\$125,000
2016	MPO Staff	\$10,000	\$20,000	\$2,500	\$2,500		\$35,000
2016	Consultant Support		\$100,000	\$12,500	\$12,500		\$125,000

Task 5.4 South Florida Commuter Services

Purpose

To establish existing mode split for commuter trips to/from the Boca Raton activity center, to identify a Walk Score and Bike Score ranking system and evaluate the activity center, and to identify projects and strategies to promote a decrease in drive alone trips and increase the walk and bike score by 5%.

Previous Work

Vanpool promotion, Analysis of Palm Beach Gardens activity center, PBMPO public awareness campaign

FY 15 & 16 Activities

1. Survey employees within the designated activity center in Boca Raton and West Palm Beach to determine existing mode split (drive alone, drive with 2+, ride transit, walk, bike, telecommute)
2. Conduct an inventory of the bike and pedestrian accommodations and assign a Walk Score and Bike Score
3. Identify Projects and Strategies to promote a decrease in drive-alone trips and increase the walk and bike score by 5% as a one-time decrease due to project and strategy implementation

Products and Schedule

1. Maps of activity centers and major employers - annually in February
2. Survey results from activity center employers - annually in April
3. Final report for each activity center - annually in June

Responsible Agency: Palm Beach Metropolitan Planning Organization

Participating Agencies: FHWA, FDOT (SFCS), TCRPC

Budget

Fiscal Year	Task	FHWA/PL	FTA	FDOT	Local	Other	Total
2015	MPO Staff		\$20,000	\$2,500	\$2,500		\$25,000
2015	Consultant Support		\$60,000	\$7,500	\$7,500		\$75,000
2016	MPO Staff		\$20,000	\$2,500	\$2,500		\$25,000
2016	Consultant Support		\$60,000	\$7,500	\$7,500		\$75,000

6.0 TRANSPORTATION PLANNING ACTIVITIES BY OTHER AGENCIES

Task 6.1 South Florida Regional Transportation Authority (SFRTA)

Purpose

To coordinate, develop and implement a regional transportation system in South Florida to efficiently move people, goods and services

Previous Work

Bicycle Pedestrian Master Plan for Palm Beach County, Greenhouse Grant Report, SFRTA Strategic Regional Transit Plan, SFRTA Transit Development Plan, Annual National Transit Database Reports; Grant Financial Status and Milestone Progress Quarterly Reports; Delray Beach Station Preliminary Plan, Northern Layover Location study

FY 15 & 16 ACTIVITIES:

1. Provide greater mobility in South Florida to improve economic viability and the quality of the communities
2. Advance various transit projects in the region (Palm Beach, Broward and Miami-Dade Counties)
3. Update and maintain the Transit Development Plan (TDP) and the SFRTA Strategic Regional Transit Plan (SRTP)
4. Provide a capital project priority list to the PBMPO on an annual basis
5. Work with the three South Florida MPOs to develop the Regional Long Range Transportation Plan
6. Work with the Regional Planning Councils to enhance the region's strategic planning policy as it relates to transportation and land use regulations and processes
7. Attend PBMPO technical advisory committees and MPO meetings in Miami-Dade, Broward and Palm Beach Counties
8. Prepare all of the required planning documents, such as National Transit Database Reports and Grants Quarterly Reports in order to receive federal, state and local funding.
9. Support project development of Tri-Rail Coastal Link expansion

Products and Schedule

1. National Transit Database Reports and Revenue and Capitalization Study - annually
2. Grants Financial Status and Milestone Progress Reports - quarterly
3. Joint Development at selected SFRTA station sites - Ongoing
4. Development of Transit Oriented Development (TOD) Standards to be implemented along the Regional Transportation Corridors - Ongoing
5. Transit Development Plan Major Update
6. SFRTA Parking Management Study - On-going
7. SFRTA Shuttle Bus Study - Ongoing
8. Tri-Rail Coastal Link Project Development Study - March 2017
9. SFRTA's Program of Projects in the PBMPO

Responsible Agency: SFRTA

Participating Agencies: SFRTA, PBMPO, BCMPO, MDMPO, TCRPC, Palm Tran, BCT, MDT, SFRPC, TCRPC, Municipalities, FTA, FHWA, and FDOT

Budget

SFRTA planning activities are funded with FTA 5307 grant funds in the amount of \$2,500,000 each year. The 20% local match is satisfied with the FTA by using FDOT toll credits.

D. SUMMARY BUDGET TABLES

Various agencies participate in the transportation planning program. The program is funded by various Federal, state and local sources in the form of grants, cash and in-kind services. An estimate of the costs associated with the individual tasks and the source of funding for the task costs is listed in the following tables.

Table 1 - Fiscal Year 2015 Budget by Work Task and Fund Source

Task	Fed. Highway Admin. (FHWA)		Fed. Transit Admin. (FTA)			Other	Total
	PL	FDOT (Soft)	5305(d)	FDOT	Local (PBC)		
1.1 Administration	\$120,000		\$70,000	\$8,750	\$8,750		\$207,500
1.2 FDOT PL Soft Match		\$240,404					
2.0 Public Participation	\$80,000						\$80,000
2.0 - Consultant Support	\$50,000						\$50,000
3.1 Socio-economic Data	\$30,000						\$30,000
3.2 Transportation System Usage Data ¹	\$150,000		\$20,000	\$2,500	\$2,500		\$175,000
4.1 Regional Planning and Coordination ²	\$10,000		\$35,000	\$4,375	\$4,375		\$53,750
4.2 Long Range Transportation Plan (LRTP)	\$120,000						\$120,000
4.2 - Consultant Support	\$120,000						\$120,000
4.3 Transportation Improvement Program (TIP)	\$50,000						\$50,000
4.3 - Consultant Support	\$50,000						\$50,000
4.4 Bicycle, Greenway and Pedestrian Planning	\$135,000						\$135,000
4.4 - Consultant Support	\$75,000						\$75,000
4.5 Public Transit Planning			\$100,000	\$12,500	\$12,500		\$125,000
4.5 - Consultant Support			\$100,000	\$12,500	\$12,500		\$125,000
4.6 Congestion Management Process	\$30,000						\$30,000
4.7 Freight Planning	\$40,000						\$40,000
4.8 Human Services Transportation Planning ³			\$75,000	\$9,375	\$9,375	\$48,125	\$141,875
5.1 Project Impact Review and Evaluation	\$20,000						\$20,000
5.2 Localized Transportation Services and Studies			\$20,000	\$2,500	\$2,500		\$25,000
5.2 - Consultant Support			\$100,000	\$12,500	\$12,500		\$125,000
5.3 Transportation and Land Use Planning	\$10,000		\$15,000	\$1,875	\$1,875		\$28,750
5.3 - Consultant Support			\$100,000	\$12,500	\$12,500		\$125,000
5.4 South Florida Commuter Services			\$20,000	\$2,500	\$2,500		\$25,000
5.4 - Consultant Support			\$60,000	\$7,500	\$7,500		\$75,000
<i>Grand Totals</i>	<i>\$1,090,000</i>		<i>\$715,000</i>	<i>\$89,375</i>	<i>\$89,375</i>	<i>\$48,125</i>	<i>\$2,031,875</i>

Notes: 1. The Palm Beach MPO is transferring \$87,500 of available PL funds to the Miami-Dade MPO in FYs 2015/16 for the Regional Transportation Household Survey

2. In addition to the amounts shown above for Task 4.1, the Palm Beach MPO is transferring \$100,000 of available PL funds to the Miami-Dade MPO for completion of the 2040 Regional Plan

3. The "Other Funds" for Task 4.8 are provided by the Florida Commission for Transportation Disadvantaged

Table 2 - Fiscal Year 2016 Budget by Work Task and Fund Source

Task	Fed. Highway Admin. (FHWA)		Fed. Transit Admin. (FTA)			Other	Total
	PL	FDOT (Soft)	5305(d)	FDOT	Local (PBC)		
1.1 Administration	\$120,000		\$70,000	\$8,750	\$8,750		\$207,500
1.2 FDOT PL Soft Match		\$244,815					
2.0 Public Participation	\$85,000						\$85,000
2.0 - Consultant Support	\$50,000						\$50,000
3.1 Socio-economic Data	\$30,000						\$30,000
3.2 Transportation System Usage Data ¹	\$150,000		\$20,000	\$2,500	\$2,500		\$175,000
4.1 Regional Planning and Coordination	\$10,000		\$35,000	\$4,375	\$4,375		\$53,750
4.2 Long Range Transportation Plan (LRTP)	\$130,000						\$130,000
4.2 - Consultant Support	\$120,000						\$120,000
4.3 Transportation Improvement Program (TIP)	\$50,000						\$50,000
4.3 - Consultant Support	\$50,000						\$50,000
4.4 Bicycle, Greenway and Pedestrian Planning	\$140,000						\$140,000
4.4 - Consultant Support²	\$75,000					\$20,000	\$95,000
4.5 Public Transit Planning			\$110,000	\$13,750	\$13,750		\$137,500
4.5 - Consultant Support			\$100,000	\$12,500	\$12,500		\$125,000
4.6 Congestion Management Process	\$30,000						\$30,000
4.7 Freight Planning	\$40,000						\$40,000
4.8 Human Services Transportation Planning ³			\$80,000	\$10,000	\$10,000	\$48,125	\$148,125
5.1 Project Impact Review and Evaluation	\$20,000						\$20,000
5.2 Localized Transportation Services and Studies			\$20,000	\$2,500	\$2,500		\$25,000
5.2 - Consultant Support			\$100,000	\$12,500	\$12,500		\$125,000
5.3 Transportation and Land Use Planning	\$10,000		\$20,000	\$2,500	\$2,500		\$35,000
5.3 - Consultant Support			\$100,000	\$12,500	\$12,500		\$125,000
5.4 South Florida Commuter Services			\$20,000	\$2,500	\$2,500		\$25,000
5.4 - Consultant Support			\$60,000	\$7,500	\$7,500		\$75,000
Grand Totals	\$1,110,000		\$735,000	\$91,875	\$91,875	\$68,125	\$2,096,875

Notes: 1. The Palm Beach MPO is transferring \$87,500 of available PL funds to the Miami-Dade MPO in FYs 2015/16 for the Regional Transportation Household Survey

2. The "Other Funds" for Task 4.4 are provided by an FHWA Bicycle and Pedestrian Count Technology Deployment Pilot Program Grant

3. The "Other Funds" for Task 4.8 are provided by the Florida Commission for Transportation Disadvantaged

E. MULTI-YEAR BUSINESS PLAN

The transportation planning process is a continuing process with a number of required reports and activities occurring on a regular basis. Each year, the PBMPO produces and adopts a Transportation Improvement Program and other documents and plans. Every two years, the PBMPO produces and adopts a Unified Planning Work Program. The PBMPO performs a major update to the Long Range Transportation Plan on a five-year cycle. To accommodate these differing schedules, the PBMPO must create a multi-year plan to ensure funding is available for preparing the various activities required to meet federal and state requirements.

The PBMPO receives planning grant funds from Federal Highway Administration (FHWA) funds, also known as "PL" or planning funds, and Federal Transit Administration (FTA) section 5303 funds. Moving Ahead for Progress in the 21st Century Act (MAP-21), the current law authorizing federal transportation planning grant funding, is set to expire on September 30, 2014. However, the UPWP anticipates funding levels authorized by MAP-21 to continue at existing levels in order to provide a reasonable estimate of the future resources available for programming purposes. Using the short term revenues and costs information, the PBMPO has prepared a multi-year business plan to provide a view of transportation planning for the next five years. These revenues and costs are summarized below.

Table 3 - Multi-Year Business Plan

	FY15	FY16	FY17	FY18	FY19
FUNDING					
FHWA	\$ 1,096,062	\$ 1,096,062	\$ 1,096,062	\$ 1,096,062	\$ 1,096,062
FTA (Federal and State Share)	\$ 596,902	\$ 596,902	\$ 596,902	\$ 596,902	\$ 596,902
FTA (local match from PBC)	\$ 66,322	\$ 66,322	\$ 66,322	\$ 66,322	\$ 66,322
FL Commission for Transportation Disadvantaged	\$ 48,125	\$ 48,125	\$ 48,125	\$ 48,125	\$ 48,125
FHWA Carry Over from Previous Year	\$ 1,717,633	\$ 1,647,395	\$ 1,649,677	\$ 1,535,839	\$ 1,134,081
FTA Fed/State Carry Over from Previous Year	\$ 871,784	\$ 644,219	\$ 400,165	\$ 336,940	\$ 295,962
FTA local match Carry Over from Previous Year	\$ 96,865	\$ 71,580	\$ 44,463	\$ 37,438	\$ 32,885
Total Funding	\$ 4,493,693	\$ 4,170,604	\$ 3,901,716	\$ 3,717,627	\$ 3,270,339
EXPENDITURES					
Salaries & Benefits	\$ 1,012,200	\$ 1,062,800	\$ 1,115,900	\$ 1,171,700	\$ 1,230,300
Host Fees to County	\$ 153,800	\$ 160,600	\$ 167,700	\$ 175,100	\$ 182,800
Casualty Self Ins Premiums	\$ 14,400	\$ 14,400	\$ 14,400	\$ 14,400	\$ 14,400
Equipment	\$ 42,800	\$ 31,200	\$ 31,200	\$ 31,200	\$ 31,200
Admin Services	\$ 23,000	\$ 23,000	\$ 23,000	\$ 23,000	\$ 23,000
Travel/Training	\$ 39,300	\$ 39,300	\$ 39,300	\$ 39,300	\$ 39,300
Consultants - FHWA	\$ 295,000	\$ 295,000	\$ 225,000	\$ 475,000	\$ 500,000
Consultants - FTA	\$ 450,000	\$ 450,000	\$ 225,000	\$ 175,000	\$ 150,000
Transfer to other MPOs for shared tasks (FHWA)	\$ 100,000	\$ -	\$ 150,000	\$ 150,000	\$ 150,000
Total Expenditures	\$ 2,130,500	\$ 2,076,300	\$ 1,991,500	\$ 2,254,700	\$ 2,321,000
CARRY OVER TO NEXT YEAR	\$2,363,193	\$2,094,304	\$1,910,216	\$1,462,927	\$949,339

Key assumptions to note in the anticipated expenditures of the business plan are as follows:

1. FY 15 contemplates the filling of two vacant positions (Transit Planner and Planner II) and the creation of two new positions (Chief Planner/Deputy Director and Planner I).
2. Staff salaries and benefits accommodate a 5% increase per year.
3. Host fees charged to the PBMPO by Palm Beach County are projected to increase by 4.2% per year.
4. The PBMPO will be required to perform the next major update to the LRTP in FY 18 and FY 19.

Appendix A

Required Certifications and Policies

FEDERAL FY 2015-16 CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of her or his knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress, in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub grants, and contracts under grants, loans, cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000.00 and not more than \$100,000.00 for each such failure.

Date 5-15-2014

Signed


Chair

FEDERAL FISCAL YEAR 2015-16 DEBARMENT AND SUSPENSION CERTIFICATION

As required by U.S. Regulations on Government wide Debarment and Suspension (Non-procurement) at 49 CFR 29.510

- (1) The Metropolitan Planning Organization hereby certifies to the best of its knowledge and belief, that it and its principles:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and,
 - (d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.
- (2) The Metropolitan Planning Organization also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S. DOT.

Date 5-15-2014

Signed


Chair

**PALM BEACH MPO
DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION**

It is the policy of the PBMPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of PBMPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The PBMPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the (insert name of MPO) in a non-discriminatory environment.

The PBMPO shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, handicap/disability, or income status in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

Date 5-15-2014

Signed


Chair

TITLE VI / NONDISCRIMINATION POLICY STATEMENT

The PBMPO assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The PBMPO further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Date 5-15-2014

Signed

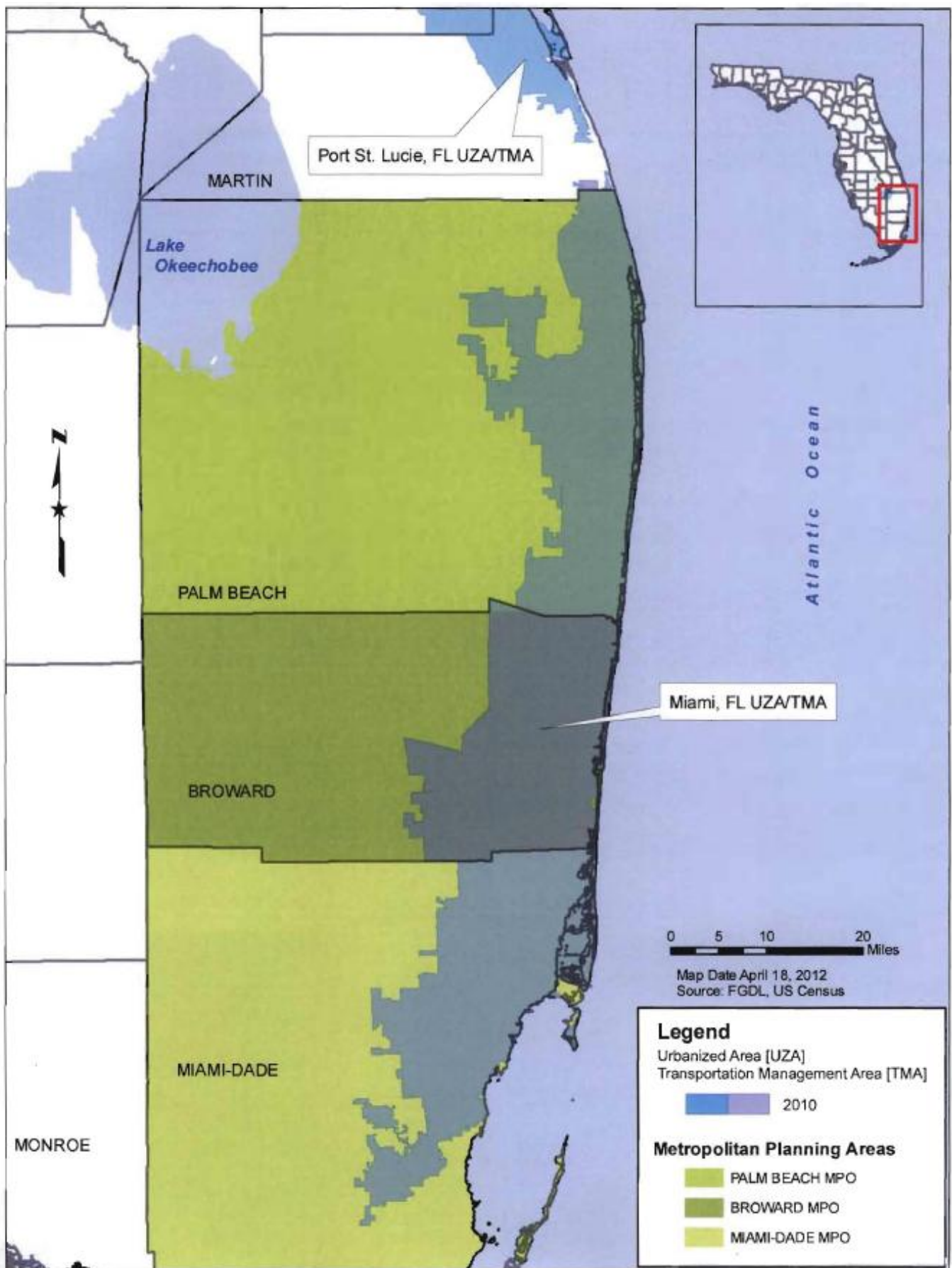

Chair

APPENDIX A (To be inserted in every contract subject to the Acts and the Regulations)

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1.) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2.) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4.) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.
- (6.) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

Appendix B
Map of Miami, FL Urbanized Area
and
Southeast Florida Transportation Council
FY 13-17 Work Plan



SOUTHEAST FLORIDA TRANSPORTATION COUNCIL FY 13-17 WORK PLAN

In 2002, the U.S. Census Bureau delineated the Miami Urbanized Area (UZA) which includes portions of Miami-Dade, Broward, Palm Beach and Martin counties based on the results of the 2000 Census. Figure 1 shows the Miami UZA boundary and the metropolitan planning area boundaries for the three MPOs designated in the Miami UZA. *(To be provided by FDOT)* The UZA represented the growth and merger of three prior UZAs located in Miami-Dade, Broward and Palm Beach counties. Discussions with the Florida Department of Transportation (FDOT) resulted in the identification of several areas for coordination of transportation planning activities carried out by the MPOs that should be undertaken in a formal manner as provided for in Florida Statutes governing the metropolitan transportation planning process. The Southeast Florida Transportation Council (SEFTC) was created to carry out the duties and responsibilities of a separate administrative entity to serve as a forum for coordination and communication among the Miami-Dade, Broward and Palm Beach MPO's, FDOT Districts 4 and 6, the Florida Turnpike Enterprise, the South Florida Regional Transportation Authority, the South Florida Regional Planning Council, the Treasure Coast Regional Planning Council, Monroe County, Martin County MPO, St. Lucie County MPO and other agencies and organizations involved in transportation planning and programs in South Florida. This coordination is conducted in accordance with the requirements of Chapter 339.175, F.S. and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and subsequent legislative actions deemed appropriate for inclusion by the MPO's. Coordination includes long range transportation planning, short range programming and activities to support regional multimodal transportation projects. The results of the coordination process are provided to the various agencies as guidance in the development of other required transportation plans and programs within the tri-county region.

The duties of SEFTC include the development of:

- a Regional Long Range Transportation Plan;
- a process for prioritization of regional projects;
- a regional public involvement process;
- a series of performance measures to assess the effectiveness of regional coordination activities.
- an annual report documenting the progress and accomplishments of regional goals and objectives; and
- lists of anticipated regional tasks and identify funding for those tasks under the respective MPO's Unified Planning Work Programs.

Membership on the Council consists of the Chair or a designee of each of the three MPO's. The Council has the authority to act on regional plans and programs and to recommend activities which affect individual MPO plans or programs.

To provide technical review and support for regional transportation planning, SEFTC created a Regional Transportation Technical Advisory Committee (RTTAC). Membership on RTTAC consists of staff from the three MPOs, two FDOT Districts, Florida Turnpike Enterprise, Miami-Dade Expressway Authority, two Regional Planning Councils, South Florida Regional Transportation Authority (SFRTA) and three county transit operators. Representatives of the ports and airports also participate.

Regional Tasks

A series of regional tasks have been identified for performing the functions of SEFTC in supporting its regional plans and programs. These tasks are generally funded through the MPOs as part of their respective Unified Planning Work Programs and the FDOT Districts in their respective Work Programs. Some of the tasks are included in continuing activities of the local MPOs in carrying out required tasks for the transportation planning process. Other tasks are specifically related to regional transportation planning activities. The intent of this plan is to more clearly and fully identify regional level and related local MPO activities to find efficiencies and improve results. This plan provides an estimate of the

financial resources allocated to regional planning tasks for Southeast Florida. The information contained in this plan is reflected in the respective Unified Planning Work Programs as appropriate and may be modified over time to reflect changes in plans and programs and the resources associated with those changes. A list of the tasks and a brief description for each follows.

SEFTC/RTTAC Support

Staff support for the administrative activities of the Council is provided by the MPOs. This support takes the form of MPO staff and consultant services performing the duties required to prepare and distribute information and materials for quarterly SEFTC meetings and more frequent RTTAC meetings. The functions also include administration of funds expended on regional studies, maintaining and updating the work plan and maintaining records of the Council.

Regional Public Involvement

Public Involvement is a major component of the transportation planning process. Each MPO adopts and carries out its own public involvement program to provide information and receive input to its plans and programs. Regional aspects of the planning process are incorporated into the local process where appropriate and performed separately when needed. The Regional Public Involvement Plan will be reviewed and updated to consider measures of effectiveness and periodic evaluations. The activities will be coordinated with other regional planning activities as appropriate.

Regional Performance Measures

The Council is developing a series of performance measures to determine the success level of coordination of transportation planning on a regional level. The measures will include a combination of direct measurements of coordination and indirect measures indicating the impacts on transportation from regional activities. Following approval, the performance measures will focus on regional transportation coordination efforts and coordination with other regional planning activities.

Regional Reporting

The Council will provide a report annually documenting the progress and accomplishments of regional goals and objectives. The report will include indicators related to transportation operations in the three counties as well as accomplishments of SEFTC during the previous year. The Council and staff will also participate in development of FDOT regional reports.

Transportation Outreach Program Support

Florida International University (FIU) has developed a program to compile census information into user-identified areas within the three-county area. The program then uses the characteristics of the identified population to suggest techniques to be used for effective public outreach. The program is maintained and updated by FIU through a continuing maintenance agreement with the MPOs.

Website Hosting and Maintenance

The Council currently has a website (www.SEFTC.org) maintained by the consultant retained for preparation of the RL RTP. This consultant is also responsible for providing support to the Council. The website is located on the consultant's server. SEFTC must determine the appropriate location of the website and how to host and maintain the site. Consideration will also be given to expanding the use of the site for social media.

SERPM Model Preparation and Support

The Southeast Regional Planning Model (SERPM) serves as the transportation model for the tri-county region. The model is developed by consultants under contract to FDOT District 4 with oversight by the RTTAC Modeling Subcommittee. Model support is provided through FDOT. Funding of the model development is a joint effort by the MPOs and the FDOT Districts as documented in a Memorandum of Understanding. The model is currently being updated to SERPM 7 for use in developing the 2040 RL RTP and the respective MPO 2040 LRTPs.

Regional Bicycle/Greenway/Pedestrian Planning

Each MPO includes planning for non-motorized travel in the transportation planning process. These plans include bicycle, pedestrian and greenways within each MPO area. Planning is occurring to ensure connections across county lines are coordinated. In addition, consideration is given to development of the East Coast Greenway, a multistate project along the Atlantic seaboard with connections north and south of the Miami UZA. Movement of pedestrians with emphasis on access to transit is part of the transportation planning process. The regional bicycle/greenway/pedestrian planning results will serve as input and a component of the RL RTP.

Regional Freight Planning

Regional freight planning addresses the movement of goods within and through the tri-county region. It also considers ingress and egress for freight to the area particularly in light of the proposals to address waterborne freight following the widening of the Panama Canal. The planning will take into consideration serving the ports and airports as well as trucking interests in the area. The proposals for intermodal freight terminals and their access are part of the freight planning process. The roles of roadway, rail, air and waterborne freight movement will serve as input and a component of the RL RTP in determining the projects contained in the Plan.

Regional Transit Planning

Regional transit planning includes various aspects of service provision and time frames in the process. There are three local transit operators in the tri-county region and the South Florida Regional Transportation Authority which operates Tri Rail, the commuter train. Each of these entities performs transit planning to address their respective needs. Transit Development Plans are prepared by each agency and cover a ten-year time frame and address capital and operating needs. The RTA has prepared a Strategic Regional Transit Plan identifying current and future transit needs in the tri-county region. Each MPO LRTP includes a transit element reflecting needed and cost feasible projects. SEFTC is encouraging cooperation among the operators in the development and deployment of seamless regional fare media. A study will provide input to the RL RTP from a more in-depth analysis of transit opportunities in the region. The study will be a joint effort of the MPOs, FDOT and the operators.

Regional Long Range Transportation Plan

A major activity of SEFTC is the development and maintenance of a Regional Long Range Transportation Plan (RL RTP) for the tri-county region. The 2040 RL RTP preparation will be a joint effort funded by the MPOs. Input to the process will include the individual local MPO plans and other regional transportation planning studies contained in other tasks and planning activities performed by other organizations that have impacts on the transportation system. Efforts will also include maintenance of the adopted 2035 RL RTP to ensure compatibility of the regional plan with local plans.

Regional Project Evaluation and Prioritization

SEFTC has adopted a regional transportation network encompassing all travel modes. Projects on it are also included in the respective LRTPs. A methodology for evaluating regional projects based on comparisons of network impacts and qualitative measures is used to prioritize projects. SEFTC will continue to review and modify the prioritization process for the RL RTP. This methodology is used by SEFTC to prioritize transportation projects for use of Transportation Regional Incentive Program (TRIP) funds. These state funds may only be used on regional projects and must be approved by a regional transportation entity. The results are adopted by the Council and submitted to FDOT for funding as it becomes available.

Specific Projects

A number of the planning activities involving SEFTC are regional aspects of the local MPO process. Through SEFTC, coordination of these activities occurs. There will be times when projects are regional in nature and the direct responsibility of the Council. Specific projects or studies may occur appropriate for sponsorship by SEFTC.

Regional Household Study

Transportation modeling uses the latest Census and the American Communities Surveys (ACS) as the basis for parameters associated with the travel characteristics in the region. Additional surveys may be undertaken to refine the information used in the model or to add to the information serving as input. A regional household survey would validate and refine the information collected by the Census and the ACS. It could also provide additional information of interest for the local transportation efforts.

Regional Planning Funds

As previously discussed, funding for support and activities of the Council are provided by the three MPOs and FDOT. Funding amounts are estimates and may reflect a portion of the costs associated with larger tasks contained in the respective Unified Planning Work Programs adopted by the MPOs. Table 1 depicts the financial resources allocated to regional transportation planning. In other instances, regional activities are closely associated with local transportation planning tasks and cannot be estimated separately.

SOUTHEAST FLORIDA TRANSPORTATION COUNCIL
FY 13-17 WORK PLAN

TASK	FY 13			FY 14			FY 15			FY 16			FY 17		
	Broward	Miami-Dade	Palm Beach	Broward	Miami-Dade	Palm Beach	Broward	Miami-Dade	Palm Beach	Broward	Miami-Dade	Palm Beach	Broward	Miami-Dade	Palm Beach
SEFTC/RTTAC Support	*	*	*	*	*	*	*	*	*	50000	50000	50000	50000	50000	50000
Regional Staff Support		125000			125000			125000			125000			125000	
Regional Public Involvement	22256		10000	22924		12000	23612		14000	24320		16000	25050		18000
Regional Performance Measurements	13300		7500	13700		8750	14111		10000	14534		12500	14970		15000
Regional Reporting	13300		5000	13700		5000	14111		7500	14534		10000	14970		12000
Transportation Outreach Program Support	2500	60000	2500	2500	60000	2500	2500	60000	2500	2500	60000	2500	2500	60000	2500
Website Hosting and Maintenance	*	*	*	*	*	*	*	*	*	#	#	#	#	#	#
SERPM Model Preparation and Support	50000	50000	50000							60000	60000	60000	60000	60000	60000
Regional Bicycle/Greenway Planning			5000			5000			5000			5000			5000
Regional Freight Planning	74611	25000	25000										25000	25000	25000
Regional Transit Planning	20000	25000	20000	20000	25000	20000	20000	25000	20000	20000	25000	20000	20000	25000	20000
Regional Long Range Transportation Plan	100000	100000	100000	100000	100000	100000	100000	100000	100000						
Regional Project Evaluation and Prioritization	5000		5000	5000		5000	5000		5000	5000		5000	5000		5000
Regional Household Survey							100000	100000	100000	100000	100000	100000			
Total	300967	385000	230000	177824	310000	158250	279334	410000	264000	290888	420000	281000	217490	345000	212500

* Included in Regional Long Range Transportation Plan funding

Included in SEFTC/RTTAC Support funding

April 16, 2012

Appendix C:
FDOT District 4 Planning Activities

FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT 4 PLANNING ACTIVITIES

Bicycle/Pedestrian Activities and Context Sensitive Solutions (CSS)

- Support the statewide safety campaign to reduce the number of pedestrian and bicycle crashes occurring annually within Florida and adoption of specific policies and strategies to address this issue within the Florida Strategic Highway Safety Plan and the Florida Pedestrian and Bicycle Strategic Safety Plan.
- Educational and outreach activities directed to the public and agency stakeholders regarding safety programs and campaigns such as the “Alert Today, Alive Tomorrow - Safety Doesn’t Happen By Accident” Pedestrian Awareness Campaign.
- Prepare multimodal scoping forms for FDOT project managers to use for identifying livable communities and CSS features to better integrate multiple modes of transportation.
- Develop Bike/Pedestrian geographic information system (GIS) count data for sharing between FDOT and its stakeholder agencies.
- Coordinate with MPOs and local governments to prioritize and program funds for projects supportive of transit, bicycle and/or pedestrian modes, including assessment of greenway crossings.
- Formalization of a District 4, multi-disciplined review process for statewide application for making lane elimination decisions on the State Highway System.

Corridor and Mobility Planning

Conduct studies with our partners to identify and evaluate issues on major transportation corridors and evaluate the effectiveness and impacts of proposed alternatives. Results may range from recommended improvements that address specific problems to a comprehensive action plan for improving a corridor or larger area. Studies which are underway include:

- US 1 Corridor Retrofit in Martin and St. Lucie Counties
- Oakland Park Boulevard Corridor Study
- Hollywood- Pines Corridor Study

Demand Forecast Model Development, Calibration, and Validation

Demand forecast model structures are conceptualized and models are constructed, calibrated and validated using demographic and land use data, travel characteristic patterns, traffic counts, and transit service and ridership data collected from various sources. Future projections from models are formulated as the basis for assessing future transportation demands and new facility and service needs. Regional models are developed to support the development of MPO Long Range Transportation Plans (LRTPs) and Regional Long Range Transportation Plans (RLRTPs). The District emphasizes the importance of traffic data collection and encourages the district’s counties and M/TPOs to maintain an ongoing surveillance and data collection program.

Developments of Regional Impact (DRIs)

FDOT participates in DRI pre-application and methodology meetings preceding submission of DRI applications and the application review process to ensure that significant and/or adverse impacts to regional roadways are identified and mitigated and multi-modal mobility considerations are addressed. Also, FDOT evaluates proposed changes to approved DRIs to identify any impacts and whether additional mitigation is required. Coordination with the Department of Economic Opportunity (DEO), the applicable regional planning council (RPC), affected local governments, and developers is a routine part of the efforts.

Efficient Transportation Decision Making (ETDM) Process

The ETDM process was developed in Florida to accomplish the streamlining objectives identified in Section 1309 of the Transportation Efficiency Act for the 21st Century. It is designed to provide resource agencies and the public early access to transportation project plans and information about potential project effects on state resources. Resource agencies interact with project planners using the Environmental Screening Tool during the development of MPO Long Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs). Their early involvement helps identify project changes that avoid or minimize adverse effects on resources and communities. The District ETDM coordinator coordinates training and provides guidance to the MPOs and District staff on implementation of the ETDM process. The District community liaison coordinator coordinates training and provides guidance to MPO staff on socio-cultural effects evaluations.

Extreme Weather Resiliency/Climate Change

Collect and analyze related data, legislation, and requirements with an emphasis on how they relate to transportation planning and projects. Perform research regarding best practices and tools for addressing extreme weather/climate change impacts. Promote use of tools developed by FDOT, particularly the Florida Sea Level Scenario Sketch Planning Tool. Participate in initiatives of other entities addressing mitigation and adaptation to climate changes impacts (e.g., Broward County Climate Change Task Force, Southeast Florida Regional Climate Change Compact, FHWA South Florida Climate Change Vulnerability and Adaptation Pilot Project).

Intelligent Transportation System (ITS) Planning

Coordinates with the MPOs to incorporate ITS into their plans and programs and to structure ITS into their respective organizations. These ITS planning activities include developing an ITS Management Plan and an ITS Program Plan for each county, developing MPO capability to manage the Regional ITS Architecture, and developing ITS programs and projects for MPO LRTPs and TIPs. This support also includes integrating intra-regional ITS deployment and operations as well as ensuring that intra-regional and inter-regional operations are coordinated.

Interchange Proposal Review and Coordination

Identify and review the need for new interchanges or modifications to existing interchanges, following criteria set forth by the Federal Highway Administration (FHWA) and FDOT's interchange review process. FDOT conducts District Interchange Review Committee (DIRC) meetings and coordinates Interchange proposals with FHWA.

Long Range Transportation Plans (LRTPs)/ Regional LRTPs

Provide technical assistance and policy direction to the MPOs in developing and implementing their 2040 LRTPs and in meeting commitments relating to regional LRTPs. Provide state and federal revenue forecasts and guidance on transportation costs.

Develop, validate and maintain a set of systems planning models, land use allocation models, and other analytical tools needed by FDOT and the MPOs to maintain LRTPs and conduct other planning studies and analyses.

Mobility Performance Measures

FDOT is developing guidance and support for the use of multimodal mobility performance measures for aviation, bicycle, pedestrian, rail, seaport, and transit mobility for MAP-21 reporting purposes. Although MAP-21 mobility measures concentrate on auto and freight mobility measures, during a consensus building process it became clear that stakeholders want a more comprehensive mobility approach that also includes all modes. FDOT and the MPOs are expected to comply with MAP-21 auto/freight requirements, but for planning purposes all modes will be monitored and considered for improving mobility. In developing applicable measures, the four dimensions of mobility (quantity, quality, accessibility and capacity utilization) will be considered with at least two measures recommended for each mode. The guidance will be structured using several key components as follows:

- Purpose of a Mobility Performance Measures Program
- Performance measures from a multimodal perspective
- Reporting and sources of data

- Roles of Central Office, Districts and MPOs
- Definitions
- Future direction

MPO/Community/Government Liaison

Provide policy direction, technical assistance, and administrative support to MPO boards and advisory committees, local governments, and communities. Assist MPOs in conducting metropolitan transportation planning programs that meet state and federal requirements and are coordinated with the statewide transportation planning program. Primary MPO products and processes include Unified Planning Work Programs (UPWP), LRTPs, Annual Transportation Project Priority Lists, Transportation Improvement Plans (TIPs), Congestion Management Plans (CMPs), and Public Involvement/ Participation Plans (PIPs). Conduct annual state certification reviews of the MPOs and participate in periodic FHWA/FTA certification reviews of the MPOs for transportation management areas. Provide technical assistance on TIP and LRTP consistency issues for PD&Es and project level amendments.

Multi-Modal Systems and Transportation Studies

- Managed Lanes
The Florida Department of Transportation (FDOT) defines managed lanes (ML) as highway facilities or sets of lanes within an existing highway facility where operational strategies are proactively implemented and managed in response to changing conditions with a combination of tools. These tools may include accessibility, vehicle eligibility, pricing, or a combination thereof. Types of managed lanes include high occupancy vehicle (HOV) lanes, bus rapid transit (BRT) lanes, truck only lanes, and priced managed lanes called express lanes (EL). FDOT monitors operations of the I-95 HOV facilities in South Florida on a biannual basis. The objective of the monitoring effort is to document current operations of the ML facility and to determine if operational changes are warranted.
- Fare Interoperability
The Fare Interoperability project is the effort to implement a regional universal fare system that interfaces with the existing MDT/SFRTA Easy Card and tests new fare collection technologies, such as mobile ticketing. The Florida Department of Transportation (FDOT) works with the local transit agencies to provide technical support and assist in facilitating consensus for this effort.
- Seaport/Airport
Assist with Seaport and Airport Master Plan updates. Collaborate with the Broward MPO on the South Florida Regional Freight Plan. Conduct Feasibility Study for a Florida Maritime/Intermodal Academy.

Multi-Modal Systems

FDOT provides policy guidance, technical assistance, and research to various entities regarding state and federal grants that support multi-modal transportation opportunities. Monitor and provide input regarding state and federal legislative activity related to transportation. Review and analyze the availability of innovative financing methods and techniques.

The Office of Modal Development (OMD) is in the process of concluding a three phased applied research initiative to understand if and how better integrated transit planning among all stakeholders could lead to improved planning that meets the travel needs of the public through more successful funding, implementation, and operations of transit services. Phase 1 investigated how transit plans and processes are working in South Florida compared to expectations based on statutory and regulatory requirements. Phase 2 involved interviews of agencies and local government officials in South Florida, case studies, and interactive workshops to identify areas where improvements can be made. Phase 3 studied the relationship between transit planning integration and transit outcomes in 12 U.S. regions selected because they provide effective transit service and have been successful at winning federal discretionary funds and local support.

PD&E and Other Studies

This section provides a listing of PD&E and other major study activities that will be initiated or ongoing during State FY 2014/15 and State FY 2015/16.

ENVIRONMENTAL SERVICES (WETLAND, MITIG. & MAINTENANCE MONITORING)
ENVIRONMENTAL SVCS (CULTURAL RESOURCE ASSMT/HISTORIC & ARCHLGC)
GENERAL CONSULT TRANS/MOBILITY TECH ASST REGIONAL COORDINATION
GENERAL PLANNING CONSULTANT SERVICES
GPC- SYSTEMS PLANNING SUPPORT
PD&E PROJECT TRAFFIC INTERCHANGE ANALYSIS
PD&E SERVICES SUPPORT
PD&E/ ENVIRONMENTAL SERVICES SUPPORT
PD&E/ETDM SUPPORT ACTIVITIES
PL&EM TRANSPORTATION DATA MGMNT ANALYSIS & DEVELOPMENT
SIS ACTION PLAN/MASTER PLAN
STATISTICS TRAFFIC DATA COLLECTION & ANALYSIS
TRANSIT CORRIDOR PLANNING
TRANSIT PLANNING GENERAL CONSULTANT SERVICES
URBAN MODEL DEVELOPMENT
URBAN MODEL DEVELOPMENT, SE FL REGIONAL PLANNING MODEL
CAR CONTAMINATION ASSESSMENT & REMEDIATION
RAIL CONSULTANT
SIS PROGRAM SUPPORT
REGIONAL COMMUTER SERVICE PROGRAM
MULTIMODAL MODELING SUPPORT
SR 7 EXTENSION IN PALM BEACH
SR-9/I-95 @ PGA BOULEVARD/CENTRAL BOULEVARD
TRANSPORTATION PLANNING
TRANSPORTATION PLANNING ACTIVITIES URBAN PLANNING

Programs to Reduce Peak Hour Demand

The District employs Transportation Demand Management (TDM) techniques to increase the efficiency of existing transportation systems. TDM techniques influence system demand by reducing the number of automobile trips during peak hours of highway use. These techniques are executed by the District's Commuter Assistance Program, South Florida Commuter Services (SFCS). SFCS is a regional TDM program that engages commuters in Miami-Dade, Broward, Palm Beach, Martin, and St. Lucie Counties to promote access and mobility across the region via the 1-800-234-RIDE call center and 1-800234RIDE.com website. SFCS administers the 3+ carpool registration program for Managed Use Lanes and operates the Emergency Ride Home program to incentivize commuters who use alternative modes of transportation.

Regional Transportation Planning and Coordination

Engage various partners (e.g., MPOs, RPCs, South Florida Regional Transportation Authority) and other FDOT Districts on regional planning and implementation challenges, and opportunities relating to provision of an interconnected, multi-modal and multi-level transportation system. Participate in activities of the Southeast Florida Transportation Council (SEFTC) and the Treasure Coast Transportation Council (TCTC) and in regional visioning and other regional initiatives and forums as a policy and technical resource. Support development and implementation of regional LRTPs for SEFTC and the TCTC, along with complementary LRTPs for the MPOs, and coordinated regional freight planning.

Transit/Land Use

Continue to coordinate with local governments to educate, implement and promote acceptance of major transit investments including light rail and bus rapid transit. Build consensus with local governments, elected officials, neighborhood homeowner associations, business groups, RPCs and other stakeholders to locate stations and deliver transit oriented development (TOD) on major investment corridors.

Provide guidance documents, training, and technical assistance on TOD as implemented in the Southeast Florida region. Supporting planning efforts include:

- TOD Clearinghouse - Undertaking exploratory activities to facilitate the creation of a TOD central point of contact (Clearinghouse) for TOD outreach, assistance, development/accumulation, and provision of TOD information to the region.
- TOD “readiness” and marketability - Evaluate and measure “TOD Readiness” and marketability in the tri-county region, starting with a single prototype station area.
- TOD GIS - Enhance the Livable Communities GIS database with TOD update locations and plan information obtained from TOD station area and plans inventories.
- Evaluate TOD roles and responsibilities in terms of models of collaboration to enhance effectiveness of TOD implementation.

Transportation Data, Travel Characteristics, and Mapping/Database Development

- Freight Data Collection
FDOT District 4 has identified approximately 350 key locations for collecting vehicle classification counts in Fiscal Year (FY) 2014, in order to support regional freight planning and modeling needs. These sites were carefully selected by assessing historical truck count data available in the region and based on a prioritization of needs and available resources. If funding permits, the same data collection effort is expected to be carried out continuously over several FYs to monitor the impact of the Panama Canal Expansion, currently scheduled for completion in 2015, to the regional transportation system.
- Database Framework for Archiving and Accessing Bicycle & Pedestrian Data
FDOT District 4 has historically collected bike and pedestrian counts in the region, and is currently conducting an initial assessment on how to effectively store and share multimodal data among public agencies. The District coordinate with all Metropolitan and Transportation Planning Organizations (M/TPOs) on the creation of a standardized database structure designed for the storage, delivery, and analysis of multimodal data. Coordination with other public entities at state and local levels will also be performed.
- Federal Functional Classifications
The District and M/TPOs recently collaborated and completed the decennial review and reassessment of federal functional classification designations on all public roads located within the District. As per FHWA's recommendation for reducing the level of effort needed for the next periodic review, the District will continuously update functional classification system as the roadway system and land use developments change. This maintenance process involves ongoing coordination with local planning partners on various initiatives, such as long-range planning activities and project programming and development, to identify roadways that require changes to their functional classification designations.

Quality/Level of Service (LOS)

FDOT is conducting a review of travel time reliability research that will include a summary of data requirements, software requirements, relevant applications, types of outputs, and additional work needed to make travel time reliability “implementation ready.” Products will be selected for implementation based partially on the level of effort needed to incorporate them into FDOT's and local agencies' existing processes. To accomplish this implementation and testing, FDOT is developing detailed implementation plans for travel time reliability products. The concept for implementation is to work closely with FDOT and local agency personnel to add reliability analysis to specific applications.

Appendix D

Glossary of Terms

GLOSSARY

ADA	Americans with Disabilities Act
BCMPO	Broward County MPO
BCT	Broward County Transit
BEBR	University of Florida Bureau of Economic and Business Research
BGPAC	Bicycle Greenway Pedestrian Advisory Committee
CAC	Citizens Advisory Committee
CMAQ	Congestion Mitigation Air Quality funds
CMP	Congestion Management Process
CTD	Florida Commission for the Transportation Disadvantaged
CUTR	Center for Urban Transportation Research
DOA	Palm Beach County Department of Airports
EPA	United States Environmental Protection Agency
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making
FCTD	Florida Commission for Transportation Disadvantaged
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FIHS	Florida Intrastate Highway System
FTA	Federal Transit Administration
GIS	Geographic Information System
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
LOS	Level of Service
L RTP	Long Range Transportation Plan
MDMPO	Miami-Dade MPO
MDTA	Miami-Dade Transit Agency
PBMPO	Palm Beach Metropolitan Planning Organization
MPOAC	Florida Metropolitan Planning Organization Advisory Council
MUA	Miami Urbanized Area
Palm Tran	Palm Beach County Transit Operator
PBC	Palm Beach County
PBCDERM	Palm Beach County Department of Environmental Resource Management
PBCHD	Palm Beach County Health Department
PBCSD	Palm Beach County School District
PBIA	Palm Beach International Airport
PEA	Planning Emphasis Area
PIP	Public Involvement Plan
PPB	Port of Palm Beach
PL	FHWA Urban Transportation Planning Funds
RL RTP	Regional Long Range Transportation Plan
RPC	Regional Planning Council

RTA	South Florida Regional Transportation Authority, Tri Rail Operator
RTTAC	Regional Transportation Technical Advisory Committee
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
Sec. 5303	Section 5303 of the ISTEA for Planning Funds
SEFTC	Southeast Florida Transportation Council
SFCS	South Florida Commuter Services
SFECCTAS	South Florida East Coast Corridor Transit Analysis Study
SFRPC	South Florida Regional Planning Council
SFRTA	South Florida Regional Transportation Authority
SIS	Strategic Intermodal System
TAC	Technical Advisory Committee
TCRPC	Treasure Coast Regional Planning Council
TDCB	Transportation Disadvantaged Coordinating Board
TDP	Transit Development Plan
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TOD	Transit Oriented Development
TMA	Transportation Management Area
WPBUSA	West Palm Beach Urban Study Area

Appendix E

Certification Comments



U.S. Department
of Transportation
**Federal Highway
Administration**

Florida Division

April 23, 2014

545 John Knox Road, Suite 200
Tallahassee, Florida 32303
Phone: (850) 553-2200
Fax: (850) 942-9691 / 942-8308
www.fhwa.dot.gov/fldiv

In Reply Refer To:
HPR-FL

Ms. Nancy Ziegler
District Modal Development Administrator
Florida Department of Transportation
Office of Modal Development
3400 W. Commercial Boulevard
Ft. Lauderdale, FL 33309

Attn: Mr. Jeff Weidner

Dear Ms. Ziegler:

The following is in response to your staff's March 7, 2014 email which transmitted the Palm Beach Metropolitan Planning Organization's (MPO) Fiscal Year (FY) 2015-2016 Draft Unified Planning Work Program (UPWP) for our review. The following comments are provided by the Federal Highway Administration (FHWA) for the MPO's consideration in developing the Final UPWP:

General Comments:

- The MPO is commended for including the Transportation Planning Activities for other agencies, thus providing a more complete picture of the planning work being performed within their MPO.
- The products and schedules for each UPWP task should clearly identify the months and year of a specific product. In cases where an activity is ongoing, please indicate this (some tasks included, others did not).
- Please be reminded that executed Certifications including Debarment and Suspension, Contracts, Grants and Cooperative Agreements, MPO Annual Certification, Title VI Nondiscrimination Policy Statement and Disadvantaged Business Enterprise (DBE) statements should be signed and dated, and included in the final UPWP.
- Tasks that involve consultant participation should provide enough detail (such as project scope, work to be accomplished for each project, anticipated completion dates and project costs) about what the consultant responsibilities are concerning the activities to be undertaken using federal-aid funds. If that is not possible at this time, prior to the MPO's use of PL funds for these types planning projects or activities, the District should forward a copy of the scope of services, the anticipated cost and completion date to the FHWA for review. It will continue to be the responsibility of the District and MPO to ensure that all activities undertaken as part of these tasks are eligible and are allowable costs.

Specific Items:

- Please update the Federal Aid Project (FAP) number on the cover of the UPWP. The FAP number for this draft should be PL-0097(52). Please verify the Financial Management (FM) Project number.
- Under Introduction – Cooperative Section (page 5) - Is the word MPO missing from the first sentence? Should the FHWA and the Federal Transit Administration (FTA) also be listed as participating agencies with the MPO? Perhaps, delete the Palm Beach MPO from the list; otherwise this indicates the MPO participates with itself.
- Planning Priorities (page 6) – what are the current priorities for the MPO (not process but specific for the area)? Are there specific initiatives and projects that the MPO has deemed critical?
- Under the Planning Priorities Section (page 6) - Please identify what task(s) that the work for the Bicycle/Pedestrian Safety Action Plan (State Planning Emphasis Area) will be performed under.
- Planning Tasks (page 8) – Should this sentence read “The UPWP identified the following tasks to accomplish in the federal planning factors” rather than federal priorities as currently written?
- Organization and Management (page 10) – last paragraph on the page – is the staff assigned to the MPO through the Staff Services Agreement or the Interlocal Agreement?
- Task 1. Program Administration –
 - FY 15 & 16 Activities:
 - 11th bullet – is the final 17/18 UPWP anticipated in May 2016 rather than May 2014?
 - 12th bullet – The MPO is commended for the completion of its Continuity of Operations Plan. Please clarify the intent of work activities in this bullet – it is a little confusing.
- Task 1.2 PL Match - Please review the last sentence in the first bullet related to third party contracts and equipment purchases and delete it. The PL funds soft match is applied to the entire UPWP and the UPWP tasks, if the option to soft matched is chosen by the MPO.
- Task 2.0 Public Participation –
 - Third bullet under 15 & 16 Activities – “Offering presentations and seek...” Are these activities for the 2040 Long Range Transportation Plan (LRTP) update? Or are the public involvement efforts for the 2040 Update included under another task? The Annual Transportation Improvement Program (TIP)? Other programs? It was not clear what kind of input was being sought and for what. Are the activities in this bullet related to or in support of those in bullet #7?
 - Does the MPO conduct outreach efforts for the traditionally underserved within the MPO? Are these strategies outlined in the MPO’s Public Involvement Plan (PIP) and the PIP for the 2040 LRTP update?
 - How often are the strategies in the PIP evaluated for effectiveness? Please include those activities in this task.
 - Is the Transportation Outreach Program a subset of the PIP? Please clarify what it is.
- Task 3.0 Data Collection –
 - Previous Work: Some of the information related to socio-economic data appears to be work performed in a prior UPWP. Please update it for work performed in the 2012/2013-2013/2014 UPWP.

- FY 15 & 16 Activities: please clarify the last bullet –“determine the relationship...” It was not clear what type of work will be performed or the intent of this statement.
 - Products and Schedule: Were the Smoothed Urban Area/Transportation Management Boundaries completed under the 2012-2014 UPWP (Previous Work)? If not, how much work remains before it is completed (please identify this work remaining)?
- Task 3.2 Transportation System Usage Data – will the work performed under this task include the collection of freight data?
- Task 4.2 Long Range Transportation Plan –
 - Previous Work: please update this information. Our records indicate that the 2035 LRTP was adopted back in 2009 and would have been reported in a previous UPWP.
 - FY 15 & 16 Activities: 4th Bullet regarding retaining a consultant to assist in modeling and evaluating the Plan. Please clarify what additional work will be needed – Was this performed under the current (FY 2013/2014) UPWP?
 - Does the 5th bullet “complete the Plan...” mean adoption by the MPO Board?
 - If the 2040 LRTP will be adopted in 2014, what is the funding in FY 2015 and 2016 for and what work will be performed to justify the level of funding?
- Task 4.3 Transportation Improvement Program –
 - FY 15 & 16 – how will the map satisfy environmental justice and environmental streamlining? Please clarify.
 - Reminder – please ensure that FTA funds are included in the list of annual obligated projects as well as FHWA Funds.
- Task 4.4 Bicycle Greenway and Pedestrian Planning - Will the State Planning Emphasis Area work on the Bicycle/Pedestrian Action Plan be performed under this task? If so, please include those work efforts.
- Task 4.6 Congestion Management Process (CMP) –
 - One of the requirements in 23 CFR 23 450.320 is for the development of a CMP that results in multimodal system performance measures and strategies that can be integrated and reflected in the LRTP and TIP. Is the CMP reviewed regularly to evaluate these performance measures and the effectiveness of the strategies?
 - FY 15 & 16 Activities: What is the Transportation Monitoring System in Bullet one? Please clarify.
- Task 4.7 Freight Planning –
 - Are outreach efforts to the Freight stakeholders and community included in this task or are those efforts included under Task 2 for the PIP?
 - Are data collection efforts for freight movement being collected and analyzed under this task or under task 3.0?
 - Does the MPO’s process for prioritizing projects include freight?
 - Considering the emphasis that FDOT has placed on the development of a State Freight Mobility Plan, is the funding identified for this task in both UPWP years sufficient for the level of work?
- Budget Tables – PL funds that are being transferred to the Miami-Dade MPO for the regional plan and the travel survey. While those funds are identified in the individual tasks of the UPWP, they should not be included in the total PL funds being requested in Tables 1 and 2. It is suggested that a footnote be placed in these tables that identifies those amounts as being transferred but not counted in the total PL funds the MPO is requesting.

Thank you for the opportunity to review and comment on the draft UPWP for the Palm Beach MPO. We request that the final UPWP be available to us by **May 31, 2014** so that we may have sufficient time to authorize our portion of the program by **June 30, 2014**. To assist in our joint coordination efforts with the FTA, please provide a copy of the Final UPWP directly to the FTA Regional Office for their joint review.

If you have any questions, please feel free to contact Ms. Stacie Blizzard (850) 553-2223 or email Stacie.Blizzard@dot.gov.

Sincerely,

A handwritten signature in blue ink that reads "Stacie E. Blizzard". The signature is fluid and cursive, with a large loop at the end.

FOR: James Christian, P.E.
Division Administrator

cc: Mr. Keith Melton, FTA (Region IV)
Mr. Jeff Weidner, FDOT (District 4)
Ms. Arlene Tanis, FDOT (District 4)
Mr. Nick Uhren, Palm Beach MPO
Ms. Yvonne Arens, FDOT (MS-28)
Ms. Lee Calhoun, FDOT (MS-21)
Ms. LeeAnn Jacobs, FHWA FL



U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator
April 23, 2014

1200 New Jersey Ave., SE
Washington, D.C. 20590

**Federal Transit
Administration**

In Reply Refer To:
HEPP-1
TPE-1

Attention: Executive Directors of Metropolitan Planning Organizations

With the renewed focus on transportation planning brought about by the MAP-21, Transportation Secretary Foxx, and the pending issuance of proposed transportation planning regulations, Federal Highway Administration (FHWA) and Federal Transit Administration's (FTA) Offices of Planning are jointly issuing Planning Emphasis Areas (PEAs). The PEAs are planning topical areas that we want to place emphasis on as the Metropolitan Planning Organizations (MPOs) and the State DOTs develop their respective planning work programs. We are asking our FHWA and FTA field offices to meet with their MPO and State DOT counterparts to discuss these emphasis areas and encourage the MPOs and the States to develop and identify work tasks associated with the planning emphasis areas for inclusion in their upcoming unified planning work programs and statewide planning and research work programs for Federal FY-2015. The planning emphasis areas for Federal FY-2015 include:

MAP-21 Implementation

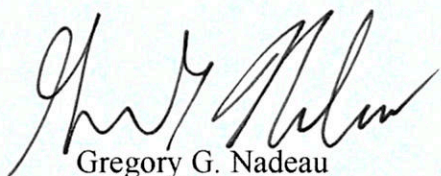
- *Transition to Performance Based Planning and Programming.* The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

Models of Regional Planning Cooperation

- *Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.* This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It also includes collaboration among State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

Ladders of Opportunity

- *Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.* Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.



Gregory G. Nadeau
Deputy Administrator
Federal Highway Administration

Sincerely yours,



Therese W. McMillan
Deputy Administrator
Federal Transit Administration



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

April 15, 2014

Mr. Nick Uhren, MPO Director
Palm Beach Metropolitan Planning Organization
2300 Jog Road, 4th Floor
West Palm Beach, FL 33411



Dear Mr. Uhren:

**Subject: FY 2014/15 – FY 2015/16 Unified Planning Work Program (UPWP)
Palm Beach Metropolitan Planning Organization (MPO)
FPN No. 423603-2-14-01; Contract No. A5359; FAP No. PL-0097 (052)**

District 4 of the Florida Department of Transportation (FDOT) has reviewed the Palm Beach Metropolitan Planning Organization's (MPO) Draft Fiscal Year (FY) 2014/15 – 2015/16 Unified Planning Work Program (UPWP). The results of our review indicate that this UPWP provides greater detailed description of work achievements from previous UPWPs, proposed work and proposed deliverables. Best practices of this UPWP are, inclusion of the Regional Climate Change Compact as part of the MPO's activities, a clear display of the other agencies' funding information and the addition of a graph representing total allocations by task.

General Comments:

- The UPWP should provide for the MPO's engagement in implementation of the performance management/measurement provisions in MAP-21. Engagement includes participating in federal agency rulemaking to establish performance measures and working with FDOT, transit agencies, and other MPOs to ensure targets are set in a coordinated and timely manner consistent with MAP-21's emphasis on performance-based planning and programming.
- The distribution and presentation of regional planning and coordination work varies across the three Southeast Florida Transportation Council (SEFTC) MPO's draft UPWPs. To improve consistency of regional activities across the UPWPs, we ask that you consider including a Miami Urbanized Area map, an update of SEFTC's work plan to FY 15-19 as a regional activity, and ensure ongoing regional consultant support for SEFTC. Additional comments on this are provided in the attachment.
- Consider emphasizing multi-modal data collection to benefit the analysis of other transportation modes in terms of congestion management and from a quality of service perspective.
- Consider including the preparation of a Pedestrian/Bicycle Safety Plan per FDOT Planning Emphasis Area (PEA).

- Consider identifying resources needed to participate in the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Strategic Plan major updates to be completed by the end of 2015.
- Consider the extent to which the MPO intends to be involved in the implementation of the *Seven50 Southeast Florida Prosperity Plan* (i.e., through content in the LRTP, participation in regional coalitions on balanced mobility, etc.).

As you finalize the UPWP, please address the Department's comments, as well as those received from other agencies and the public. The Department's final review will include verifying consistency with the UPWP Checklist in Chapter 3 of the MPO Program Management Handbook. You are encouraged to provide the Department a list (or summary) of how the Draft UPWP comments were addressed to assist us in the final review.

Please provide the Department with one paper copy and one PDF formatted file sent via email by May 15, 2014 and remember to distribute the document to the agencies as shown in the MPO Program Management Handbook. The District needs to submit a recommendation regarding approval of the final UPWP to Federal Highway Administration (FHWA) by the end of May.

The District looks forward to working with the MPO as well as regional and local stakeholders to execute the efforts identified in this work program. If you have any questions or need additional information, please contact Arlene Tanis in my office at (954) 777-4651.

Sincerely,



Nancy A. Ziegler
District Modal Development Administrator

NAZ/art

Attachments:

- A – Specific Comments
- B – Miami UZA/MPO Metropolitan Planning Area Boundary Map
- C – FDOT District Four Planning Activities

cc:

Lee Ann Jacobs, Federal Highway Administration
Stacie Blizzard, Federal Highway Administration
Elizabeth Orr, Federal Transit Administration
Irma San Roman, Miami-Dade MPO
Yvonne Arens, Office of Policy Planning
Diane Quigley, Public Transit Office
Phil Steinmiller, FDOT District 6
Gus Schmidt, FDOT District 4
Mark Plass, FDOT District 4
Lois Bush, FDOT District 4

ATTACHMENT A – Specific Comments

For your convenience, the following are additional observations, comments and recommendations of the Department that are specific to certain tasks and sections of the Draft UPWP.

MIAMI-DADE, BROWARD, AND PALM BEACH MPO – REGIONAL ACTIVITIES

One of the duties identified in the SEFTC Interlocal Agreement is “a list of anticipated regional tasks and identify funding for those tasks under the respective MPO’s Unified Planning Work Programs.” One of the appendices in the Palm Beach MPO’s draft UPWP is SEFTC’s FY 13-17 Work Plan. This work plan describes regional tasks and includes a five-year funding table showing amounts by regional task and MPO. The Broward MPO’s draft UPWP includes a map showing the boundary of the Miami UZA along with the metropolitan planning area boundaries for the Miami-Dade, Broward, and Palm Beach MPOs.

The three draft UPWPs all contain a regional task/element (Regional Support, Regional Transportation Planning, Regional Planning and Coordination). They also address regional activities in additional tasks/elements. The coverage and level of detail on regional activities, however, varies across the three draft UPWPs. It is unclear from reviewing them how regional consultant support for SEFTC will be handled after the current regional consultant contract expires in 2015.

All three UPWPs should include a Miami UZA map and SEFTC’s work plan as an appendix since the work plan provides an overview of regional activities. The MPOs should add an update to SEFTC’s work plan to FY 15-19 as a regional activity and anticipate UPWP changes following completion of the update. In addition, they should improve the consistency of the regional activities across their UPWPs. Particular attention should be paid to those involving ongoing regional consultant support for SEFTC, completion and implementation of the 2040 Regional Transportation Plan, maintenance of Southeast Regional Planning Model (SERPM) 7.0, regional public involvement, completion of the 2015 regional household travel survey, and completion of Southeast Florida Transportation and Climate Change Integration Pilot Project.

GENERAL

- Where applicable, please provide the month and year for specific deliverables.
- Please include FDOT District 4 Planning Activities in Section VI as a separate Element or at least reference it is in the appendix.
- Please review the document for references to past planning projects and be sure that all projects referenced will take place during the UPWP’s timeframe. Note that Tasks 4.1 and 4.2 reference updates to the 2035 Long Range Transportation Plan (LRTP).

TITLE PAGE

- Please note the new PL fund FM number is 423603-2-14-01; the current PL funds contract number is A5359; and the new FAP number is PL-0097 (052). This information should be listed in the first page of the final UPWP document.

EXECUTIVE SUMMARY

- Page 2, Executive Summary, and Page 5, A. Introduction, Overview paragraph: The MPO is described as being responsible for coordinating transportation planning activities for all of Palm Beach County. Suggest also noting at the start that the Palm Beach MPO is one of three MPOs designated for the Miami UZA and, in that capacity, focuses on the portion of the UZA in Palm Beach County. See the comment above relating to inclusion of a Miami UZA map in the UPWP.

INTRODUCTION

Overview

- Under “Cooperative” remove “Palm Beach Metropolitan Planning Organization” and add Broward MPO, Miami-Dade MPO, and Treasure Coast M/TPOs.
- Page 5, Cooperative section: “MPOs in Martin, St. Lucie and Indian River counties” should be changed to “the Martin, St. Lucie and Indian River County M/TPOs designated for the Port St. Lucie and Sebastian-Vero Beach South-Florida Ridge UZAs.”
- Address public involvement as a continuing activity on page 5 under “Continuing.”
- Please clarify what is meant by “potential inclusion” in the first bullet point on page 6.
- Page 6, first bullet: Suggest deleting “potential” from “reviews the SIS cost feasible plan for consistency and potential inclusion in the MPO’s LRTP and TIP.” MPO plans under MAP-21 and Florida Statutes are to provide for the development and integrated management and operation of multimodal transportation systems for metropolitan areas, giving emphasis to facilities that serve national, statewide, or regional transportation functions.
- Please check for errors/typos within the document, for example those on pages 4, 5, and 9.

Planning Priorities and Tasks

- “Bicycle safety” should be “bicycle and pedestrian safety”

ORGANIZATION AND MANAGEMENT

- Page 10, fourth paragraph, sixth bullet: The SEFTC Interlocal Agreement was last amended on April 25, 2011 rather than July 14, 2011.
- Page 10, last paragraph: Is the agreement being referred to the MPO’s Staff Services Agreement rather than its Interlocal Agreement as that term is typically used?

WORK PROGRAM

1.0 Administration

Element 1.1 Administration and Coordination

- Under FY 15 & 16 activities, the final FY 17-18 UPWP should be final in May 2016 not May 2014.
- Check, and clarify, the language of the third to last bullet which states “... and backup data files, work products, and programs.”
- Page 13, Element 1.0: Suggest modifying the sixth bullet under Products and Schedule to cover updated standard MPO agreements as needed.

2.0 Public Participation

- Evaluate the products and schedule performance measures and effectiveness based on targets on public outreach. How is the effectiveness of the public outreach efforts measured? Has there been a broader response that is representative of the population in Palm Beach County?
- Although an annual assessment of the Public Involvement Plan is included under products and schedule, make sure it is a continuous assessment to check the plan’s effectiveness.
- Clarify what “Transportation Outreach Program maintenance” means and how it is linked to the activities.

3.0 Data Collection

Element 3.1 Socio-Economic Data

- The section appears to be dated, as it references Traffic Analysis Zones (TAZ) and 2009 socio-economic data which was already completed, please update accordingly.
- Please confirm that funding amounts have been updated.
- Elaborate on the last bullet point, “Determine the relationship between population, employment, and transportation,” as the sentence is too vague. How does the action tie into

the data collection task? Would this action include collecting data and/or analyzing data? If it is an analysis, then please update the purpose of the task to reflect that.

- Consider re-wording the fourth bullet point from “Utilize a vacant parcel inventory...” to “Monitor and maintain a vacant parcel inventory...”

Element 3.2 Transportation System Usage Data

- How is multimodal data collection addressed in this task? Update the purpose to reflect that other transportation modes data will also be collected, as included in the activities.
- Please include another bullet to state, “Obtain boarding and alighting data by station from SFRTA,” as the rest of the data collection activities are very specific.
- Coordinate with the FDOT Bike and Pedestrian count program to support the collection of this data in Palm Beach.
- Consider moving all data collection activities to the Data Collection Task (3.0) with references in other sections, but show the funding in Task 3.0.
 - Consider including an Element 3.3 for Freight Data Collection which is currently under Element 4.7.

TRANSPORTATION SYSTEM PLANNING

Element 4.1 Regional Planning and Coordination

- Consider re-wording the phrase “forming a closer coalition.”
- Update the language “Retain consultant” to “Contribute funds to regional LRTP” or something similar. It should be clear that there is only one regional consultant and not one per MPO.
- Please clarify whether updating the Southeast Florida Transportation Council (SEFTC) website is part of the Palm Beach MPO’s responsibility?
- Re-word the third to last bullet point from “...MPOs located to the north...” to specifically naming those MPOs.
- FDOT supports the MPOs involvement in the development of a regional TIP.
- Include the Treasure Coast Passenger Rail Coalition participation as an activity.
- Language and activities should be consistent with Broward and Miami-Dade MPO’s tasks on regional planning to reflect coordination on regional activities.
- Please update the Seven50 statement as the plan is now complete, and move the updated statement regarding Seven50 into Previous Work.
- Page 18, Element 4.1: The UPWP should cover the MPO’s participation in and utilization of results from the Southeast Florida Transportation and Climate Change Integration Pilot Project now scheduled for completion in January 2015. Consider adding activities in this or another element addressing (1) the MPO’s participation in the cross-agency Transit Oriented Development (TOD) Task Team (Working Group) formed to promote effective implementation of TOD in the region, and (2) planning for park and ride lots at a regional scale, including in conjunction with express bus service.

Element 4.2 Long Range Transportation Plan (LRTP)

- Page 19, Element 4.2: The MPO’s 2035 LRTP was adopted on October 19, 2009, so the 2040 LRTP update is due in October rather than December 2014. Add FDOT to the first bullet under FY 15 & 16 Activities. What accounts for the significant difference in the amount of PL funds budgeted for the LRTP element (\$520,000) and the amount of PL and 5303 (and match) funds budgeted for the Regional Planning and Coordination element which includes SERPM maintenance (\$187,500)?
- Clarify third bullet to indicate what County systems are being referenced. Please note that it is not a function of the MPO to monitor impacts from proposed development.

- Clarify as to why there is greater funding for the LRTP in FY 2016 when the plan will be adopted in FY 2015.
- Instead of using the phrase “the Plan,” please spell out which plan is being referenced.
- Remove second to last bullet, “Monitor proposed changes to EPA Air Quality Standards...” as it is dated.

Element 4.3 Transportation Improvement Program (TIP)

- Include more consistency checks in this task such as comparisons to comp plans or other plans. Do not rely only on Efficient Transportation Decision Making (ETDM).
- There should be a deliverable for a Map of major projects to be consistent with the activity.
- Per FDOT and FHWA instructions, ensure that previous years budgets are included in total cost information of TIP projects.

Element 4.4 Bicycle, Greenway and Pedestrian Planning

- Include the Planning Emphasis Area (PEA) from Central Office to prepare a Bike/Pedestrian safety plan.
- Consider adding pedestrian counts to the MPO’s bike count program.

Element 4.5 Public Transit Planning

- Page 22, Element 4.5: Please remove “JARC/New Freedom” under Products and Schedule since they are not programs under MAP-21.

Element 4.6 Congestion Management Process

- Please clarify what “Transportation Monitoring System” refers to.
- There are concerns that the bullet “Identify areas and corridors where congestion occurs or may occur using Transportation Monitoring System,” may be too ambitious. Consider adding in performance objectives or targets, to make it more strategic. Consider including a step that says “identify congestion management plan goals, objectives and performance targets.” If changes are implemented, it will be easier to identify “congested” hot spots. The use of targets will help focus strategy development discussions.
- Palm Beach County’s Transportation Systems Management & Operation (TSM&O) program is doing well in the central part of the County and in the City of Boca Raton. Consider expanding these networks that are monitored by the Transportation Management Centers (TMC) through upgrades in data collection (real time – throughput, travel time, speed, origin-destination (OD), etc.) , operations and maintenance funding, signal timing contracts, software enhancements (signal system, adaptive control, decision support systems, software that integrate the signal system software’s with the transit Automatic Vehicle Location (AVL) system, etc.)

Element 4.7 Freight Planning

- Add activity to participate/coordinate with the State’s Freight Mobility Trade Plan (FMTP).
- Consider how freight and goods fit into the MPO’s prioritization process in the development of the 5-year program.
- Consider adding an activity to review the regional and state freight plans for consistency.
- Coordinate with FDOT on the prioritization/implementation of the freight projects (i.e. connector program, “last mile” access to freight hubs).
- Expand last bullet to “Coordinate with Hendry County on development application for major industrial development/ILC west of Palm Beach County boundaries.”
- Participate in any regional freight conferences and meetings, such as the South Florida Regional Freight Team, as acquired.

- Coordinate with local economic boards and Chamber of Commerce to support the movement of freight and goods and any infrastructure needs.

Element 4.8 Human Services Transportation Planning

- Under the Purpose section please modify the section title from “Human Transportation Coordinated Transportation Plan” to “Human Services Transportation Coordinated Transportation Plan.”
- Under the purpose section, “disadvantaged population” should be “transportation disadvantaged population.”
- In the second bullet under FY 15 & 16 Activities “LTDCB” should be “TDLCB.”
- In the fourth bullet under FY 15 & 16 Activities “Workforce Alliance” has changed to “Career Source.”
- Please verify that the \$100,000 budget per year are from the MPO’s 5303 funds.

SPECIAL PROJECT PLANNING

Element 5.1 Project Impact Review and Evaluation

- Consider extending the West Palm Beach (WPB) streetcar feasibility study area to Palm Beach International (PBI) Airport. West Palm Beach’s Downtown Development Authority (DDA) and the South Florida Regional Transportation Authority (SFRTA) will support with local funds.
- Page 26, Element 5.1: The UPWP should provide for the MPO’s participation in the SR 80 action plan that will be developed in FY 15/16 with funding from FDOT. This action plan relates to FDOT’s recommendation that a holistic, multimodal corridor management (or mobility) plan for Central Palm Beach County be developed and implemented as mitigation for adverse impacts to State Road (SR) 80 from the Constrained Roadways at Lower Level of Service established for the Wellington Medical Arts District.

Element 5.3 Transportation and Land Use Planning

- Please include the Tri-Rail Coastal Link (TRCL) efforts to develop station areas.
- Clarify who the Planning Council is in the final bullet.
- Relative to previous work, are there any planned studies for development of station areas particularly for the TRCL study/efforts?
- Considering the amount of resources, please specify the work products and deliverables consultants will produce, as there are significant fund allocated for this task, approximately \$350K.

Transportation Planning Activities by Other Agencies

Element 6.1 South Florida Regional Transit Authority (SFRTA)

- The MPO’s inclusion of other agencies funding information as a separate item should be commended, as it shows coordination.

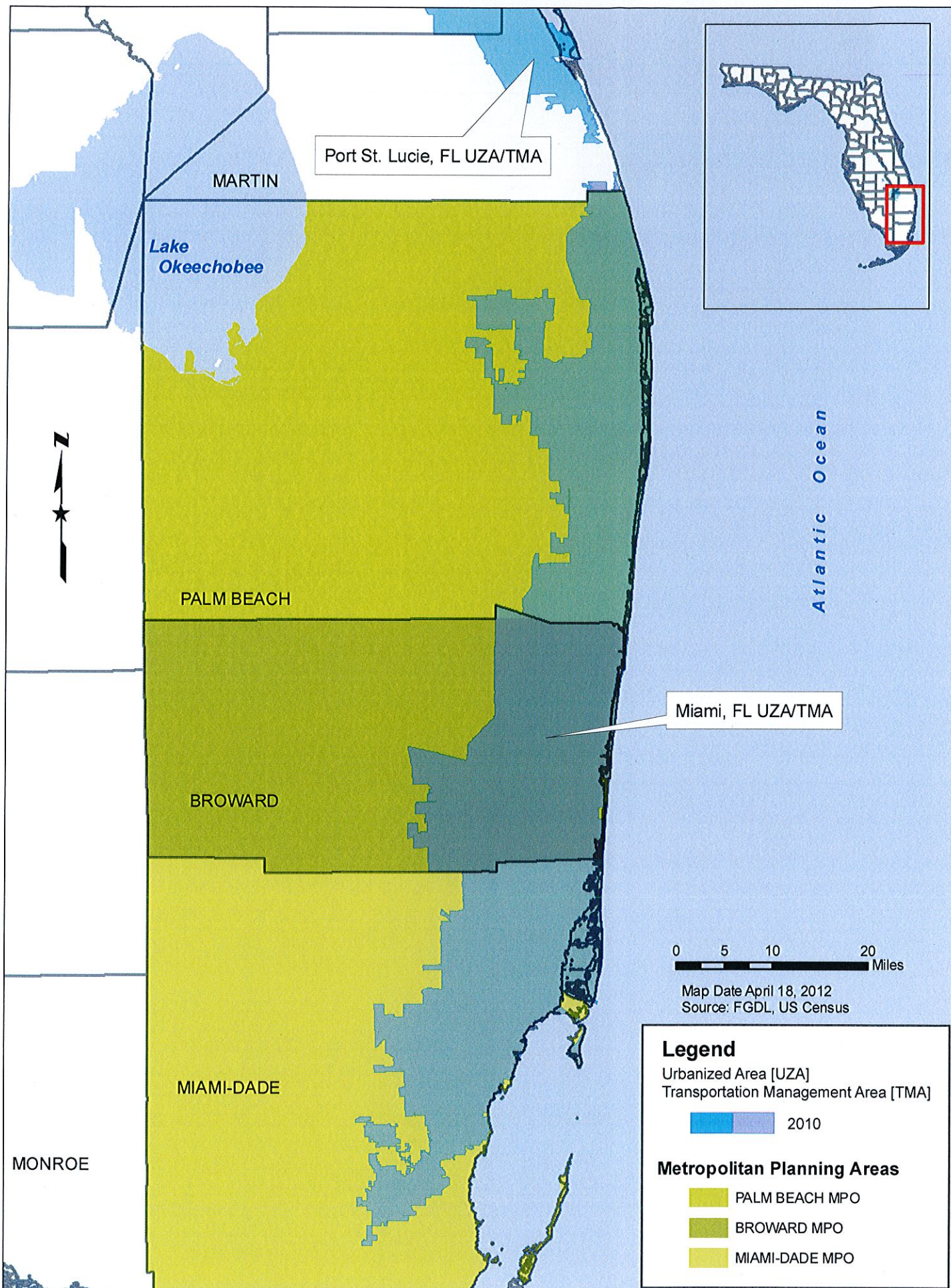
Element 6.2 South Florida Commuter Services

- Elaborate on how the first bullet point goes from an action item to implementation.
 - Consider expanding beyond Boca Raton and WPB
 - How does the Boca Raton and WPB Transportation Management Initiative contribute to this effort?
- Please provide clarification on the 5% target. Is this an annual or bi-annual target? Where does this target come from?

- Element 6.2 is not independent, it is FDOT providing funds for SFCS. This should be included as a Congestion Management Program strategy, consider moving Element 6.2 into Element 4.6.
- Resources for South Florida Commuter Services (SFCS) are itemized, that is a good practice.

Multi-Year Business Plan

- Page 34, Multi-year Business Plan: Based on Footnote 4, the MPO appears to be assuming a multi-plan approach will be taken for the 2045 planning cycle as it was in prior planning cycles. Since federal regulation allows multiple MPOs for a single UZA to develop a single metropolitan transportation plan (LRTP) and/or a single TIP for the entire UZA (23 CFR 450.314(d)), suggest adding a footnote indicating that option may be considered for the 2045 planning cycle.



FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

DISTRICT 4 PLANNING ACTIVITIES

Bicycle/Pedestrian Activities and Context Sensitive Solutions (CSS)

- Support the statewide safety campaign to reduce the number of pedestrian and bicycle crashes occurring annually within Florida and adoption of specific policies and strategies to address this issue within the Florida Strategic Highway Safety Plan and the Florida Pedestrian and Bicycle Strategic Safety Plan.
- Educational and outreach activities directed to the public and agency stakeholders regarding safety programs and campaigns such as the "Alert Today, Alive Tomorrow - Safety Doesn't Happen By Accident" Pedestrian Awareness Campaign.
- Prepare multimodal scoping forms for FDOT project managers to use for identifying livable communities and CSS features to better integrate multiple modes of transportation.
- Develop Bike/Pedestrian geographic information system (GIS) count data for sharing between FDOT and its stakeholder agencies.
- Coordinate with the Metropolitan Planning Organizations (MPO) and local governments to prioritize and program funds for projects supportive of transit, bicycle and/or pedestrian modes, including assessment of greenway crossings.
- Formalization of a District 4, multi-disciplined review process for statewide application for making lane elimination decisions on the State Highway System.

Corridor and Mobility Planning

Conduct studies with our partners to identify and evaluate issues on major transportation corridors and evaluate the effectiveness and impacts of proposed alternatives. Results may range from recommended improvements that address specific problems to a comprehensive action plan for improving a corridor or larger area. Studies which are underway include:

- US 1 Corridor Retrofit in Martin and St. Lucie Counties
- Oakland Park Boulevard Corridor Study
- Hollywood- Pines Corridor Study

Community Planning - Local Government Comprehensive Plans

Review proposed local government comprehensive plans and plan amendments with a focus on issues within the FDOT's jurisdiction as it relates to transportation resources and facilities of state importance. Identify potential adverse impacts from proposed plan amendments and ways to mitigate them. Provide technical assistance; undertake special studies or projects; and coordinate with local governments, Regional Planning Councils (RPC), MPOs, Department of Economic Opportunity (DEO) and other agencies or groups on comprehensive planning issues and opportunities, including in anticipation of plan amendments.

Demand Forecast Model Development, Calibration, and Validation

Demand forecast model structures are conceptualized and models are constructed, calibrated and validated using demographic and land use data, travel characteristic patterns, traffic counts, and transit service and ridership data collected from various sources. Future projections from models are formulated as the basis for assessing future transportation demands and new facility and service needs. Regional models are developed to support the development of MPO Long Range Transportation Plans (LRTP) and Regional Long Range Transportation Plans (RLRTP). The District emphasizes the importance of traffic data collection and encourages the district's counties and M/TPOs to maintain an ongoing surveillance and data collection program.

Developments of Regional Impact (DRIs)

FDOT participates in DRI pre-application and methodology meetings preceding submission of DRI applications and the application review process to ensure that significant and/or adverse impacts to regional roadways are identified and mitigated and multi-modal mobility considerations are addressed. Also, FDOT evaluates proposed changes to approved DRIs to identify any impacts and whether additional mitigation is required. Coordination with the DEO, the applicable RPC, affected local governments, and developers is a routine part of the efforts.

Efficient Transportation Decision Making (ETDM) Process

The ETDM process was developed in Florida to accomplish the streamlining objectives identified in Section 1309 of the Transportation Efficiency Act for the 21st Century. It is designed to provide resource agencies and the public early access to transportation project plans and information about potential project effects on state resources. Resource agencies interact with project planners using the Environmental Screening Tool during the development of MPO Long Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs). Their early involvement helps identify project changes that avoid or minimize adverse effects on resources and communities. The District ETDM coordinator coordinates training and provides guidance to the MPOs and District staff on implementation of the ETDM process. The District community liaison coordinator coordinates training and provides guidance to MPO staff on socio-cultural effects evaluations.

Extreme Weather Resiliency/Climate Change

Collect and analyze related data, legislation, and requirements with an emphasis on how they relate to transportation planning and projects. Perform research regarding best practices and tools for addressing extreme weather/climate change impacts. Promote use of tools developed by FDOT, particularly the Florida Sea Level Scenario Sketch Planning Tool. Participate in initiatives of other entities addressing mitigation and adaptation to climate changes impacts (e.g., Broward County Climate Change Task Force, Southeast Florida Regional Climate Change Compact, Federal Highway Administration (FHWA), South Florida Climate Change Vulnerability, and Adaptation Pilot Project).

FDOT State Planning and Research (SPR) Program for FHWA

FDOT produces an SPR for FHWA for each state fiscal year. This document identifies planning and work program activities that will be accomplished by FDOT, at the central office and district levels, and for which federal reimbursement may be requested. It is submitted in compliance with 23 CFR 420.111 and pursuant to the current Florida Federal-Aid Partnership Agreement.

In Florida, federal planning funds are used to pay eligible costs of FDOT staff who perform functions relating to planning. State funds are used to supplement these functions to ensure department objectives are accomplished. Preparation of the Work Program, which is the basis for the State Transportation Improvement Program, is paid for using state funds. Focal areas are Transportation Planning, Systems Planning, and Data Collection.

Intelligent Transportation System (ITS) Planning

Coordinates with the MPOs to incorporate ITS into their plans and programs and to structure ITS into their respective organizations. These ITS planning activities include developing an ITS Management Plan and an ITS Program Plan for each county, developing MPO capability to manage the Regional ITS Architecture, and developing ITS programs and projects for MPO LRTPs and TIPs. This support also includes integrating intra-regional ITS deployment and operations as well as ensuring that intra-regional and inter-regional operations are coordinated.

Interchange Proposal Review and Coordination

Identify and review the need for new interchanges or modifications to existing interchanges, following criteria set forth by the Federal Highway Administration (FHWA) and FDOT's interchange review process. FDOT conducts District Interchange Review Committee (DIRC) meetings and coordinates Interchange proposals with FHWA.

Long Range Transportation Plans (LRTPs)/ Regional LRTPs

Provide technical assistance and policy direction to the MPOs in developing and implementing their 2040 LRTPs and in meeting commitments relating to regional LRTPs. Provide state and federal revenue forecasts and guidance on transportation costs. Develop, validate and maintain a set of systems planning models, land use allocation models, and other analytical tools needed by FDOT and the MPOs to maintain LRTPs and conduct other planning studies and analyses.

MPO/Community/Government Liaison

Provide policy direction, technical assistance, and administrative support to MPO boards and advisory committees, local governments, and communities. Assist MPOs in conducting metropolitan transportation planning programs that meet state and federal requirements and are coordinated with the statewide transportation planning program. Primary MPO products and processes include Unified Planning Work Programs (UPWP), LRTPs, Annual Transportation Project Priority Lists, Transportation Improvement Plans (TIPs), Congestion Management Plans (CMPs), and Public Involvement/ Participation Plans (PIPs). Conduct annual state certification reviews of the MPOs and participate in periodic FHWA/Federal Transit Administration (FTA) certification reviews of the MPOs for transportation management areas. Provide technical assistance on TIP and LRTP consistency issues for Project Development & Environmental (PD&E) and project level amendments.

Multi-Modal Systems and Transportation Studies

- Managed Lanes
The Florida Department of Transportation (FDOT) defines managed lanes (ML) as highway facilities or sets of lanes within an existing highway facility where operational strategies are proactively implemented and managed in response to changing conditions with a combination of tools. These tools may include accessibility, vehicle eligibility, pricing, or a combination thereof. Types of managed lanes include high occupancy vehicle (HOV) lanes, bus rapid transit (BRT) lanes, truck only lanes, and priced managed lanes called express lanes (EL). FDOT monitors operations of the I-95 HOV facilities in South Florida on a biannual basis. The objective of the monitoring effort is to document current operations of the ML facility and to determine if operational changes are warranted.
- Fare Interoperability
The Fare Interoperability project is the effort to implement a regional universal fare system that interfaces with the existing MDT/SFRTA Easy Card and tests new fare collection technologies, such as mobile ticketing. The Florida Department of Transportation (FDOT) works with the local transit agencies to provide technical support and assist in facilitating consensus for this effort.
- Seaport/Airport
Assist with Seaport and Airport Master Plan updates. Collaborate with the Broward MPO on the South Florida Regional Freight Plan. Conduct Feasibility Study for a Florida Maritime/Intermodal Academy.

Multi-Modal Systems

FDOT provides policy guidance, technical assistance, and research to various entities regarding state and federal grants that support multi-modal transportation opportunities. Monitor and provide input regarding state and federal legislative activity related to transportation. Review and analyze the availability of innovative financing methods and techniques.

The Office of Modal Development (OMD) is in the process of concluding a three phased applied research initiative to understand if and how better integrated transit planning among all stakeholders could lead to improved planning that meets the travel needs of the public through more successful funding, implementation, and operations of transit services. Phase 1 investigated how transit plans and processes are working in South Florida compared to expectations based on statutory and regulatory requirements. Phase 2 involved interviews of agencies and local government officials in South Florida, case studies, and interactive workshops to identify areas where improvements can be made. Phase 3 studied the relationship between transit planning integration and transit outcomes in 12 U.S. regions selected because they provide effective transit service and have been successful at winning federal discretionary funds and local support.

PD&E and Other Studies

This section provides a listing of PD&E and other major study activities that will be initiated or ongoing during State FY 2014/15 and State FY 2015/16.

COUNTYWIDE CORRIDOR STUDIES BROWARD CO. MPO	BROWARD
D/W CONTAMINATION ASSESSMENT & REMEDIATION	DIST/ST-WIDE
D/W ENVIRONMENTAL SERVICES (WETLAND, MITIG. & MAINTENANCE MONITORING)	DIST/ST-WIDE
D/W ENVIRONMENTAL SVCS (CULTURAL RESOURCE ASSMT/HISTORIC & ARCHLGC)	DIST/ST-WIDE
D/W GENERAL CONSULT TRANS/MOBILITY TECH ASST REGIONAL COORDINATION	DIST/ST-WIDE
D/W GENERAL PLANNING CONSULTANT SERVICES	DIST/ST-WIDE
D/W GPC- SYSTEMS PLANNING SUPPORT	DIST/ST-WIDE
D/W PD&E PROJECT TRAFFIC INTERCHANGE ANALYSIS	DIST/ST-WIDE
D/W PD&E SERVICES SUPPORT	DIST/ST-WIDE
D/W PD&E/ ENVIRONMENTAL SERVICES SUPPORT	DIST/ST-WIDE
D/W PD&E/EDTM SUPPORT ACTIVITIES	DIST/ST-WIDE
D/W PD&E/ETDM SUPPORT ACTIVITIES	DIST/ST-WIDE
D/W PL&EM TRANSPORTATION DATA MGMNT ANALYSIS & DEVELOPMENT	DIST/ST-WIDE
D/W SIS ACTION PLAN/MASTER PLAN	DIST/ST-WIDE
D/W STATISTICS TRAFFIC DATA COLLECTION & ANALYSIS	DIST/ST-WIDE
D/W TRANSIT CORRIDOR PLANNING	DIST/ST-WIDE
D/W TRANSIT PLANNING GENERAL CONSULTANT SERVICES	DIST/ST-WIDE
D/W URBAN MODEL DEVELOPMENT	DIST/ST-WIDE
D/W URBAN MODEL DEVELOPMENT, SE FL REGIONAL PLANNING MODEL	DIST/ST-WIDE
DIST WIDE/CAR CONTAMINATION ASSESSMENT & REMEDIATION	DIST/ST-WIDE
DISTRICT WIDE RAIL CONSULTANT	DIST/ST-WIDE
DISTRICT WIDE SIS PROGRAM SUPPORT	DIST/ST-WIDE
DISTRICTWIDE REGIONAL COMMUTER SERVICE PROGRAM	DIST/ST-WIDE
MULTIMODAL MODELING SUPPORT	DIST/ST-WIDE
NW 21 ST AVENUE FROM SR 816 OAKLAND PARK BLVD TO SR 870/COMMERCIAL BLVD	BROWARD
OSLO ROAD @ I-95 INTERCHANGE	INDIAN RIVER
OSLO ROAD FROM SR-9/I-95 TO 58TH AVE	INDIAN RIVER
PORT ST LUCIE BLVD FROM BECKER ROAD TO DARWIN BLVD	ST. LUCIE
REGIONAL PLANNING SUPPORT	DIST/ST-WIDE
SR-5/US-1 FROM THE MIAMI-DADE COUNTY LINE TO SR-842/BROWARD BLVD	BROWARD
SR-7/US-441 TRANSIT CORRIDOR	BROWARD
SR 7 EXTENSION	PALM BEACH
SR-816/OAKLAND PARK BLVD FROM SAWGRASS EXPRESSWAY TO SR-A1A	BROWARD
SR-9/I-95 @ PGA BOULEVARD/CENTRAL BOULEVARD	PALM BEACH
TRANSPORTATION PLANNING - DISTRICTWIDE	DIST/ST-WIDE
TRANSPORTATION PLANNING ACTIVITIES URBAN PLANNING	DIST/ST-WIDE
W. MIDWAY ROAD FROM GLADES CUTOFF ROAD TO SELVITZ ROAD	ST. LUCIE

Performance Management/Measurement

Provide expertise on performance management/measurement with a focus on transportation-related performance measures. Provide support relating to implementation of performance-based planning and programming under MAP-21. Participate in the FDOT Mobility Performance Measures (MPM) Program addressing all modes as well as movement of people and freight. Perform research, share information, and support collaboration on the use of performance measures/measurement systems at the local and regional levels that address access and multimodal mobility for people and freight and other areas. Share knowledge of Quality/LOS and other performance measures/measurement systems that currently are used or could be used by local governments in their comprehensive plans.

Programs to Reduce Peak Hour Demand

The District employs Transportation Demand Management (TDM) techniques to increase the efficiency of existing transportation systems. TDM techniques influence system demand by reducing the number of automobile trips during peak hours of highway use. These techniques are executed by the District's Commuter Assistance Program, South Florida Commuter Services (SFCS). SFCS is a regional TDM program that engages commuters in Miami-Dade, Broward, Palm Beach, Martin, and St. Lucie Counties to promote access and mobility across the region via the 1-800-234-RIDE call center and 1-800234RIDE.com website. SFCS administers the 3+ carpool registration program for Managed Use Lanes and operates the Emergency Ride Home program to incentivize commuters who use alternative modes of transportation.

Regional Transportation Planning and Coordination

Engage various partners (e.g., MPOs, RPCs, South Florida Regional Transportation Authority) and other FDOT Districts on regional planning and implementation challenges, and opportunities relating to provision of an interconnected, multi-modal and multi-level transportation system. Participate in activities of the Southeast Florida Transportation Council (SEFTC) and the Treasure Coast Transportation Council (TCTC) and in regional visioning and other regional initiatives and forums as a policy and technical resource. Support development and implementation of regional LRTPs for SEFTC and the TCTC, along with complementary LRTPs for the MPOs, and coordinated regional freight planning.

Transit/Land Use

Continue to coordinate with local governments to educate, implement and promote acceptance of major transit investments including light rail and bus rapid transit. Build consensus with local governments, elected officials, neighborhood homeowner associations, business groups, RPCs and other stakeholders to locate stations and deliver transit oriented development (TOD) on major investment corridors.

Provide guidance documents, training, and technical assistance on TOD as implemented in the Southeast Florida region. Supporting planning efforts include:

- TOD Clearinghouse - Undertaking exploratory activities to facilitate the creation of a TOD central point of contact (Clearinghouse) for TOD outreach, assistance, development/accumulation, and provision of TOD information to the region.
- TOD "readiness" and marketability - Evaluate and measure "TOD Readiness" and marketability in the tri-county region, starting with a single prototype station area.
- TOD GIS - Enhance the Livable Communities GIS database with TOD update locations and plan information obtained from TOD station area and plans inventories.
- Evaluate TOD roles and responsibilities in terms of models of collaboration to enhance effectiveness of TOD implementation.

Transportation Data, Travel Characteristics, and Mapping/Database Development

Freight Data Collection

FDOT District 4 has identified approximately 350 key locations for collecting vehicle classification counts in Fiscal Year (FY) 2014, in order to support regional freight planning and modeling needs. These sites were carefully selected by assessing historical truck count data available in the region and based on a prioritization of needs and available resources. If funding permits, the same data collection effort is expected to be carried out continuously over several FYs to monitor

the impact of the Panama Canal Expansion, currently scheduled for completion in 2015, to the regional transportation system.

- Database Framework for Archiving and Accessing Bicycle & Pedestrian Data

FDOT District 4 has historically collected bike and pedestrian counts in the region, and is currently conducting an initial assessment on how to effectively store and share multimodal data among public agencies. The District coordinate with all Metropolitan and Transportation Planning Organizations (M/TPOs) on the creation of a standardized database structure designed for the storage, delivery, and analysis of multimodal data. Coordination with other public entities at state and local levels will also be performed.

- Federal Functional Classifications

The District and M/TPOs recently collaborated and completed the decennial review and reassessment of federal functional classification designations on all public roads located within the District. As per FHWA's recommendation for reducing the level of effort needed for the next periodic review, the District will continuously update functional classification system as the roadway system and land use developments change. This maintenance process involves ongoing coordination with local planning partners on various initiatives, such as long-range planning activities and project programming and development, to identify roadways that require changes to their functional classification designations.

Quality/Level of Service (LOS)

FDOT is conducting a review of travel time reliability research that will include a summary of data requirements, software requirements, relevant applications, types of outputs, and additional work needed to make travel time reliability "implementation ready." Products will be selected for implementation based partially on the level of effort needed to incorporate them into FDOT's and local agencies' existing processes. To accomplish this implementation and testing, FDOT is developing detailed implementation plans for travel time reliability products. The concept for implementation is to work closely with FDOT and local agency personnel to add reliability analysis to specific applications.