

FY 11-12  
UNIFIED PLANNING  
WORK PROGRAM



PALM BEACH  
METROPOLITAN PLANNING  
ORGANIZATION

WEST PALM BEACH  
URBAN STUDY AREA

MAY 2010

WEST PALM BEACH URBAN STUDY AREA  
UNIFIED PLANNING WORK PROGRAM  
FISCAL YEAR JULY 1, 2010 – JUNE 30, 2012

PALM BEACH  
METROPOLITAN PLANNING ORGANIZATION

Prepared by  
Office of the Metropolitan Planning Organization

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## 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
MPO	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

RLRTP	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 <sup>st</sup> Century
TIP	Transportation Improvement Program
TOD	Transit Oriented Development
TMA	Transportation Management Area
WPBUSA	West Palm Beach Urban Study Area

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UNIFIED PLANNING WORK PROGRAM  
WEST PALM BEACH URBAN STUDY AREA  
Fiscal Year July 1, 2010 - June 30, 2012

**I. INTRODUCTION**

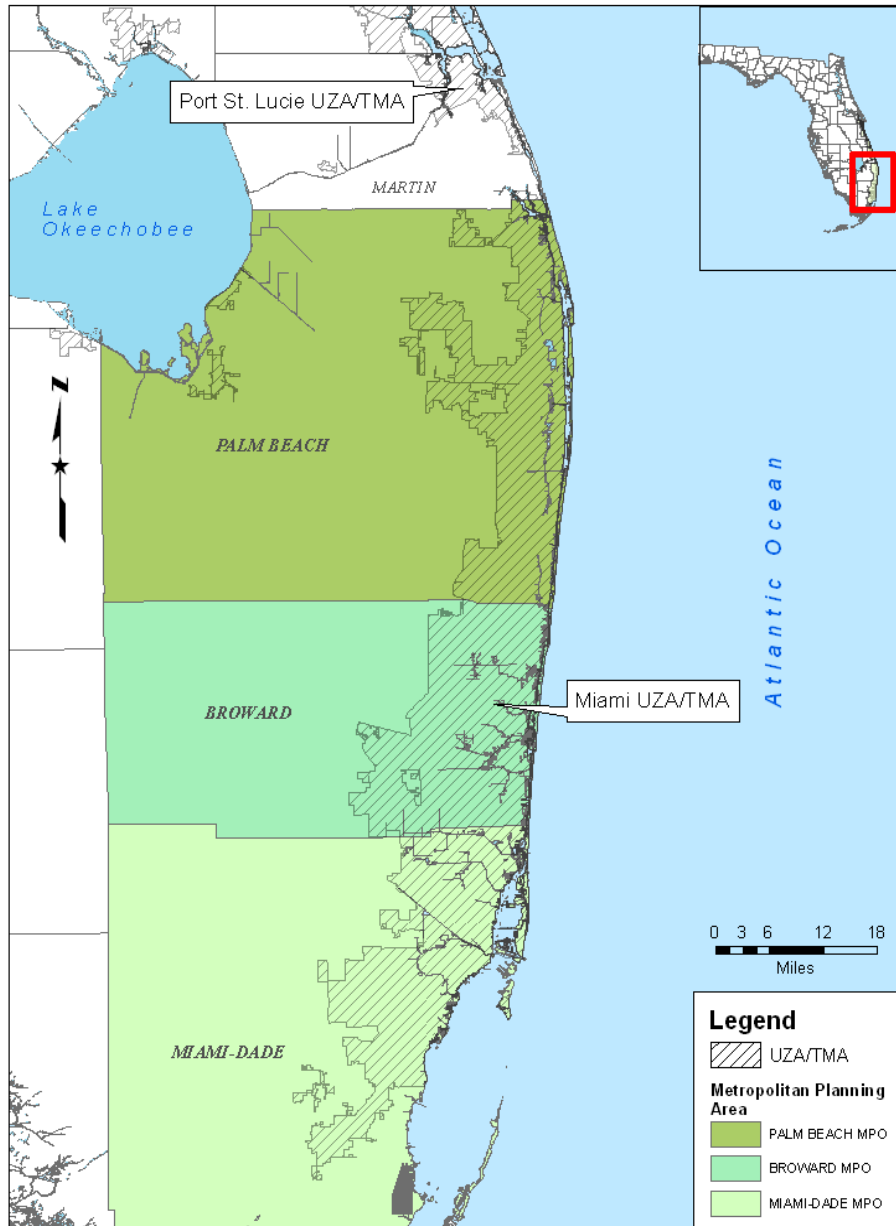
The Unified Planning Work Program has been prepared to define the tasks and estimated funding requirements of the West Palm Beach Urban Study Area for the fiscal year beginning July 1, 2010. In January 2007, after extensive discussion between the Department and the MPOAC, the Executive Board of the MPOAC voted unanimously to switch to a 2-Year UPWP. This change went into effect with the development of the FY 2008/09-FY 2009/10 UPWP. From this point forward, the UPWP will include tasks for two (2) years and the MPO will adopt a new UPWP every other year. The planning tasks contained in this document will be performed with funds under Titles 23 and 49, USC. This report also serves to inform the federal and state modal agencies as well as public officials and community leaders who contribute manpower and allocate funds to the transportation planning process for the proposed work for Fiscal Year July 1, 2010 - June 30, 2012 from each of the participating agencies. These agencies are:

- 1) Palm Beach Metropolitan Planning Organization
- 2) Florida Department of Transportation
- 3) Palm Tran
- 4) Palm Beach County Department of Airports
- 5) Palm Beach County Planning Department
- 6) Palm Beach County Engineering Department
- 7) The Municipalities of Palm Beach County
- 8) Port of Palm Beach District
- 9) Palm Beach County Health Department
- 10) Palm Beach County School District
- 11) South Florida Regional Transportation Authority
- 12) Florida Department of Environmental Protection
- 13) Treasure Coast Regional Planning Council

The implementation of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) resulted in significant changes in the transportation planning process with increased importance of all travel modes. The Metropolitan Planning Rules published on October 28, 1993 and the Management and Monitoring Systems Rule published on December 1, 1993 as well as further guidance subsequently provided by various agencies for implementation of ISTEA and the management systems have provided details on MPO functions. The passage of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) continued the activities started in ISTEA. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continues the focus set forth in previous transportation bills. The Palm Beach MPO study area encompasses the entire county. The MPO is also a part of the larger Miami Urbanized Area as designated by the Census Bureau. The MPO role in project selection has increased as have the roadways eligible for federal and state funding. The areas of activity monitored by the MPO have expanded beyond socio-economic data, transit statistics and roadway improvements to include congestion management, transportation system enhancements, regional coordination, safety and beautification. As part of the Miami Urbanized

Area (UZA)/Transportation Management Area (TMA) as shown in Figure 1, the MPO has local and regional responsibilities and requirements. All these factors add to the importance of the Transportation Improvement Program and the 2035 Cost Feasible Transportation System Plan, adopted October 19, 2009.

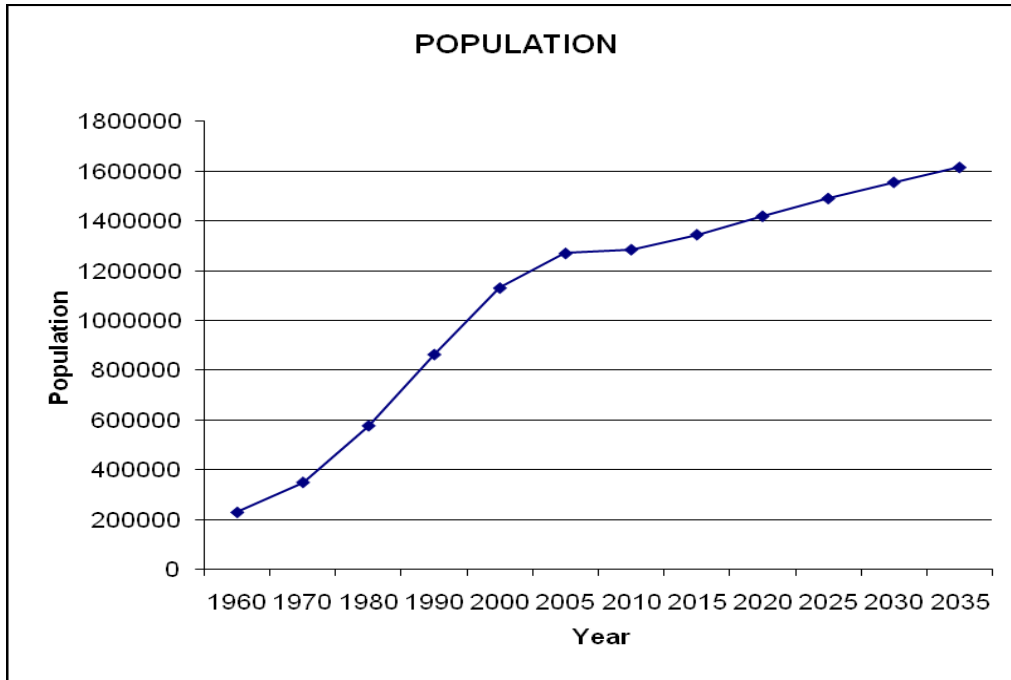
Figure 1: Miami Urbanized Area/Transportation Management Area





## BACKGROUND

In 1970, shortly after the urban transportation planning process began, the population of Palm Beach County was estimated at 349,000. By 1980, the Census estimated population was 576,758. The Census count for 1990 was 863,518. The 2000 Census population for the county was 1,131,184. In addition, the South Florida region was combined into the Miami Urbanized Area with a population of 4,919,036. In past years, Palm Beach County has experienced a rapid rate of growth. The University of Florida Bureau of Economic and Business Research (BEBR) projects this growth will continue into the near future. The accompanying graph illustrates the growth trend for the county based on BEBR projections.



The changes in the economy have caused growth in Palm Beach County to slow at this time but the overall growth is anticipated to continue in the future. The economy has also affected the levels of transportation funding available at the local, state and national levels. These effects have resulted in reduced roadway construction and transit services at a time when lower household incomes are causing the public to seek alternative modes of travel such as transit. Long range transportation plans also reflect anticipated reduced funding levels. Environmental impacts and climate change are also creating an emphasis on non-motorized travel with higher priorities for bicycle and pedestrian facilities. Increased efficiency in use of existing transportation infrastructure is driving implementation of Intelligent Transportation Systems (ITS) to improve the ability of constrained facilities to handle traffic demands and improve operations of alternative modes. The demand for additional transportation facilities and the desire of existing neighborhoods to restrict the construction of more roads and laneage is creating a conflict in providing transportation. Transit ridership on the County's bus system and Tri Rail are experiencing growth, resulting in the need for more service on existing routes and increased coordination between modes. There is also demand for expansion and extension of transit services. The movement of freight and goods has increased in importance as a part of the transportation planning process. A multi-modal system with ease of intermodal movements must be part of a strategic plan to meet the demands of tomorrow.

## STATUS OF TRANSPORTATION PLANNING:

### Long Range Transportation Planning

The 2035 Long Range Transportation Plan for Palm Beach County was adopted by the MPO on October 19, 2009. The Plan considers all modes and was coordinated with FDOT, the Broward and Miami-Dade MPOs and the South Florida Regional Transportation Authority. Future land uses and densities for the County and 38 municipalities were incorporated into the socio-economic data used to develop the Plan. Revenue projections for Federal, State and local sources to be applied to transportation were prepared. A Needs Plan was prepared based on an assessment of the future demands on the Existing plus Committed system. Using costs and revenues in year of expenditure, the Cost Feasible Plan was prepared. The Plan includes Highway and Transit maps and project listings which indicate year of implementation. Several illustrative projects were identified in the Needs Assessment but were not included in the Cost Feasible Plan due to revenue limitations. These projects will move into the CF Plan as funding becomes available.

### South Florida Regional Transportation Authority

A Planning Technical Advisory Committee composed of representatives from the MPOs, FDOT, regional planning councils and the transit operators provides input and recommendations to the Board. The MPOs are working with the RTA to coordinate long range and short term planning activities to be incorporated into the respective MPO LRTPs. Planning activities for an extension of service to northern Palm Beach County along the coast as included in the adopted long range transportation plan. The South Florida East Coast Corridor Transportation Analysis Study (SFECCTAS) along the FEC railroad being conducted by FDOT continues with completion of Phase 2 of the Alternatives Analysis to develop and define alternatives leading to Locally Preferred Alternatives in FY 10. Phase 3 will include conceptual design and environmental studies. SFRTA is also serving as the recipient of JARC and New Freedom funds for the Miami Urbanized Area.

### Downtown Intermodal Transfer Facility/Transit Oriented Development

Tri Rail, Amtrak and Greyhound currently operate in a building on the site east of the South Florida Rail corridor tracks. The initial plan included provisions for Palm Tran, the commuter rail service, the downtown shuttle, Greyhound, Amtrak, paratransit services, private operators, bicycle and pedestrian travel. These plans have been expanded to encompass other uses on the site and in the vicinity of the project resulting in a Transit Oriented Development (TOD). Construction on a new Public Health Department has been completed. Two alignments in the area are included in the ones being considered for connecting the South Florida Rail Corridor and the FEC tracks in the South Florida East Coast Corridor Transit Analysis Study. A Request for Proposal for a portion of the area has been completed and negotiations begun. The County completed construction of the Intermodal Facility within the TOD area adjacent to the current station. Several Palm Tran routes connect at this site adjacent to Tri Rail and Amtrak.

### Comprehensive Plans

Under Florida Statutes, the County and municipalities are required to prepare comprehensive plans to address future growth. These plans contain transportation elements for the various modes of travel. The plans may be amended twice each year for both private and public requests on schedules established by the adopting agency. The MPO staff is assisting local municipalities with the preparation of their Evaluation and Appraisal Reports for their comprehensive plans. The staff reviewed and provided input to county and municipal comprehensive plans using the adopted long-range transportation plan and the TIP to ensure consistency with adopted transportation plans and programs to the maximum extent feasible.

### Station Site Planning

The MPO has supported a number of studies at existing commuter rail stations to develop future land uses supportive of transit services. The Treasure Coast Regional Planning Council, under a contract with the MPO, has conducted planning charrettes at these sites with participation by

local jurisdictions and the general public. Similar studies have been conducted to identify future station sites along the FEC corridor in conjunction with the SFECCTAS. The results have been or will be incorporated in the appropriate local comprehensive plans.

#### Transit Development Plan Update

The staff continues to work with Palm Tran staff monitoring the fixed route system. The TDP is used to choose projects for inclusion in the Transportation Improvement Program (TIP) to improve the expanded system. A major update of the TDP was prepared by the Center for Urban Transportation Research (CUTR) under a contract with Palm Tran. The MPO staff served on the TDP Steering Committee. The update was presented to the MPO and adopted on February 15, 2007. The staff is assisting in the annual review of the TDP. A major update of the TDP is due by December 31, 2011.

#### Congestion Management Process Activities

The staff continued to apply mobility standards and measures for consideration in reviewing the transportation system. Congested roadway links were identified with measures for reducing congestion included for consideration. The staff coordinated the identification of congested corridors for further detailed study with County Engineering and Planning. The MPO priorities are developed using the CMP analysis of traffic counts and capacity LOS standards. The system also evaluates improvements at intersections prior to roadway widening projects. Impacts of transit routes are considered. The results are considered in the development of priorities for the TIP in reviewing the long range plan for possible changes. Impacts from the recent economic trends have resulted in reduced congestion which is expected to increase again when the economy improves.

#### Strategic Intermodal System and Florida Intrastate Highway System

The MPO coordinated the LRTP with the ongoing planning activities for both the Strategic Intermodal System (SIS) and the Florida Intrastate Highway System (FIHS). The SIS defines a system of corridors, hubs, and connectors between SIS corridors and SIS hubs. The staff continued to monitor SIS funding distribution and review the SIS proposals and plans.

#### Efficient Transportation Decision Making (ETDM)

In keeping with Section 1309 of TEA-21, and consistent with Section 1309 of the National Environmental Policy Act, the Florida Department of Transportation developed and implemented in conjunction with many federal, state, and local agencies the Efficient Transportation Decision Making (ETDM) Process. The purpose of ETDM is to improve the delivery of transportation project while protecting our environment. The staff reviewed several FDOT projects on state arterials and Florida's Turnpike and provided comments.

#### Regional Planning and Coordination

The Palm Beach MPO is enhancing the coordination activities carried out with various agencies in Southeast Florida. An Interlocal Agreement has been executed creating the Southeast Florida Transportation Council composed of an MPO Board member from each of the three MPOs. The Council coordinates its activities with FDOT, SFRTA and the regional planning councils. The Council created the Regional Transportation Technical Advisory Committee (RTTAC) composed of staff from the MPOs, FDOT Districts, Regional Planning Councils, transit operators and SFRTA. Issues under consideration by SEFTC include regional funding sources and needs, plan coordination, integration of different modes and regional project prioritization. A Regional LRTP is nearing completion using a consultant to conduct regional analyses and coordinate with the local MPO plan updates underway at the same time. The RL RTP will be considered for adoption in April 2010.

#### Air Quality

The Miami Urbanized Area is currently in attainment. USEPA is considering changes to the allowable emission rate which could affect the attainment status. The new rate will be announced later this year and will be followed by designation of nonattainment areas. Should the Area

become nonattainment, the respective LRTPs will require review and analysis to determine if the Plan can meet the standards.

The Florida Department of Transportation also carries out a series of planning activities at the district level. These activities are summarized in Appendix A.

## PURPOSE AND INTENT

The Unified Planning Work Program is 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 comprehensive planning;
- 3) To aid in determining the adequacy or inadequacy in transportation planning proposals;
- 4) To aid in eliminating duplication of effort and costs;
- 5) To help guide the various participants in their individual planning efforts so that an integrated transportation element of the Countywide Comprehensive Plan is accomplished.

The intent of the Unified Planning Work Program is to meet the requirements of the following regulations and programs:

- 1) Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
- 2) Continuing, comprehensive and coordinated transportation planning pursuant to 23 USC 134 and 23 CFR 450, Subpart A and 49 USC;
- 3) Chapters 339.155 and 339.175, Florida Statutes;
- 4) Airport planning and Technical Studies pursuant to Section 113 of the Airport and Airway Act of 1970;
- 5) Clean Air Act Amendments of 1990;
- 6) Transportation Planning, Research and Development funds administered by the Office of the Secretary, if relevant;
- 7) Port Development Plan prepared and funded by the Port of Palm Beach District;
- 8) Transportation Disadvantaged Services as set forth in Chapter 427, Florida Statutes, and Rule 41-2, FAC;
- 9) Americans with Disabilities Act of 1990 (ADA)
- 10) Title VI of the Civil Rights Act of 1964

Applications for planning funding assistance will be made by the MPO through FDOT to FHWA, FTA and other agencies as appropriate.

## OBJECTIVE OF WORK PROGRAM

The prime objective of the work program is to aid in the development and maintenance of a Coordinated Multimodal Transportation System Plan. The adopted planning goals of the MPO are:

- 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 Unified Planning Work Program document sets forth the activities and programs necessary in order to accomplish these goals.

## LEVEL OF EFFORT

Palm Beach County is reaching a point where there are few remaining large areas along the coast for urban development that are not approved or under development. An increasing number of areas along the urban coast have undergone redevelopment or have redevelopment plans. While several commercial and service areas have been constructed in the western areas of the urbanized coast, development patterns and life styles in the western areas still depend on the eastern urbanized areas as the major jobs centers, resulting in peak hour congestion problems. Some comprehensive planning goals tend to encourage development along the eastern county where infrastructure is in place, although aging, and demand in the western urbanized area is slowing. Many of the redevelopment areas have significant impacts on infrastructure requiring reconstruction and rehabilitation of transportation facilities. Emphasis is also being placed on more efficient use of existing infrastructure in these areas. In addition, the recent opening of development for a major biotechnology research center provides both problems and opportunities for transportation services provision. While the emphasis has been on addressing transportation needs with additional roadway capacity, some areas are experiencing congestion on facilities which have reached maximum buildout and need to be utilized more efficiently. Other areas have decided to limit the roadway capacity to be built and look for other modes to address transportation needs. The population increases in the past and projected for the future previously discussed indicate Palm Beach County will continue to be a growth county.

The MPO continues to expand its role in the transportation and comprehensive planning activities in Palm Beach County under SAFETEA-LU. The Congestion Management Process involves a major effort by the MPO and other agencies to identify and quantify the areas and levels of congestion today and in the future. The MPO, in cooperation with other local agencies and FDOT, continues to collect data and analyze the impacts of congestion on the transportation system. The MPO participated in the regional freight and goods movement study to identify routes and locations for freight movement and intermodal connections. Access to the Port of Palm Beach is a priority to which the MPO has dedicated significant federal funding. Priorities for the TIP were established using CMP data and analysis. Implementing this program to address congestion involves cooperation and coordination of many organizations under the direction of the MPO. The need for timely data and fast response to transportation planning requests requires an updated socio-economic data base. Further limits on available funding as a result of increased construction costs, falling revenues and changes in the FDOT funding policies affect the ability to provide transportation in a timely manner.

The increased public involvement efforts have resulted in greater awareness of MPO functions by the public and increased demands for information and analysis of MPO projects and programs. The MPO is responding to these requests by conducting 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 MPO. The requirements of SAFETEA-LU as well as the requirements of Florida Statutes, in combination with the growth and congestion in Palm Beach County, serve as the driving force for the level of activities by the MPO in transportation planning.

Enhanced regional coordination with the Broward, Miami-Dade and Martin MPOs and the SFRTA is underway and will increase in coming years. Growing recognition of regional needs is resulting

in closer working relationships and project funding from multiple agencies. Regional studies require review and input from both local and regional impacts viewpoints and affect local plans and programs, resulting in the need for modification of local plans.

## CERTIFICATION COMMENTS

FHWA and FTA conducted a federal certification review of the planning process for the Miami TMA in May 2007. The results of this review were presented to the MPO in October. The review included one corrective action, since addressed, and 11 recommendations for the MPO.

The state and MPO jointly certify to the FHWA and FTA that the planning process is meeting applicable requirements on an annual basis. A modified state certification review of the MPO was conducted in 2010. The MPO remains certified by the state as documented in the 2010 state certification package in Appendix B.

## II. ORGANIZATION AND MANAGEMENT

The MPO organization consists of the MPO, the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Bicycle/Greenway/Pedestrian/ Advisory Committee (BGPAC). The MPO is composed of five county commissioners, thirteen elected officials from eleven cities in the study area and an elected commissioner from the Port of Palm Beach. The MPO 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 MPO also serves as the coordination mechanism for transportation planning in the county and with the various state agencies for transportation and land use plans. The MPO and its committees operate under rules of procedure adopted by the Board and currently undergoing review. Copies can be obtained in the MPO offices.

The TAC consists of 19 members who have expertise in transportation or related fields from state, county and municipal departments involved in the transportation system and provide technical input to the process. This process involves analysis of the transportation system components and their interaction at the local, areawide and state level. This input is provided to the MPO and various modal agencies through staff presentations and memorandums with the recommendations. The TAC also operates as a coordination mechanism for FDOT proposed roadway improvements.

The CAC is composed of citizens representing various population segments as required by SAFETEA-LU and Florida Statutes and interest groups as outlined in the MPO Public Involvement Process (PIP) who are appointed by the MPO Board to serve as advisors to the MPO to provide input to goals and service provisions. The PIP provides for the CAC to take the lead in obtaining public input through public meetings and review of MPO programs and documents.

The BGPAC is composed of system users, planners and law enforcement representatives from the public and private sectors. All boards and committees are governed by adopted MPO Rules of Procedure which set forth membership, responsibilities and the conduct of meetings.

The MPO also serves on the InterMPO Air Quality Technical Committee composed of representatives from the Palm Beach, Broward and Miami-Dade MPOs, FDOT Districts 4 and 6, local air quality programs, FDEP and Regional Planning Councils. This committee meets on a periodic basis as needed to discuss regional air quality issues and transportation plans. Members of the committee are monitoring EPA activities related to changes in emission standards and may begin meeting more frequently.

The MPO is also a member of the SFRTA Planning Technical Advisory Committee to the RTA Board. The Committee reviews plans and program related to regional transit services and makes recommendations to the RTA Board. The RTA provides administrative support and technical analysis of RTA activities.

The MPO also sits on a Regional Transportation Technical Advisory Committee (RTTAC) formed to assist in coordinating the 2035 update for the three MPOs in South Florida. This Committee serves an advisory role to the Southeast Florida Transportation Council. The continuing functions of the Committee include review and update of the regional transportation plan, evaluation and recommendation of priorities for regional projects, and coordination of regional transportation planning activities.

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

- Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement – April 21, 2008 (coordination of multimodal transportation planning and comprehensive plans)
- Transportation Planning (PL) Joint Participation Agreement -October 27, 2006 (funding of transportation planning activities using FHWA sources)
- MPO Interlocal Agreement – October 13, 2004 (creates the MPO to reflect membership apportionment)
- MPO Staff Services Agreement - October 22, 1985 (provides staff for carrying out MPO activities)
- Public Transportation Joint Participation Agreement – August 10, 2004 (provides for FTA Section 5303 funding)
- Southeast Florida Transportation Council Interlocal Agreement – January 9, 2006 (creates the SEFTC)

The Staff Services agreement will be reviewed again by the MPO attorney during FY 11 to determine if changes are needed.

The Port of Palm Beach has received membership on the MPO to ensure involvement in the transportation planning process and no separate agreement for participation in the transportation planning process is needed.

The MPO coordinates its transportation planning activities with the other MPO's in Southeast Florida through regular meetings and correspondence. The three MPOs have formed the Southeast Florida Transportation Council to formalize coordination of transportation planning activities.

Coordination of air quality planning and implementation is fostered on a technical level through the InterMPO Air Quality Technical Coordinating Committee composed of staff from the MPOs, FDOT districts, regional planning councils, local air pollution control agencies and FDEP for Miami-Dade, Broward and Palm Beach counties.

The MPO 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 Unified Planning Work Program (UPWP) is developed biennially in cooperation with Federal and State modal agencies, county departments and local municipalities. The UPWP is placed on the MPO website for review and comment. Links are available on the website to contact MPO staff with questions and comments. Copies are also placed in local library reference sections.

#### LOBBYING CERTIFICATION

In response to relevant laws and regulations governing the use of federal and state grants, the MPO has included a certification concerning the use of these funds for lobbying purposes. No Federal or state funds are used for lobbying. The certification statement is included in this document.

#### CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS

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. The MPO has included this Certification in this document.

#### DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is a requirement for MPO is to include a policy that the MPO will provide an opportunity for disadvantaged business enterprises to participate in the performance of transportation planning contracts. The MPO has included a statement of this policy in this document.

#### TITLE VI / NONDISCRIMINATION POLICY STATEMENT

It is a requirement for the MPO 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. The MPO has included a statement of this policy in this document.



**FEDERAL FY 2011-12 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 subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements) and that all subrecipients 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 that \$100,000.00 for each such failure.

Date \_\_\_\_\_

Signed \_\_\_\_\_

Chair

**FEDERAL FISCAL YEAR 2011-12 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 \_\_\_\_\_

Signed \_\_\_\_\_

Chair

**PALM BEACH MPO  
DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION**

It is the policy of the Palm Beach Metropolitan Planning Organization that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO 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 Palm Beach Metropolitan Planning Organization 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 Palm Beach Metropolitan Planning Organization in a non-discriminatory environment.

The Palm Beach Metropolitan Planning Organization shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, disability, religion, or familial 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 \_\_\_\_\_

Signed \_\_\_\_\_

Chair

**TITLE VI / NONDISCRIMINATION POLICY STATEMENT**

The Palm Beach Metropolitan Planning Organization (MPO) 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 MPO 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.

Dated \_\_\_\_\_

by \_\_\_\_\_  
Executive Director

## APPENDIX A

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.

### III. WORK PROGRAM

The Work Program consists of the various elements required to carry out the 3-C (continuing, coordinated and comprehensive) transportation planning process. These elements encompass the administration of the program, the continuing surveillance activities, plan monitoring and update, management systems and specific projects. Throughout the transportation planning process, the planning factors contained in SAFETEA-LU are considered and serve as guidance. Each element is described individually. The state planning emphasis area, Transit Quality of Service, is also considered during the process through inclusion in the activities of the Long Range Transportation Planning task. Funding is provided by FHWA/PL and FTA Section 5303 administered by the Florida Department of Transportation. FDOT provides matching funds through a "soft" match program using toll credits with the total match shown in an element for each funding program. Where matching funds are required, MPO funding reflects in-kind services or local cash matching.

Figure 2: SAFETEA-LU PLANNING FACTORS BY WORK ELEMENT

Planning Factors	Support economic vitality	Increase safety	Increase security	Increase accessibility and mobility	Protect and enhance the environment	Enhance integration and connectivity	Promote efficient system management	Emphasize preservation of the system
TASK								
1.1 Administration and Coordination	X	X	X	X	X	X	X	X
1.2 Unified Planning Work Program Development	X	X	X	X	X	X	X	X
1.3 FDOT "PL" Matching Share	X	X	X	X	X	X	X	X
1.4 FDOT FTA Matching Share	X	X	X	X	X	X	X	X
1.5 Public Involvement, DBE and Title VI Process Process	X	X	X	X	X	X	X	X
2.1 Socio-Economic Surveillance	X			X	X	X	X	
2.2 Transportation System Surveillance	X	X	X	X	X	X	X	X
2.3 Congestion Management Process	X	X	X	X	X	X	X	X
3.1 Long Range Transportation Planning	X	X	X	X	X	X	X	X
3.2 Short Range Transportation Planning (TIP)	X	X	X	X	X	X	X	X
3.3 Transportation Planning Coordination	X	X	X	X	X	X	X	X
3.4 Regional Transportation Planning	X	X	X	X	X	X	X	X
3.5 Short Range Transit Planning (TDP)	X	X	X	X	X	X	X	
3.6 Regional Transportation Authority	X	X	X	X	X	X	X	
3.7 Sociocultural Effects and Community Characteristics	X			X	X	X	X	
4.1 Project Impact Review	X	X	X	X	X	X	X	X
4.2 Bicycle Greenway Pedestrian Planning	X	X	X	X	X	X	X	X
4.3 Human Services Transportation Planning	X	X	X	X	X	X	X	X
4.4 Community Transit Services	X	X	X	X	X	X	X	
4.5 Freight Planning	X	X	X	X	X	X	X	
4.7 Water Taxi Service	X	X	X	X	X	X	X	
4.8 Continuity of Operations Plan	X	X	X	X	X	X	X	X
4.9 South Florida East Coast Corridor Transit Analysis	X	X	X	X	X	X	X	X
4.10 Transportation and Land Use Planning	X	X	X	X	X	X	X	X
5.1 SFRTA Trans Planning and Land Development	X	X	X	X	X	X	X	X
5.2 SR 7 Transit Supportive Land Use Study	X	X	X	X	X	X	X	X

Prepared 3/22/10



## **1.0 PROGRAM ADMINISTRATION**

The administration and coordination of the West Palm Beach Urban Study Area Transportation Planning Program has been accomplished through the utilization of the Metropolitan Planning Organization's staff and facilities. These functions are carried out within the adopted administration policies of the Board of County Commissioners of Palm Beach County, the MPO rules of procedure and the applicable Florida Statutes. Where federal funds are involved, policies and procedures follow the appropriate federal regulations.

**Element 1.1 Administration and Coordination**

**Purpose**

To administer the requirements of the transportation planning process in Palm Beach County and coordinate the transportation activities of federal, state and local agencies to assure continuity and proper interface between modes.

**Previous Work**

Administration of the urban transportation planning process; coordination of planning activities; updates of necessary documentation; performance of audits; indirect costs allocation plans.

**Methodology**

Administrative functions required to carry out the transportation planning process will be performed. The preparation of agenda packages and minutes in support of MPO, TAC and CAC meetings will be done. The maintenance of financial records, invoices, quarterly progress reports and annual audits meeting the requirements of OMB Circular A-133 will be continued. The staff will prepare an Indirect Costs Allocation Plan annually based on expenses from the previous year for submission to FDOT. The certification process will be performed in accordance with the Metropolitan Planning Organization Program Management Handbook and the requirements of the SAFETEA-LU. The activities will be coordinated through correspondence and meetings with other Southeast Florida MPOs, SEFTC, the Florida MPO Advisory Council, FHWA, FTA, FDOT, the Regional Planning Councils, local entities and other organizations necessary to maintain the transportation planning process. Attendance of quarterly Florida MPO Advisory Council meetings, subcommittee meetings and their support activities will be performed. The staff will also review existing agreements to determine if changes are needed. Training costs for staff and members are estimated at approximately \$3,000.

**End Product**

Minutes and reports required for the transportation planning process-continuing.  
Annual Indirect Costs Allocation Plan-March.  
Countywide Audit Report meeting FDOT Single Audit Procedure, Topic No. 450-021-001-e and OMB Circular A-133-June.  
State Certification Review documents-February.  
MPO Member Training-February/May.

Responsible Agency: Metropolitan Planning Organization  
Participating Agencies: FHWA, FTA, FDOT

Funding Sources:		FY 11	FY 12
	FHWA/PL	75,000	75,000
	FTA/Sec 5303	50,000	50,000
	FDOT/PL	16,542	16,542
	FDOT/FTA	6,250	6,250
	MPO	6,250	6,250
	TOTAL	154,042	154,042

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

## **Element 1.2 Unified Planning Work Program**

### **Purpose**

To develop the biennial work program to administer the requirements of the transportation planning process in the urban study area and coordinate the MPO transportation planning activities of federal, state and local agencies to assure continuity and proper interfacing between modes.

### **Previous Work**

Unified Planning Work Program preparation and maintenance, Quarterly Progress Reports and Reimbursement Requests.

### **Methodology**

The MPO will monitor and maintain a two-year Unified Planning Work Program for FY 11-12. The processing of subsequent modifications to the Unified Planning Work Program will be carried out in accordance with the Metropolitan Planning Organization Program Management Handbook. The staff will submit changes to the work tasks and budget as required in response to changes in scope and costs. The staff will provide quarterly progress reports and reimbursement requests to FDOT. Tasks developed in the UPWP are coordinated with local government comprehensive plans and regional policy plans. The MPO will prepare the FY 13-14 UPWP for submission of the draft document in March 2012 and the final in May 2012. The Palm Beach MPO will work with the Broward and Miami-Dade MPOs to develop consistent language for regional transportation planning tasks.

### **End Product**

Unified Planning Work Program maintenance-on-going.  
Progress Reports and Reimbursement Requests-quarterly  
UPWP Amendments-as needed  
FY 13-14 UPWP-May, 2012

Responsible Agency: Metropolitan Planning Organization  
Participating Agencies: FHWA, FDOT, BCMPO, MDMPO

Funding Sources:		FY 11	FY 12
	FHWA/PL	5,000	10,000
	FDOT/PL	1,102	2,206
	TOTAL	6,102	12,206

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

**Element 1.3 Florida Department of Transportation "PL" 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.

**Methodology**

The Florida Department of Transportation, by agreement, will provide "soft" matching share (18.07%) for FHWA PL funds utilized by the MPO 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. These services will consist of attendance of meetings, assistance in review and application of the transportation models, review of invoices and progress reports and similar items. A "soft" match will not be used for funding of third-party contracts or equipment purchases.

**End Product**

FDOT "soft" matching share for FHWA PL funds.

Responsible Agency: Florida Department of Transportation

Participating Agencies: NA

Funding Sources:		FY 11	FY 12
	FDOT	285,739	263,011
	TOTAL	285,739	263,011

Note: FDOT "soft" match for FHWA/PL funds also show in respective work elements.

**Element 1.4 Florida Department of Transportation Sections 5303 Matching Share**

**Purpose**

To provide FDOT's matching share of FTA Sections 5303 funds.

**Previous Work**

Matching share for Sections 5303 funds in previous Unified Planning Work Programs.

**Methodology**

The Florida Department of Transportation will provide a 10% cash matching share for FTA Sections 5303 funds utilized by the MPO in carrying out the functions of the transportation planning process. These services will include meeting attendance, review and comment on transit plans, assistance in application of transportation models to transit and similar items.

**End Product**

FDOT cash matching share for FTA Sections 5303 funds.

Responsible Agency: Florida Department of Transportation

Participating Agencies: NA

Funding Sources:		FY 11	FY 12
	FDOT/Sec 5303	58,438	55,000
	TOTAL	58,438	55,000

Note: FDOT cash match for FTA funds also shown in respective work elements.

## **Element 1.5 Public Participation, DBE and Title VI Process**

### **Purpose**

To provide opportunities for public input to the programs and transportation planning process on a local and regional basis to gather consensus on transportation impacts and priorities.

### **Previous Work**

MPO and committee meetings with opportunities for public input on transportation, distribution of material to media, newsletters with MPO activities, presentations to civic and homeowners groups, interviews with media, internet Web site with meeting notices, transportation programs and plans, preparation, implementation, and monitoring of the Public Involvement Plan (PIP), joint preparation of a Regional PIP for the Miami UA, regional CAC meetings, DBE reporting to FDOT.

### **Methodology**

The MPO has adopted and updated its Public Involvement Process (PIP) describing efforts to reach the public and provide opportunities for the public to participate in the transportation planning programs. The staff has also quantified baseline conditions and a series of activities to increase public involvement in the transportation planning process. The results are monitored and reported with the annual certification document. The staff will continue to meet with organizations and civic groups such as chambers of commerce, civic organizations, homeowner associations and similar organizations to discuss MPO plans and programs to receive input. Efforts will continue to provide opportunities for participation by traditionally underserved and underrepresented populations through contacts identified in the Integrated Transportation Information System. A newsletter with transportation planning information and issues will be distributed quarterly. MPO documents will be placed in libraries and on the web site for review and comment by the public. The MPO will participate in specific events throughout the county. The MPO will maintain a Website for meeting notices, agendas, plans, programs and transportation information with opportunities for public participation. The MPO will also use mechanisms on its web page and in the newsletter for participation by individuals who cannot attend meetings and workshops. The results of the assessment methodologies will be documented, reported to the MPO and used in the review of the PIP. The Palm Beach MPO will coordinate with the Broward and Miami-Dade MPOs to maintain the regional PIP adopted by SEFTC. Periodic joint meetings of the CACs will be held. Regional information will be included in local outreach efforts as appropriate. The public information staff will also serve as the contact point for disadvantaged businesses to learn about the MPO and its functions as well as the contact for Title VI issues. The staff will monitor the activities for DBE and Title VI to ensure the requirements are met and documented.

### **End Product**

Newsletters-quarterly.

Website maintenance and updates-ongoing.

Regional CAC meeting-annually (Date to be determined).

Review and revision of Local and Regional PIP-as needed.

DBE and Title VI monitoring and reporting-ongoing.

Public Involvement Plan Assessment and Review-May.

Responsible Agency: Metropolitan Planning Organization

Participating Agencies: FHWA, FDOT, BCMPO, MDMPO

Funding Sources:		FY 11	FY 12
	FHWA/PL	125,000	125,000
	FDOT/PL	27,569	27,569
	TOTAL	152,569	152,569

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

## **2.0 SURVEILLANCE ACTIVITIES**

Recognizing that no area remains in a static condition, it is necessary to have information on changes which may be occurring, and the magnitude or rate of change. When plans are developed, they are intended to reflect the desires of an area, based upon stated goals and objectives. Over time, desires and policies often change. This may be due to change in social philosophies; change in political policies; change in technological capabilities; or change in economic conditions. The surveillance activities cover actions which provide indicators or early warnings of the kinds and magnitude of changes which are actually occurring. The Surveillance Program attempts to provide information for decision-making, both in the private and public sectors. It provides a basis for preparation of the Transportation Improvement Program and the Transit Development Plan for the area, along with the establishment of priorities. The Program also provides data needed to maintain the long-range transportation system plan and to carry out various supporting studies for all modes.

## **Element 2.1 Socio-Economic Surveillance**

### **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**

Socio-economic variables for 2005 based on property files and employment statistics, Existing and Approved projects, and Build Out; projections of population and employment for 2035 and interim years.

### **Methodology**

The staff will continue to update and compile data into TAZs as it becomes available for the maintenance of the 2035 Plan, the County Thoroughfare Identification Map and the Concurrency Management System. The staff will assist the County and municipalities in the evaluation of alternative land use scenarios as needed by ensuring the compatibility of the data with the transportation planning model for evaluation of transportation impacts. The MPO will coordinate data collection and analysis from the County Planning Division and the municipalities for use by the MPO in its modeling and responses to evaluation of transportation impacts on the LRTP and other related plans. The staff will utilize a vacant parcel inventory with corresponding land use categories maintained by the County Planning Division and municipalities. The staff will utilize the GIS system and information to track the vacant parcels and monitor growth and changes to the transportation system. The GIS will also be used to analyze land use and transportation impacts on the social and physical environment for input to the LRTP and TIP. The transportation surveillance program will require data for use in quantifying the impacts of project evaluation and implementation. Information from this element will be used to determine the relationship between population, employment and transportation. These projections will be based on adopted land use and comprehensive plans for the County and municipalities and consider development trends. The information will also be available for use in the major update of the TDP. The staff will monitor the release of the 2010 Census data for Palm Beach County and its assignment to TAZs. This information will be used in redefining the Miami Urbanized Area and the urban-in-fact boundary within Palm Beach County. The Census will also serve as the base data for the next update of the LRTP.

### **End Product**

Socio-economic data for MPO model input to evaluate various transportation plan elements-ongoing.

Socio-economic data for existing and future years in hard copy and electronic forms-ongoing.

Responsible Agency: Metropolitan Planning Organization

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

Funding Sources:	FY 11	FY 12
FHWA/PL	50,000	50,000
FDOT/PL	11,028	11,028
TOTAL	61,028	61,028

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.



## Element 2.2 Transportation System Surveillance

### 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.

### Methodology

Data collected by various agencies responsible for provision of transportation services will be summarized and compiled into formats conducive to use by the appropriate technical and policy level groups as well as the public and private sectors. The MPO will work with Palm Beach County and FDOT to utilize a format compatible with the Highway Performance Monitoring System (HPMS) for use by the Department. Distribution will be provided through the various committees and the general public on a demand basis and displayed on the MPO Web site. The staff will continue to summarize and analyze traffic count data collected at numerous locations throughout the county. The MPO and Palm Beach County maintain a traffic counting program with over 850 locations throughout the county. These counts are used by the MPO for monitoring growth and identifying problem areas. The information gathered at screen lines established by the MPO is used in model validation on a periodic basis. In support of the program, the MPO will provide \$40,000 from its PL allocation in annual funding to the Palm Beach County Traffic Division as a portion of the costs for staff and use of equipment to provide traffic counts. This information will also be used for the Congestion Management Process contained in Element 2.3. The MPO will coordinate with Palm Tran in obtaining ridership data from the APC system for existing bus and shuttle routes. This transit ridership data and other operating statistics for the county transit system will be compiled as input to the CMP. Available information on private transportation operators, air and rail freight and passenger operations, trucking and port operations will be compiled to provide intermodal freight statistics. Information will be updated on the availability and characteristics of bicycle and pedestrian facilities as compiled in the Bicycle Master Plan. The MPO will investigate sampling techniques for obtaining ridership information. This information will be used to evaluate LOS and mode split in line with recent USDOT policy announcements. The data will be included in the available GIS data base as layers to be used in the ETDM process, CMP, major TDP update and other analyses. Indicators of transportation use in Palm Beach County will be identified, summarized and displayed on the MPO website.

### End Product

Traffic Count Summary Report for the previous calendar year-April.  
Transportation Information GIS layers-ongoing.

### Consultant Services

Palm Beach County Traffic Division-40,000 annually

Responsible Agency: Metropolitan Planning Organization

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

Funding Sources:	FY 11	FY 12
FHWA/PL	85,000	85,000
FTA/Sec 5303	20,000	20,000
FDOT/FTA	2,500	2,500
FDOT/PL	18,747	18,747
MPO/FTA	2,500	2,500
TOTAL	128,747	128,747

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

## Element 2.3 Congestion Management Process

### Purpose

To implement the Congestion Management Process required by SAFETEA-LU as an integral part of the overall metropolitan planning process.

### 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.

### Methodology

The Congestion Management Process (CMP) is designed to identify areas and corridors where congestion occurs or may occur, determine the cause, evaluate strategies for managing congestion and enhancing mobility and develop a plan for implementing the most effective strategies. The CMP uses the results of the Transportation Monitoring System incorporating information from ITS, APTMS, ATMS and the County's Concurrency Management program to investigate congestion locations. An implementation plan containing multimodal measures to reduce congestion and enhance mobility is reviewed annually. Where appropriate, the plans incorporate the National ITS Architecture to provide overall guidance and standards for traffic signal control systems and ITS components. The responsibilities for data collection will be shared by the MPO, FDOT and other appropriate entities. The staff will compile and analyze traffic and ridership data related to congestion on the transportation system for Palm Beach County under Task 2.2, Transportation System Surveillance. The analysis will address performance measurements in the adopted CMP process for level of service on roadways and buses. The results will be used to prepare recommendations for improvements to the transportation system in the preparation of priorities for the TIP and the major TDP update. Improvements could include intersection turn lanes, transit signal priority, queue jump lanes, bicycle and pedestrian treatments and similar measures. The results of the CMP process will be assessed and provided to the MPO and its committees. An update of the CMP will be performed in FY 12. The LRTP will incorporate the CMP and include specific projects as appropriate. Appropriate projects will be included in the ETDM review process developed cooperatively to identify environmental impacts early. The MPO staff will coordinate the CMP with the Broward and Miami-Dade CMP programs to address regional congestion. The monitoring results will assist in identifying specific corridors and evaluating various scenarios to mitigate impacts of development projects on different modes leading to implementation plans. Reports will be made to the MPO, TAC, CAC, and the general public as well as Federal and state agencies.

### End Product

Congestion Management Process Assessment Report-September 2011.

Project priorities recommendations for inclusion in the TIP-September.

Congestion Management Process Update-September 2012.

Responsible Agency: Metropolitan Planning Organization

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

Funding Sources:	FY 11	FY 12
FHWA/PL	40,000	60,000
FDOT/PL	8,822	13,233
TOTAL	48,822	73,233

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

### **3.0 TRANSPORTATION SYSTEMS PLANNING**

This section deals with the work elements which are necessary to develop an overall transportation system plan, designed to meet the transportation needs of the area and wider region and containing the networks and terminal facilities for all modes of transportation for people and goods. The appropriate work elements also incorporate coordination with FDOT on the planning, development and further integration of intelligent transportation systems in the transportation system. Each work element is a component of the overall short term and long range multimodal Transportation System Plan for the Study Area. The results of these activities are incorporated into local, regional and statewide comprehensive plans. These plans meet the requirements of SAFETEA-LU which calls for transportation planning in the context of comprehensive planning and the Statewide Transportation Improvement Program. The elements incorporate congestion management planning activities called for in SAFETEA-LU. The planning factors set forth in SAFETEA-LU will be considered and addressed in the development of the various components of the transportation system plan.

### **Element 3.1 Long Range Transportation Planning**

#### **Purpose**

To develop and maintain a long range, cost feasible, multimodal transportation system plan which addresses the needs of the area and wider region.

#### **Previous Work**

Preparation and adoption of the 2035 Plan Update including Existing Plus Committed network analysis, participation in development of the 2025 Florida Transportation Plan.

#### **Methodology**

The staff will continue to monitor the adopted 2035 LRTP for changes due to socio-economic changes and requests for modifications from the County or municipalities. Annual reviews of the data and plan will be conducted to determine if amendments are needed. The staff will coordinate the LRTP with the County's system to monitor mobility and impacts from proposed development. Significant changes in revenue projections will be monitored and evaluated for changes in the project schedules and cost feasibility of the Plan. The MPO will retain a consultant to assist in modeling and evaluating the Plan and any amendments at an estimated cost of \$150,000 each year. These changes may include revised socio-economic data, alternative analyses due to changes in land use or the transportation network and similar activities requiring traffic projections. The results of any Plan changes or evaluations will be documented in memos and reports as appropriate for consideration by the MPO or other policy boards. The assistance will also include mobility planning. The LRTP Goals and Objectives will be reviewed annually for progress with the results documented in a status report. The staff will begin preparations of information needed for the next model validation and Plan update. The staff will also monitor the next transportation bill to determine if the Plan meets the requirements of the bill. The proposed changes to EPA Air Quality Standards will be monitored to determine the attainment status relative to VOC emissions of the urbanized area. The MPO will consider the impact of the Plan and any amendments on Greenhouse Gases (GHG) associated with transportation and travel demand. The major TDP update will be reviewed for consistency with the LRTP and potential changes to the Plan. The Palm Beach plan will continue to be coordinated with the regional LRTP to be prepared cooperatively with the Broward and Miami-Dade MPOs, FDOT, SFRTA and other agencies in Element 3.4.

#### **End Product**

Monitoring and amendments for the adopted 2035 Transportation System Plan-ongoing.  
Documentation of Plan changes and evaluations-ongoing.  
Annual Plan Review Status Report-December.

#### **Consultant Services**

LRTP maintenance and evaluation – 150,000 annually

Responsible Agency: Metropolitan Planning Organization

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

Funding Sources:	FY 11	FY 12
FHWA/PL	200,000	200,000
FDOT/PL	44,111	44,111
TOTAL	244,111	244,111

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

### **Element 3.2 Short Range Transportation Planning - Transportation Improvement Program**

#### **Purpose**

To maintain a program of transportation system capital projects and operations support for a five-year period which addresses the area needs.

#### **Previous Work**

Annual Transportation Improvement Program, TIP amendments, as necessary.

#### **Methodology**

The Transportation Improvement Program will be prepared using projects selected by the MPO in consultation with FDOT. Projects added to the TIP will be submitted for review through the programming screen for the Efficient Transportation Decision Making (ETDM) process. The Project Prioritization Process will consider the results of the CMP, TDP and the planning factors identified in SAFETEA-LU in guiding the MPO and FDOT in developing the TIP and STIP, respectively. Projects from the Department of Airports, the Port of Palm Beach and SFRTA will be included. The MPO, working with County Engineering and other agencies, will identify safety projects to be funded from FDOT Safety programs. Capital and operating funds for the Transportation Disadvantaged Program will be taken from the annual Human Services Plan and included in the TIP. The TIP document will be prepared and distributed in accordance with Metropolitan Planning Organization Program Management Handbook, 23 CFR 450.324 and the MPO's Public Participation Plan. The document will contain a map of major projects which can be used with the information collected in the Socio-Economic Surveillance task to address the principles of environmental justice and environmental streamlining. The MPO will participate in FDOT District Four-led efforts regarding use of interactive TIP tools with possible retention of a consultant to prepare an interactive TIP website at an estimated cost of \$20,000. The staff, in cooperation with FDOT, will prepare an annual list of the projects for which Federal funds were obligated for inclusion in the TIP. Applications will be solicited and evaluated for the Transportation Enhancement Program. Bicycle and pedestrian projects, landscaping and similar eligible projects identified through the Transportation Enhancement process will be included. The TAC, CAC, BGPAC and MPO will set priorities for use by FDOT in funding Enhancement projects. The TIP will include documentation on selection of priorities and projects. The MPO will also review the Tentative Five-Year Work Program for the Department in December.

#### **End Products**

Transportation Improvement Program-June.

Annual Listing of Projects for Federal funds obligated in the preceding year-July.

Submittal of Enhancement Applications-June.

Project Priority List-September.

FDOT Five-Year Work Program Review-December.

TIP Amendments-ongoing.

#### **Consultant**

Interactive TIP website-20,000

Responsible Agency: Metropolitan Planning Organization

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

Funding Sources:	FY 11	FY 12
FHWA/PL	50,000	50,000
FDOT/PL	11,028	11,028
TOTAL	61,028	61,028

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

### **Element 3.3 Transportation Planning Coordination**

#### **Purpose**

To assist in maintenance and implementation of local comprehensive plans, regional policy plans and state growth management planning and ensure consistency of these plans with the adopted transportation plans as part of the 3-C process.

#### **Previous Work**

Amendments to transportation elements of the county and local comprehensive plans when requested; testing of effects on the road network of land use and density changes for the local comprehensive plans; alternative tests for the County Comprehensive Plan and Traffic Performance Standards; review of rezoning applications changing land uses and/or densities considered in the LRTP.

#### **Methodology**

The MPO will continue its involvement in analysis of the interaction of land use and transportation in the revision of local comprehensive plans in order to maintain the LRTP and other MPO plans and programs. Assistance will be available to local municipalities to ensure continued coordination of MPO plans as a part of the transportation elements of local comprehensive plans. Land use plan changes and concepts will be evaluated to determine transportation system requirements for various land use scenarios and the Thoroughfare Identification Map (TIM) using build-out data from the municipal and county comprehensive plans. The staff will review current County and State work programs and suggest mitigation actions (reduced densities, different land uses, roadway laneage needs, etc.) for consideration by the approving agency where appropriate. Special transportation network studies for portions of the study area will be performed when necessary to evaluate various land use and network scenarios. These activities will provide input to the concurrency management process and various comprehensive plans as well as coordinate evaluation of impacts on the MPO's LRTP and TIP. The staff will assist municipalities in preparing and reviewing transportation Evaluation and Appraisal Reports and Transportation Concurrency Exemption Area studies for local comprehensive plans. The MPO will assist the County in determining directions to meet growth management requirements related to mobility and fees. If appropriate, the MPO will provide modeling assistance using the long range planning process in Element 3.1. The staff will assist in the review of Traffic Performance Standards appeals related to transportation and traffic.

#### **End Product**

Coordinated areawide transportation planning to provide for orderly growth-ongoing.  
Limited Area Transportation Planning studies for possible LRTP changes-as needed.  
Concurrency Management analyses-as needed.  
Thoroughfare Identification Map input-ongoing.

Responsible Agency: Metropolitan Planning Organization

Participating Agencies: FDOT, TCRPC, PBC, Local Municipalities

Funding Sources:		FY 11	FY 12
	FHWA/PL	40,000	40,000
	FDOT/PL	8,822	8,822
	TOTAL	48,822	48,822

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

### **Element 3.4 Regional Transportation Planning Coordination**

#### **Purpose**

To support a regional transportation planning process to become result oriented, enhance the integration between transportation planning and regional planning, and insure multi-jurisdictional coordination of transportation plans and programs for the Miami Urbanized Area, forming a closer coalition among the Palm Beach, Broward and Miami-Dade MPOs.

#### **Previous Work**

Support for SEFTC and Regional Transportation Technical Advisory Committee (RTTAC), coordination of 2035 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.

#### **Methodology**

The staff, in cooperation with Miami-Dade and Broward MPOs, regional planning councils, the RTA and FDOT staffs, will continue to coordinate the respective transportation plans to ensure continuity at boundary lines and overall planning efforts for all transportation modes. The MPOs will support and participate in the activities of the Southeast Florida Transportation Council (SEFTC) and the Regional Transportation Technical Advisory Committee (RTTAC). The MPOs will retain the regional consultant will provide support for the activities of the SEFTC and the RTTAC. Activities will include maintenance of the adopted 2035 Regional Long Range Transportation Plan prepared in conjunction with the respective 2035 LRTP updates. The staff and the regional consultant will review any proposed amendments to the plan and requests for changes in the priorities. The staff and consultant will work with the MPOs and FDOT to develop and implement performance measures related to regional coordination. The results will be documented in a Regional Coordination Performance Measures Report. The consultant will update and maintain the SEFTC website with meeting announcements and materials, reports and regional transportation planning information. Funding for the consultant LRTP activities and committee support will be provided by each MPO at an estimated cost of \$50,000 annually for two years from each MPO. The MPOs will review and recommend TRIP priorities for adoption by the SEFTC and transmittal to FDOT. The Palm Beach MPO will take the lead in managing the regional LRTP consultant and utilize funds allocated by the three MPOs to perform the activities and support the committee. The MPOs will also provide support to FDOT for development of the SEFRPM for the next update of the LRTPs at an estimated cost of \$50,000 annually. Activities for this effort will include, model structure update, zonal data development guidance, network updates, 2010 model calibration and validation, and accompanying documentation. These efforts will be led by FDOT District 4. These activities will be funded jointly by FDOT Districts 4 and 6 and the three MPOs. The MPO will participate in the activities associated with preparation of a 2060 Southeast Florida Vision. The focus will be on the transportation and land use components. The MPO will also participate in the update of the Florida Transportation Plan to 2060. The Palm Beach MPO will also coordinate transportation plans and programs with the MPOs located to the north and their regional transportation coordination council. The MPO, in coordination with the Broward MPO, will utilize the regional consultant to prepare a report for the State Road 7 vision at the Palm Beach-Broward county line. The consultant will review and summarize the results of the studies prepared in 5.2-State Road 7 Transit Supportive Land Use Planning Study and by the Broward MPO to present the land use and transportation services vision for the area. The estimated total cost is \$20,000 to be shared equally by the Palm Beach and Broward MPOs.

#### **End Product**

Regional coordination of long range transportation plans and TIPs-ongoing.  
Coordination of TRIP project prioritization and selection-October.  
Support for the Southeast Florida Transportation Council activities-ongoing.  
Regional Coordination Performance Measures Report-December 2011.

Maintenance of the Regional LRTP-ongoing.  
SEFRPM Update-December 2012.  
State Road 7 Land Use and Transportation Services Vision Plan-December 2010.

Consultant Services  
RLRTP FY 11-50,000, FY 12-50,000  
SEFRPM FY 11-50,000, FY 12-50,000  
SR 7 Study FY 11-20,000

Responsible Agency: PBMPO, BCMPO, MDMPO  
Participating Agencies: FHWA, FDOT, SFRTA, TCRPC, SFRPC, Northern MPOs

Funding Sources:	FY 11	FY 12
FHWA/PL	270,000	250,000
FDOT/PL	59,550	55,139
TOTAL	329,550*	305,139*

\*Includes \$50,000 in FHWA/PL funds transferred to FDOT for Regional Modeling and \$50,000 from Broward and Miami-Dade MPOs for Regional Planning support. Also includes \$10,000 from Broward MPO for SR 7 Vision Plan.

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

Revised 7-28-10



### **Element 3.5 Short Range Transit Planning - Transit Development Plan**

#### **Purpose**

To assist in preparation of a Transit Development Plan to review and recommend a program of mass transit system improvements for five and ten year periods to address the area needs.

#### **Previous Work**

Transit Development Plan Major and Minor Updates, Annual Progress Reports.

#### **Methodology**

The information gathered by the surveillance program and management systems will be used to perform updates and modifications to the mass transit plan elements. The MPO will assist Palm Tran in preparing a major update of the Transit Development Plan. The Plan will address the requirements of the TDP Rule prepared by FDOT. The staff will review the TDP routes and stops for access by pedestrian and bicycle users to identify needed improvements. Information from South Florida Commuter Services will be used to identify possible transit service demands. The MPO staff will monitor the TDP for inclusion of projects in the LRTP as appropriate. The MPO staff will review the TDP and assess the extent of its coordination with the Coordinated Transportation Disadvantaged Service Plan and the federal Human Services Coordinated Plan. The staff will identify and document any changes needed to provide the needed coordination and improve the process. The capital projects and grants for operating funds identified in the TDP will be included in the TIP. The TDP process will be coordinated with the South Florida Regional Transportation Authority and local service providers. The TDP will be reviewed by the TAC and CAC. Following the review, the TDP will be considered for adoption by the MPO. The staff will also provide assistance as needed to Palm Tran for evaluation of service modifications and funding applications.

#### **End Products**

Transit Development Plan Major Update-December 2011.

Responsible Agency: Metropolitan Planning Organization, Palm Tran

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

Funding Sources:	FY 11	FY 12
FTA/Sec 5303	70,000	70,000
FDOT/FTA	8,750	8,750
MPO	8,750	8,750
TOTAL	87,500	87,500

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

### **Element 3.6 Regional Transportation Authority**

#### **Purpose**

To participate in coordination of transit plans and programs for the Southeast Florida area.

#### **Previous Work**

Support for RTA activities, preparation for implementation of a regional Consumer Information System, South Florida Transit Analysis Study, and participation in the Planning Technical Advisory Committee to the RTA.

#### **Methodology**

The staff will participate in the activities of the RTA to coordinate transit planning and operations. The staff will assist the RTA update of the regional transit TIP and TDP for the three counties. The results of these efforts will be documented and presented to the respective counties, MPOs and FDOT. The MPO will participate in regional transit planning activities and review capital and operating plans submitted to the MPO and the County by the RTA. The staff will assist in review and selection of JARC and New Freedom applications for the region. This task reflects the activities and funding levels for participation by the Palm Beach MPO.

#### **End Product**

Participation on the SFRTA Planning Technical Advisory Committee-ongoing.

Responsible Agency: Metropolitan Planning Organization

Participating Agencies: FDOT, Miami-Dade MPO, Broward MPO, SFRTA, SFCS

Funding Sources:	FY 11	FY 12
FHWA/PL	15,000	15,000
FTA/Sec 5303	30,000	30,000
FDOT/PL	3,308	3,308
FDOT/FTA	3,750	3,750
MPO	3,750	3,750
TOTAL	55,808	55,808

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

### **Element 3.7 Sociocultural Effects and Community Characteristics**

#### **Purpose**

To identify the leaders, characteristics and transportation issues of local communities.

#### **Previous Work**

Public meetings and hearings during preparation and adoption of the Transportation Improvement Program, meetings with community leaders and citizens related to specific project plans or proposals, preparation of community profiles and maps, lists of community groups and representatives, initiation of FIU information system.

#### **Methodology**

The MPO will utilize Florida International University (FIU) to expand its Integrated Transportation System (ITIS) into Palm Beach County and be compatible with the Broward and Miami-Dade MPO programs. The system will be used to fulfill the needs for transportation information management, dissemination, analysis and visualization as part of the transportation planning process. The study is expected to take three years and be completed in April 2011. The staff will use the system initially to complement and maintain its community profile database to provide information on existing community characteristics and assets. The ITIS will become the primary method to identify affected populations and facilities at completion. Annual maintenance will be performed at a cost of \$2,500. The program will update regionally significant cultural resources, community facilities and services. The process will be used to identify existing businesses for specific projects. Land use and transportation characteristics compiled under other tasks will be included. Information from the 2010 Census will be incorporated as it becomes available. The County Public Information Office and other sources will be contacted periodically to update information on the names and addresses of community leaders and contact persons for a database to be used in the transportation planning process. The staff will continue development of measures to identify and quantify community needs and interests through surveys, meetings and media outlets as an element of the public involvement process described in Task 1.5. The information compiled in this task will be used in long range plan development and project prioritization to address the requirements of environmental justice. The information will also be used to review and revise the MPO Public Involvement Plan. Appropriate staff will attend any training sessions conducted by FDOT.

#### **End Products**

Integrated Transportation Information System-April 2011 .

Updating of GIS-compatible maps of populations, cultural resources and employment centers-ongoing.

Maintenance of lists of community leaders and contacts-ongoing.

Community outreach activities-ongoing.

#### **Consultant**

Integrated Transportation Information System-121,108 (FY 08-19,923, FY 09-40,004, FY 10-40,631, FY 11-20,550)

Annual Maintenance-2,500

Responsible Agency: Metropolitan Planning Organization

Participating Agencies: FDOT, PBC, BCMPO, MDMPO

Funding Sources:	FY 11	FY 12
FHWA/PL	35,550	17,500
FDOT/PL	7,841	3,860
TOTAL	43,391	21,360

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

#### **4.0 TRANSPORTATION PLANNING PROJECTS**

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.

## Element 4.1 Project Impact Review and Evaluation

### Purpose

To provide opportunities for early, interactive agency involvement in decisions related to preparation of long range transportation plans and TIPs through the Efficient Transportation Decision Making (ETDM) process and review proposed development and construction projects to determine impacts on short term and long range transportation plans.

### 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 SFECCTAS.

### Methodology

Major development proposals will be reviewed to determine sufficiency of transportation studies and ability of existing and future transportation facilities to handle impacts. The staff will provide projections of future traffic using the transportation model. In some cases, the transportation modeling process will be used to evaluate development impacts through comparison of traffic impacts. The staff will also review development proposals of a smaller magnitude with a significant impact on the transportation system. Special studies for proposed network changes will be investigated as requested by the county and municipalities. Changes or restrictions in laneage on the roadway network will be evaluated for impacts on adjacent and intersecting roadways as well as the overall network. As the network begins to reach the maximum laneage planned, more requests are being received for analysis of intersections and Travel Demand Management. The MPO staff will participate in Feasibility, Planning and Conceptual Engineering (PACE), and Project Development and Environmental (PD&E) studies. The staff will utilize the Efficient Transportation Decision Making (ETDM) process to create linkages between land use, transportation and environmental resource planning activities to improve decisions and reduce time, effort and costs of project development and implementation. The ETDM process will include screening of the long range transportation plan and the Transportation Improvement Program by the ETAT. The staff will provide input on projects relative to impacts on adjacent land uses, environmental areas and the general population as part of the ETAT review team. Where possible, the staff will conduct field reviews of the projects to identify existing and potential impacts. The staff will attend ETDM training conducted by FDOT.

### End Product

Comments on major developments and specific projects provided to the appropriate reviewing agency and applicants-ongoing.

Project review and input using the ETDM process-ongoing.

Responsible Agency: Metropolitan Planning Organization

Participating Agencies: FDOT, TCRPC, PBC, Local Municipalities

Funding Sources:	FY 11	FY 12
FHWA/PL	45,000	45,000
FDOT/PL	9,925	9,925
TOTAL	54,925	54,925

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

## Element 4.2 Bicycle Greenway and Pedestrian Planning

### Purpose

To prepare and evaluate plans for the use of bicycles, pedestrian and greenway facilities as an alternative mode of travel.

### Previous Work

2004 update of Comprehensive Bicycle and Pedestrian Plan; preparation of enhancement priority list; Northeast Everglades Natural Area input, South County Greenway and Trails Master Plan.

### Methodology

The staff will continue to provide support to the BGPAC through preparation of minutes and agenda materials. The staff will work with the Department to provide training courses for public and private planners and engineers as well as law enforcement officials. The staff will assist in promoting bicycle use at various events throughout the county. A list of recommended projects for inclusion in the TIP for funding consideration using SAFETEA-LU Transportation Enhancement Funds will be identified and included in the TIP. The staff will continue to review roadway plans by FDOT, the county and municipalities that provide for bicycle and pedestrian use. The staff will participate in review of development projects for consideration of bicycles, pedestrians and greenways. The staff will assist in the development of seminars and brochures on safety and proper riding procedures. These brochures will be multilingual. The staff, in cooperation with the County Department of Environmental Resource Management and other local agencies, will identify opportunities and potential projects for joint use of public lands and rights-of-way for bicycles and pedestrians. The preparation of a comprehensive Bicycle Master Plan begun in FY 10 will be completed. The Plan will be incorporated into the LRTP as appropriate. The staff will utilize data collected in the Surveillance program to identify and improve bicycle and pedestrian opportunities. The staff will also use accident mapping information to identify locations with possible problems to be addressed through operational changes. The information and recommendations will be provided to the appropriate implementing agencies. The MPO will coordinate with FDOT to implement requirements of the Safe Routes to Schools program. Specific projects will be identified in the annual priorities and the TIP. The Palm Beach MPO staff will continue to work with the MPOs in Broward and Miami-Dade as well as TCRPC and the northern MPOs to coordinate routes and greenways.

### End Product

Agenda packages and minutes-ongoing.

Comprehensive Bicycle Plan-December 2010.

Programs to encourage provision of bicycle and pedestrian facilities-ongoing.

Participation in identification and development of greenway systems-ongoing.

Bicycle, Greenway and Pedestrian Project Priority list for Enhancement funding-September.

Regional Planning for Greenways and Trails-ongoing.

### Consultant Services

Comprehensive Bicycle and Pedestrian Plans-153,500 (FY 10-53,500, FY 11-100,000)

Responsible Agency: Metropolitan Planning Organization

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

Funding Sources:	FY 11	FY 12
FHWA/PL	225,000	125,000
FDOT/PL	49,625	27,569
TOTAL	274,625	152,569

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

## Element 4.3 Human Services Transportation Planning

### Purpose

To coordinate non-emergency transportation services provided for the elderly, disabled and economically disadvantaged for FTA Sections 5310, 5316, 5317 and the Florida Transportation Disadvantaged Coordination programs.

### 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.

### Methodology

The staff will annually review and assist the Community Transportation Coordinator in the update of the Coordinated Transportation Disadvantaged Service Plan using guidelines provided by the Florida Commission for Transportation Disadvantaged (CTD) for the provision of services. The TD Plan will be submitted to the local Transportation Disadvantaged Coordinating Board (TDCB) for adoption and forwarded to the CTD. Palm Tran will provide support for the administrative functions to support the TDCB and the required reporting and financial monitoring. The MPO will reimburse Palm Tran \$43,336 in FY 11 and \$47,173 in FY 12 for the planning activities performed for the TD Program. The staff will continue to work with the Workforce Alliance to assist in identifying and addressing transportation needs of welfare clients and in identifying funding opportunities and pursuing grants to provide transportation. The staff will coordinate activities with the Palm Tran ADA Advisory Board for fixed route and paratransit services. The MPO will work with Palm Tran to annually update the FTA Human Services Coordinated Transportation Plan. The HSCT Plan will be presented to the public annually during the update of the capital improvement program. The MPO will conduct a workshop every three years to improve service efficiencies and provide a major update to the overall Plan. The staff will continue to serve on the ADA committee for the RTA. The MPO staff will review projects for funding and implementation under the FTA Sec 5311 program as required by FDOT. The MPO will also participate in the competitive selection process for Sections 5310, 5316 and 5317 and other funding mechanisms. The MPO will assist the South Florida Regional Transportation Authority (SFRTA) as the official recipient for JARC and New Freedom funding in reviewing and evaluation applications for the region. The MPO staff will continue to monitor the Belle Glade-Clewiston route and work with FDOT and the Florida Rural Economic Development Initiative (FREDI) for continued operation.

### End Products

Updated Human Services Coordinated Transportation Plan-October.

Transportation Improvement Program Element-June.

Evaluation of the Community Transportation Coordinator-April.

### Contractual Services

Palm Tran-FY 11-43,336, FY 12-47,173

Responsible Agency: Metropolitan Planning Organization, Palm Tran

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

Funding Agencies:	FY 11	FY 12
FTA/Sec 5303	100,000	100,000
FDOT/FTA	12,500	12,500
MPO	12,500	15,500
FCTD	43,336	47,173
TOTAL	168,336	172,173

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

## **Element 4.4 Community Transit Services**

### **Purpose**

To promote the use of local transit services as an alternative mode of travel.

### **Previous Work**

Community Transit Services Planning Study, Community Transit Planning Guide Book, Community Transit Service Funding Program, Planning and funding for the Belle Glade local transit services, evaluations for transit service.

### **Methodology**

Through a previous study, the MPO developed a methodology and process to identify demand and prepare a plan for transit services in a local area. These services are designed to provide for short trips within a community and connect to Palm Tran bus services or Tri Rail commuter rail services. Using this process, the MPO will assist municipalities and the county interested in planning and implementing service routes and frequencies. The staff will assist local 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 program. The MPO will monitor the services and document the results. The staff will assist FDOT with dissemination of the annual Discretionary Grant Program information to the municipalities, the County and other agencies.

### **End Product**

Community Transit Services Assistance-ongoing.  
Discretionary Grant Program Assistance-as requested.

Responsible Agency: Metropolitan Planning Organization  
Participating Agencies: FDOT, Palm Tran, municipalities.

Funding Sources:	FY 11	FY 12
FTA/Sec 5303	15,000	15,000
FDOT	1,875	1,875
MPO	1,875	1,875
TOTAL	18,750	18,750

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.



## **Element 4.5 Freight Planning**

### **Purpose**

To evaluate the primary categories of goods and movement in Palm Beach County and identify impediments to freight transportation, develop 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.

### **Methodology**

The staff will continue to receive and compile information on freight and goods movement from the Port and PBIA. The staff will also compile additional freight information identified in the recent study. The staff will begin activities necessary to update the local freight study in FY 13. The planning activities will be coordinated with similar activities in Broward and Miami-Dade counties for a regional look at freight movement. The MPO staff will provide assistance and support for the South Florida Intermodal Logistics Center (Inland Port) in Palm Beach County. Planning activities will include integration of ITS on US 27 and other areas as appropriate. The MPO will also investigate any additional activities and recommendations identified in the study.

### **End Products**

Monitoring of freight and goods movement for Palm Beach County-ongoing.

Responsible Agency: Metropolitan Planning Organization

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

Funding Sources:		FY 11	FY 12
	FHWA/PL	20,000	20,000
	FDOT/PL	4,412	4,412
	TOTAL	24,412	24,412

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

**Element 4.6 Water Taxi Service**

**Purpose**

To facilitate water taxi services along the Intracoastal Waterway in central and southern portions of Palm Beach County.

**Previous Work**

Funding for terminal facilities to serve expanded water taxi services along the Intracoastal Waterway in Palm Beach County, selection and award of funding for sites for docking facilities in Jupiter, West Palm Beach, Riviera Beach, Lake Worth and Boynton Beach.

**Methodology**

The MPO provided funding for docking facilities along the Intracoastal Waterway (ICW) for use by water taxis through a Ferry Grant received from USDOT in FY 04. Local jurisdictions were responsible for design, permitting, construction and maintenance. The MPO will reimburse the agencies for the construction costs through an interlocal agreement. Public property will be used to reduce costs associated with the projects. The MPO has selected recipients for the initial round of grants to construct docking facilities. As dock facilities are completed, ADA inspections are carried out. The staff will continue to monitor the recipients carrying out activities leading to and including construction of the docking facilities. The staff will also periodically monitor the docks for maintenance and usage.

**End Products**

Water Taxi Docking Facilities Construction Evaluation and Reimbursement-December 2010.

Responsible Agency: Metropolitan Planning Organization

Participating Agencies: FHWA, FDOT, Local Municipalities, Private Sector

Funding Sources:		FY 11	FY 12
	FHWA/PL	10,000	5,000
	FDOT/PL	2,206	1,103
	TOTAL	12,206	6,103

Note: FDOT “soft” and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

## **Element 4.7 Continuity of Operations Plan**

### **Purpose**

To continue operation of the MPO in case of natural or man-made disaster.

### **Previous Work**

Coordination of MPO operations with Palm Beach County emergency operations, completion of continuity plan.

### **Methodology**

Palm Beach County currently has plans for the continuation of essential services in case of natural or man-made disasters or disruption in service. The staff will continue to meet with the county emergency management staff to review for essential services to identify opportunities for incorporation of MPO functions. The plan includes backup of Geographic Information System (GIS) data files, work products and programs unique to the MPO on a server dedicated to the MPO. While the County ITS staff conducts nightly updates to back up files, the MPO staff will periodically prepare multiple copies of all files for storage off site. The physical protection of equipment and files and alternate work sites was considered. The plan will be reviewed and updated in conjunction with the County COOP with the actions to be taken on an on-going basis and when alerts have been issued. The MPO will review and coordinate plans with state and local officials for transportation services following interruptions caused by natural or man-made events.

### **End Products**

Continuity of Operations Plan review and update-ongoing.

Responsible Agency: Metropolitan Planning Organization

Participating Agencies: FHWA, FDOT, Palm Beach Emergency Management Office

Funding Sources:		FY 11	FY 12
	FHWA/PL	10,000	5,000
	FDOT/PL	2,206	1,103
	TOTAL	12,206	6,103

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

## **Element 4.8 South Florida East Coast Corridor Transit Analysis Study**

### **Purpose**

To identify and analyze transit linkages for regional transportation services along the eastern coastal area of South Florida.

### **Previous Work**

South Florida East Coast Corridor Transit Analysis Study-Phases 1 and 2.

### **Methodology**

The MPO will continue to participate in the South Florida East Coast Corridor Transit Analysis Study-Phase 2 to be completed during CY 10. The MPO will participate in the activities related to the Draft Environmental Impact Statement preparation. The staff will serve on the Policy and Technical Advisory Committees for the study. The MPO will provide information and input to the study and review the work products as they are produced. The MPO public involvement program will be coordinated with the efforts of the study team. Periodic reports will be provided to the TAC, CAC and MPO as the study progresses. All activities will be coordinated with the SFRTA, FDOT and the other MPOs as appropriate. Use of the funds will be determined as needed for consultant services or provided to other agencies to conduct the studies. Factors to be considered during study selection include relationship to existing or planned transportation and land use projects, implementation schedule and related issues. The MPO will focus on potential station sites in Palm Beach County to identify potential TOD and similar land use changes conducive to transit use. Much of this work will be conducted by the Treasure Coast Regional Planning Council under Element 4.9, Transportation and Land Use Planning.

### **End Product**

South Florida East Coast Corridor Transportation Analysis Study-ongoing.

Responsible Agency: Florida Department of Transportation

Participating Agencies: FHWA, FTA, FDOT, MPO, BC, MDC, Palm Tran

Funding Sources:		FY 11	FY 12
	FTA/Sec 5303	30,000	30,000
	FDOT/FTA	3,750	3,750
	MPO/FTA	3,750	3,750
	TOTAL	37,500	37,500

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

## Element 4.9 Transportation and Land Use Planning

### Purpose

To review current and future land use and transportation plans and explore alternatives and scenarios to improve linkages.

### Previous Work

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

### Methodology

The MPO will continue to work with the Treasure Coast Regional Planning Council to review development proposals and assist the applicants in changes to the proposal to encourage use of alternative modes with primary focus on intermodal hubs and TOD projects. Emphasis will be placed on promoting transit use through densities, mixed land use and application of urban design principles in conjunction with transit services. These activities will focus on existing and proposed transit hubs and intermodal stations associated with major regional transportation corridors, existing and future Tri Rail stations and the South Florida East Coast Corridor under study in Element 4.8. Analysis will also consider potential Amtrak services along the FEC in the northern portion of the study area. While the SFECCTAS will focus on adopted comprehensive plans, the MPO funded activities will be directed to what-if scenarios for increased development that would support transit services. Factors to be considered during the study include the relationships of existing or planned transportation and land use projects, implementation schedule and related issues. The study efforts will also address specific corridors, such as State Road 7, to identify actions supportive of transit which may reduce the need for additional roadway capacity. These activities may also be used to determine implementation schedules for various levels of transit (ie. BRT, exclusive lanes, rail, etc.). The results of these studies will be documented and presented to the MPO and the responsible agency for consideration and implementation. The MPO will provide funding to TCRPC at an estimated cost of \$125,000 annually. The Planning Council will seek matching funding from local municipalities involved in the planning process for their area as cash or in-kind services. The MPO is serving as the responsible agency based on approval of work activities and overall direction as related to transportation planning.

### End Product

Review of land use and site plans-ongoing.

Continued assistance to local municipalities for TOD planning-ongoing.

### Contractual Services

Land Use Planning-125,000 annually

Responsible Agency: Metropolitan Planning Organization

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

Funding Sources:	FY 11	FY 12
FHWA/PL	25,000	25,000
FTA/SEC 5303	125,000	125,000
FDOT/PL	5,514	5,514
FDOT/FTA	15,625	15,625
MPO/FTA	15,625	15,625
Local Municipalities	TBD*	TBD*
TOTAL	186,764	186,764

\*Matching funds will be provided by local municipalities through cash or in-kind services based on study activities and relationship to transportation issues.

Note: It is anticipated the MPO will continue these efforts with the Treasure Coast Regional Planning Council at the same funding level over a multi-year time frame.

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

## **5.0 TRANSPORTATION PLANNING ACTIVITIES BY OTHER AGENCIES**

While the MPO is responsible for the 3C transportation planning process and the requirements of SAFETEA-LU and Florida Statutes, other agencies perform planning activities related to the provision of transportation services. These agencies take the lead in carrying out the work elements in support of the services they provide. These agencies include the South Florida Regional Transportation Authority, the Palm Beach County Department of Airports and the Port of Palm Beach. All of these agencies provide transportation services to the public. The MPO plans and programs consider these agency plans and incorporate the plan elements as appropriate. The information contained in these work elements is provided by each agency. Further information may be obtained by contacting the specific responsible agency.

## **Element 5.1 South Florida Regional Transportation Authority's (SFRTA) Short and Long Range Transportation System Planning and Land Use Development**

### **OBJECTIVES:**

The goal of the SFRTA is to coordinate, develop and implement, in cooperation with all appropriate levels of government, private enterprise and citizens at-large in the community, a viable regional transportation system in South Florida that endeavors to meet the desires and needs for the movement of people, goods and services.

The SFRTA strives to meet this goal by meeting the following objectives each fiscal year.

1. **Develop Cost Effective Transit System:** Establish a performance monitoring system for Tri-Rail and feeder bus operations and any new line-haul bus operations. Establish a preventive maintenance program for SFRTA facilities and vehicles. Identify strategies to employ cost saving measures related to daily SFRTA operations. Implement intelligent technologies associated with SFRTA operations and facilities including integration of the I-95 ITS system.
2. **Expand System Facilities and Operations:** seek opportunities to expand the Tri-Rail fixed rail system to serve additional corridors. Develop a strategy for implementation of regional "premium" bus service spanning County boundaries. Coordinate with the Workforce Development Boards on the three counties to ensure that service is supportive of the workforce development programs.
3. **Improve Intergovernmental Coordination:** Work with local governments to improve multi-modal facilities, plans and connections to Tri-Rail stations. Coordinate with local government to develop and apply economic development and land use initiatives to attract transit-oriented development around Tri-Rail stations. .
4. **Expand Funding Opportunities for the SFRTA System:** advocate and secure necessary and appropriate funding levels and pursue new financial opportunities in conjunction with public, private and civic parties.
5. **Increase Customer Safety, Convenience and Comfort:** improve safety and security on Tri-Rail, at stations and on feeder buses; provide improved station amenities that encourage ridership and comfort for passengers. Provide better signage directing people from Tri-Rail park-n-ride lots to Tri-Rail stations.
6. **Stimulate Transit-Oriented Development (TOD) at or Near Tri-Rail Stations:** work with local governments in their efforts to amend land use, rezoning and overlay districts that include TOD initiatives. Identify joint development opportunities for Tri-Rail owned properties. Identify existing TOP opportunities in close proximity to the Tri-Rail corridor where enhanced park-n-ride lot facilities may be incorporated.
7. **Pursue Opportunities to Maximize on Transportation Demand Management (TDM) Strategies Being Implemented Throughout the Region:** continue to coordinate with South Florida Commuter Services program to assure Tri-Rail participation in Employer Discount Programs (EDP) for qualified places of employment.

SFRTA serves the Palm Beach, Broward and Miami-Dade Counties. In adherence to relevant FTA Circulars, SFRTA's planning projects include the following:

- General Development and Comprehensive Planning;
- Program Support and Administration;
- Long Range Transportation Planning-Project Level Planning;



- Transportation Improvement Program; and
- Short Range Transportation Planning.

#### **PREVIOUS WORK:**

- SFRTA Transit Development Plan Minor Update 2008-2012
- Worked with regional planning organizations in order to amend DRI's to accommodate transit-appropriate land use development;
- Submitted Annual National Transit Database Reports;
- Submitted Grant Financial Status and Milestone Progress Quarterly Reports;
- Adhered to requirements to be eligible for Federal Transit Administration (FTA) funds, including developing a Long Range Plan;
- Conducted an assessment of Tri-Rail's Limited English Proficiency (LEP) population and developed an implementation plan;
- Conducted an Evaluation of SFRTA Performance Measures;
- Conducted Tri-Rail Station Parking and Circulation Study;
- SFRTA's Program of Projects element in the 5-year Transportation Improvement Program (TIP);

#### **METHODOLOGY:**

SFRTA will continue to advance various transit projects in the region (Palm Beach, Broward and Miami-Dade Counties); such as; Palm Beach Bus Rapid Transit (BRT) Implementation Study; updates to the SFRTA 2009-2013 Transit Development Plan (TDP) and development of the SFRTA Strategic Regional Transit Plan (SRTP). In addition, SFRTA is providing technical assistance with the development of a number of transportation projects in the region by sitting on the technical review committees of the following projects: South Florida East Coast Corridor (FEC) Transit Analysis Study; Central Broward County East-West Transit Analysis Study; Miami-Dade East-West Corridor Study; and other relevant transit capital projects in the region.

SFRTA will provide all three (3) Metropolitan Planning Organization's (MPO) with capital project priority lists on an annual basis and will continue to work with the three MPOs to develop the Regional Long Range Transportation Plan (RLRTP). SFRTA will also be working with the Treasure Coast Regional Planning Council (TCRPC) and the South Florida Regional Planning Council (SFRPC) to enhance the region's strategic planning policy as it relates to transportation and land use regulations and processes, while facilitating collaboration on transit supportive land uses and corridors throughout the region. SFRTA will attend MPO technical advisory committees and MPO meetings in Miami-Dade, Broward and Palm Beach Counties. It is SFRTA's objective to prepare all of the required, on-going planning documents, such as National Transit Database Reports and Grants Quarterly Reports in order to receive federal, state and local funding.

#### **END PRODUCTS:**

- National Transit Database Reports (October 2008 and October 2009);
- Grants Financial Status and Milestone Progress Reports (Quarterly);
- Joint Development at selected SFRTA station sites (On-going);
- Development of Transit Oriented Development (TOD) Standards to be implemented along the Regional Transportation Corridors;
- Transit Development Plan Update FY 2009-2013;
- SFRTA Strategic Regional Transit Plan;
- SFRTA's Program of Projects components in the Miami-Dade, Broward and Palm Beach MPO TIP's (March 2009);
- Tri-Rail Signage and Wayfinding Study (On-going)

- Double Track Improvement Program Segment 5 Before and After Study (On-going)

**PROJECT MANAGERS:** Bill Cross, SFRTA  
Oscar Camejo, Miami-Dade MPO  
Mario Aispuro, Broward County MPO  
Randy Whitfield, Palm Beach MPO

**PARTICIPATING AGENCIES:**  
South Florida Regional Transportation Authority, Miami-Dade County Metropolitan Planning Organization, Broward County Metropolitan Planning Organization, Palm Beach County Metropolitan Planning Organization, Florida Department of Transportation – District’s IV and VI Offices, Palm Tran, Broward County Transit, Miami-Dade Transit, South Florida Regional Planning Council, Treasure Coast Regional Planning Council, Federal Transit Administration and the Federal Highway Administration.

**WORK SCHEDULE:** There is no specific deadline for this task. This work item is a program of continuing planning activities.

Start Date: July 2010  
End Date: June 2012

**FUNDING:** \$2,100,000 Section 5307 FY 2011-2012 (Funding for program management only) (\$2,100,000 Federal plus 20% FDOT **Soft Match**)\*

\* South Florida Regional Transportation Authority (SFRTA) is a regional agency, which serves Palm Beach, Broward and Miami-Dade Counties.

## Element 5.2 State Road 7 Transit Supportive Land Use Planning Study

### Purpose

To determine future development patterns, function and land development regulations along State Road 7 south of Glades Road in support of current and future transit services.

### Previous Work

Southern Palm Beach-Northern Broward Transportation Needs Assessment.

### Methodology

The Transportation Needs Assessment conducted by FDOT in cooperation with the MPOs and other local governments identified a need for additional transportation capacity in the State Road 7 corridor. The preferred alternate added two special use lanes to the existing six general purpose lanes. The MPO will conduct a study of existing and future land uses along the corridor to support the use of transit services. The MPO will contract with the Treasure Coast Regional Planning Council to carry out the study. The study will inventory current and future land uses along the roadway and determine appropriate opportunities to increase densities and intensities at locations for transit services. Rules governing development will be reviewed to determine detriments to transit access with recommendations for changes where appropriate. The results will be presented to Palm Beach County for consideration to include in the Comprehensive Plan. The estimated cost of the study is \$227,500. The study effort will be coordinated with the Broward MPO, Broward County and municipalities in Broward County and related studies (i.e. Northern Broward Study) toward the end of establishing a common vision for SR 7 crossing the county line.

### End Product

State Road 7 Transit Supportive Land Use Study-August 2010.

### Contractual Services

Land Use Study-227,500 (FY 10-200,000, FY 11-27,500)

Responsible Agency: Metropolitan Planning Organization

Participating Agencies: FTA, FDOT, Palm Tran, TCRPC, Municipalities, Broward MPO, Broward County

Funding Sources:	FY 11	FY 12
FTA/Sec 5303	27,500	0
FDOT/FTA	3,438	0
MPO	3,438	0
Total	34,376	0

Note: FDOT "soft" and cash match for FHWA and FTA funds also shown in Elements 1.3 and 1.4.

#### IV. 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 expenditures for the previous year is shown. An estimate of the costs associated with the individual elements and the source of funding for the element costs is listed in the accompanying chart. The participating agencies and funding levels are also shown.

Figure 3: FY 11-12 Unified Planning Work Program Task Schedule



D Draft Report F Final report R Various Reports (progress, grants, data, etc.)

Revised 5/3/10

Table 1: PROPOSED PARTICIPATING AGENCIES AND ELEMENT COSTS - FY 11

Element	MPO									SUMMARY			TOTAL			
	FHWA	FTA	Matching	PB COUNTY	SFRTA	CONSULT	FDOT	OTHER	FEDERAL	STATE	LOCAL					
1.1 Administration and Coordination	75000	50000	6250	0	0	0	22792	0	125000	22792	6250	154042				
1.2 Unified Planning Work Program Development	5000	0	0	0	0	0	1103	0	5000	1103	0	6103				
1.3 FDOT "PL" Matching Share	0	0	0	0	0	0	273608 *	0	0	273608	0	273608				
1.4 FDOT FTA Matching Share	0	0	0	0	0	0	58438 *	0	0	58438	0	58438				
1.5 Public Involvement, DBE and Title VI Process	125000	0	0	0	0	0	27569	0	125000	27569	0	152569				
2.1 Socio-Economic Surveillance	50000	0	0	0	0	0	11028	0	50000	11028	0	61028				
2.2 Transportation System Surveillance	45000	20000	2500	40000	0	0	21247	0	105000	21247	2500	128747				
2.3 Congestion Management Process	40000	0	0	0	0	0	8822	0	40000	8822	0	48822				
3.1 Long Range Transportation Planning	50000	0	0	0	0	150000	44111	0	200000	44111	0	244111				
3.2 Short Range Transportation Planning (TIP)	30000	0	0	0	0	20000	11028	0	50000	11028	0	61028				
3.3 Transportation Planning Coordination	40000	0	0	0	0	0	8822	0	40000	8822	0	48822				
3.4 Regional Transportation Planning	50000	0	0	0	0	170000 +	105139	0	270000	59550	0	329550				
3.5 Short Range Transit Planning (TDP)	0	70000	8750	0	0	0	8750	0	70000	8750	8750	87500				
3.6 Regional Transportation Authority	15000	30000	3750	0	0	0	7058	0	45000	7058	3750	55808				
3.7 Sociocultural Effects and Community Characteristics	15000		0	0	0	20550	7841	0	35550	7841	0	43391				
4.1 Project Impact Review and Evaluation	45000	0	0	0	0	0	9925	0	45000	9925	0	54925				
4.2 Bicycle Greenway Pedestrian Planning	125000	0	0	0	0	100000	49625	0	225000	49625	0	274625				
4.3 Human Services Transportation Planning	0	100000	12500	0	0	0	12500	43336 #	100000	55836	12500	168336				
4.4 Community Transit Services	0	15000	1875	0	0	0	1875	0	15000	1875	1875	18750				
4.5 Freight Planning	10000	0	0	0	0	0	2206	0	10000	2206	0	12206				
4.6 Water Taxi Service	10000	0	0	0	0	0	2206	0	10000	2206	0	12206				
4.7 Continuity of Operations Plan	5000	0	0	0	0	0	2206	0	10000	2206	0	12206				
4.8 South Florida East Coast Corridor Transit Analysis	0	30000	3750	0	0	0	3750	0	30000	3750	3750	37500				
4.9 Transportation and Land Use Planning	25000	20000	2500	0	0	125000	33083	0	150000	21139	15625	186764				
5.1 SFRTA Trans Planning and Land Development	0	0	0	0	700000	0	0	0	700000	0	0	700000				
5.2 SR 7 Transit Supportive Land Use Study	0	0	3438	0	0	27500	3438	0	27500	3438	3438	34375				
<b>TOTAL</b>	<b>760000</b>	<b>335000</b>	<b>45313</b>	<b>40000</b>	<b>0</b>	<b>700000</b>	<b>613050</b>	<b>0</b>	<b>406121</b>	<b>0</b>	<b>43336</b>	<b>0</b>	<b>2483050</b>	<b>391923</b>	<b>58438</b>	<b>2933411</b>

\* FDOT cash and "soft" match for FHWA/PL and FTA Sec 5303 funds also shown in respective work elements.

# Includes Florida Commission for Transportation Disadvantaged

2 Includes \$50,000 in FHWA/PL funds transferred to FDOT for Regional Modeling and \$50,000 from Broward and Miami-Dade MPOs for Regional Planning support and \$10,000 from Broward MPO for SR 7 Vision Study.

Revised 7/28/10

Table 2: PROPOSED FUNDING SOURCES AND ANTICIPATED ELEMENT COSTS - FY 11

Element	FHWA			FTA			OTHER			SUMMARY			
	FEDERAL	STATE	LOCAL	FEDERAL	STATE	LOCAL	FEDERAL	STATE	LOCAL	FEDERAL	STATE	LOCAL	TOTAL
1.1 Administration and Coordination	75000	16542	0	50000	6250	6250	0	0	0	125000	22792	6250	154042
1.2 Unified Planning Work Program Development	5000	1103	0	0	0	0	0	0	0	5000	1103	0	6103
1.3 FDOT "PL" Matching Share	0	285739	0	0	0	0	0	0	0	0	285739	0	285739
1.4 FDOT FTA Matching Share	0	0	0	0	58438	0	0	0	0	0	58438	0	58438
1.5 Public Involvement, DBE and Title VI Process	125000	27569	0	0	0	0	0	0	0	125000	27569	0	152569
2.1 Socio-Economic Surveillance	50000	11028	0	0	0	0	0	0	0	50000	11028	0	61028
2.2 Transportation System Surveillance	85000	18747	0	20000	2500	2500	0	0	0	105000	21247	2500	128747
2.3 Congestion Management Process	40000	8822	0	0	0	0	0	0	0	40000	8822	0	48822
3.1 Long Range Transportation Planning	200000	44111	0	0	0	0	0	0	0	200000	44111	0	244111
3.2 Short Range Transportation Planning (TIP)	50000	11028	0	0	0	0	0	0	0	50000	11028	0	61028
3.3 Transportation Planning Coordination	40000	8822	0	0	0	0	0	0	0	40000	8822	0	48822
3.4 Regional Transportation Planning	270000 2	59550	0	0	0	0	0	0	0	270000	59550	0	329550
3.5 Short Range Transit Planning (TDP)	0	0	0	70000	8750	8750	0	0	0	70000	8750	8750	87500
3.6 Regional Transportation Authority	15000	3308	0	30000	3750	3750	0	0	0	45000	7058	3750	55808
3.7 Sociocultural Effects and Community Characteristics	35550	7841	0	0	0	0	0	0	0	35550	7841	0	43391
4.1 Project Impact Review and Evaluation	45000	9925	0	0	0	0	0	0	0	45000	9925	0	54925
4.2 Bicycle Greenway Pedestrian Planning	225000	49625	0	0	0	0	0	0	0	225000	49625	0	274625
4.3 Human Services Transportation Planning	0	0	0	100000	12500	12500	0	43336 #	0	100000	55836	12500	168336
4.4 Community Transit Services	0	0	0	15000	1875	1875	0	0	0	15000	1875	1875	18750
4.5 Freight Planning	10000	2206	0	0	0	0	0	0	0	10000	2206	0	12206
4.6 Water Taxi Service	10000	2206	0	0	0	0	0	0	0	10000	2206	0	12206
4.7 Continuity of Operations Plan	10000	2206	0	0	0	0	0	0	0	10000	2206	0	12206
4.8 South Florida East Coast Corridor Transit Analysis	0	0	0	30000	3750	3750	0	0	0	30000	3750	3750	37500
4.9 Transportation and Land Use Planning	25000	5514	0	125000	15625	15625	0	0	0	150000	21139	15625	186764
5.1 SFRTA Trans Planning and Land Development	0	0	0	0	0	0	700000 1	0	0	700000	0	0	700000
5.2 SR 7 Transit Supportive Land Use Study	0	0	0	27500	3438	3438	0	0	0	27500	3438	3438	34375
<b>TOTAL</b>	<b>1315550</b>	<b>290150</b>	<b>0</b>	<b>467500</b>	<b>58438</b>	<b>58438</b>	<b>700000</b>	<b>43336</b>	<b>0</b>	<b>2483050</b>	<b>391923</b>	<b>58438</b>	<b>2933411</b>

\* FDOT cash and "soft" match for FHWA/PL and FTA Sec 5303 funds also shown in respective work elements.

# Florida Commission for Transportation Disadvantaged

+ South Florida Regional Transportation Authority

1 FTA Section 5307 Funds used by SFRTA

2 Includes \$50,000 in FHWA/PL funds transferred to FDOT for Regional Modeling and \$50,000 from Broward and Miami-Dade MPOs for Regional Planning support and \$10,000 from Broward MPO for SR 7 Vision Study.

Revised 7/28/10

Table 3: PROPOSED PARTICIPATING AGENCIES AND ELEMENT COSTS - FY 12

Element	MPO									SUMMARY			TOTAL			
	FHWA	FTA	Matching	PB COUNTY	SFRTA	CONSULT	FDOT	OTHER	FEDERAL	STATE	LOCAL					
1.1 Administration and Coordination	75000	50000	6250	0	0	0	22792	0	125000	22792	6250	154042				
1.2 Unified Planning Work Program Development	5000	0	0	0	0	0	2206	0	10000	2206	0	12206				
1.3 FDOT "PL" Matching Share	0	0	0	0	0	0	263011 *	0	0	263011	0	263011				
1.4 FDOT FTA Matching Share	0	0	0	0	0	0	55000 *	0	0	55000	0	55000				
1.5 Public Involvement, DBE and Title VI Process	125000	0	0	0	0	0	27569	0	125000	27569	0	152569				
2.1 Socio-Economic Surveillance	50000	0	0	0	0	0	11028	0	50000	11028	0	61028				
2.2 Transportation System Surveillance	45000	20000	2500	40000	0	0	21247	0	105000	21247	2500	128747				
2.3 Congestion Management Process	60000	0	0	0	0	0	13233	0	60000	13233	0	73233				
3.1 Long Range Transportation Planning	50000	0	0	0	0	150000	44111	0	200000	44111	0	244111				
3.2 Short Range Transportation Planning (TIP)	40000	0	0	0	0	10000	11028	0	50000	11028	0	61028				
3.3 Transportation Planning Coordination	40000	0	0	0	0	0	8822	0	40000	8822	0	48822				
3.4 Regional Transportation Planning	50000	0	0	0	0	150000 +	105139	0	250000	55139	0	305139				
3.5 Short Range Transit Planning (TDP)	0	70000	8750	0	0	0	8750	0	70000	8750	8750	87500				
3.6 Regional Transportation Authority	15000	30000	3750	0	0	0	7058	0	45000	7058	3750	55808				
3.7 Sociocultural Effects and Community Characteristics	17500	0	0	0	0	2500	3860	0	17500	3860	0	21360				
4.1 Project Impact Review and Evaluation	45000	0	0	0	0	0	9925	0	45000	9925	0	54925				
4.2 Bicycle Greenway Pedestrian Planning	125000	0	0	0	0	100000	27569	0	125000	27569	0	152569				
4.3 Human Services Transportation Planning	0	100000	12500	0	0	0	12500	47173 #	100000	59673	12500	172173				
4.4 Community Transit Services	0	15000	1875	0	0	0	1875	0	15000	1875	1875	18750				
4.5 Freight Planning	10000	0	0	0	0	0	2206	0	10000	2206	0	12206				
4.6 Water Taxi Service	5000	0	0	0	0	0	1103	0	5000	1103	0	6103				
4.7 Continuity of Operations Plan	5000	0	0	0	0	0	1103	0	5000	1103	0	6103				
4.8 South Florida East Coast Corridor Transit Analysis	0	30000	3750	0	0	0	3750	0	30000	3750	3750	37500				
4.9 Transportation and Land Use Planning	25000	20000	2500	0	0	125000	33083	0	150000	21139	15625	186764				
5.1 SFRTA Trans Planning and Land Development	0	0	0	0	700000	0	0	0	700000	0	0	700000				
5.2 SR 7 Transit Supportive Land Use Study	15000	15000	1875	0	0	50000	0	0	0	0	0	0				
<b>TOTAL</b>	<b>802500</b>	<b>350000</b>	<b>43750</b>	<b>40000</b>	<b>0</b>	<b>700000</b>	<b>587500</b>	<b>0</b>	<b>379955</b>	<b>0</b>	<b>47173</b>	<b>0</b>	<b>2332500</b>	<b>365184</b>	<b>55000</b>	<b>2752684</b>

\* FDOT cash and "soft" match for FHWA/PL and FTA Sec 5303 funds also shown in respective work elements.

# Includes Florida Commission for Transportation Disadvantaged

2 Includes \$50,000 in FHWA/PL funds transferred to FDOT for Regional Modeling and \$50,000 from Broward and Miami-Dade MPOs for Regional Planning support

Revised 4/28/10



Table 4: PROPOSED FUNDING SOURCES AND ANTICIPATED ELEMENT COSTS - FY 12

Element	FHWA			FTA			OTHER			SUMMARY			
	FEDERAL	STATE	LOCAL	FEDERAL	STATE	LOCAL	FEDERAL	STATE	LOCAL	FEDERAL	STATE	LOCAL	TOTAL
1.1 Administration and Coordination	75000	16542	0	50000	6250	6250	0	0	0	125000	22792	6250	154042
1.2 Unified Planning Work Program Development	10000	2206	0	0	0	0	0	0	0	10000	2206	0	12206
1.3 FDOT "PL" Matching Share	0	263011	0	0	0	0	0	0	0	0	263011	0	263011
1.4 FDOT FTA Matching Share	0	0	0	0	55000	0	0	0	0	0	55000	0	55000
1.5 Public Involvement, DBE and Title VI Process	125000	27569	0	0	0	0	0	0	0	125000	27569	0	152569
2.1 Socio-Economic Surveillance	50000	11028	0	0	0	0	0	0	0	50000	11028	0	61028
2.2 Transportation System Surveillance	85000	18747	0	20000	2500	2500	0	0	0	105000	21247	2500	128747
2.3 Congestion Management Process	60000	13233	0	0	0	0	0	0	0	60000	13233	0	73233
3.1 Long Range Transportation Planning	200000	44111	0	0	0	0	0	0	0	200000	44111	0	244111
3.2 Short Range Transportation Planning (TIP)	50000	11028	0	0	0	0	0	0	0	50000	11028	0	61028
3.3 Transportation Planning Coordination	40000	8822	0	0	0	0	0	0	0	40000	8822	0	48822
3.4 Regional Transportation Planning	250000 2	55139	0	0	0	0	0	0	0	250000	55139	0	305139
3.5 Short Range Transit Planning (TDP)	0	0	0	70000	8750	8750	0	0	0	70000	8750	8750	87500
3.6 Regional Transportation Authority	15000	3308	0	30000	3750	3750	0	0	0	45000	7058	3750	55808
3.7 Sociocultural Effects and Community Characteristics	17500	3860	0	0	0	0	0	0	0	17500	3860	0	21360
4.1 Project Impact Review and Evaluation	45000	9925	0	0	0	0	0	0	0	45000	9925	0	54925
4.2 Bicycle Greenway Pedestrian Planning	125000	27569	0	0	0	0	0	0	0	125000	27569	0	152569
4.3 Human Services Transportation Planning	0	0	0	100000	12500	12500	0	47173 #	0	100000	59673	12500	172173
4.4 Community Transit Services	0	0	0	15000	1875	1875	0	0	0	15000	1875	1875	18750
4.5 Freight Planning	10000	2206	0	0	0	0	0	0	0	10000	2206	0	12206
4.6 Water Taxi Service	5000	1103	0	0	0	0	0	0	0	5000	1103	0	6103
4.7 Continuity of Operations Plan	5000	1103	0	0	0	0	0	0	0	5000	1103	0	6103
4.8 South Florida East Coast Corridor Transit Analysis	0	0	0	30000	3750	3750	0	0	0	30000	3750	3750	37500
4.9 Transportation and Land Use Planning	25000	5514	0	125000	15625	15625	0	0	0	150000	21139	15625	186764
5.1 SFRTA Trans Planning and Land Development	0	0	0	0	0	0	700000 1	0	0	700000	0	0	700000
5.2 SR 7 Transit Supportive Land Use Study	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1192500	263011	0	440000	55000	55000	700000	47173	0	2332500	365184	55000	2752684

\* FDOT cash and "soft" match for FHWA/PL and FTA Sec 5303 funds also shown in respective work elements.

# Florida Commission for Transportation Disadvantaged

+ South Florida Regional Transportation Authority

1 FTA Section 5307 Funds used by SFRTA

2 Includes \$50,000 in FHWA/PL funds transferred to FDOT for Regional Modeling and \$50,000 from Broward and Miami-Dade MPOs for Regional Planning support

Revised 4/28/10

Table 5: FY 10 Unified Planning Work Program Estimated Expenses

	Budget	Expended
1.1 Administration and Coordination	141542	135000
1.2 Unified Planning Work Program Development	9154	5000
1.3 FDOT "PL" Matching Share	344320	
1.4 FDOT FTA Matching Share	41875	
1.5 Public Involvement, DBE and Title VI Process	122055	115000
2.1 Socio-Economic Surveillance	73233	40000
2.2 Transportation System Surveillance	110144	63500
2.3 Congestion Management Process	42719	25000
3.1 Long Range Transportation Planning	427194	320000
3.2 Short Range Transportation Planning (TIP)	61028	30000
3.3 Transportation Planning Coordination	140364	50000
3.4 Regional Transportation Planning	262419	170000
3.5 Short Range Transit Planning (TDP)	75000	105000
3.6 Regional Transportation Authority	68308	24000
3.7 Sociocultural Effects and Community Characteristics	96009	49000
3.8 Efficient Transportation Decision Making Process	18308	4000
4.1 Project Impact Review	30514	15000
4.2 Bicycle Greenway Pedestrian Planning	152569	200000
4.3 Human Services Transportation Planning	149992	85000
4.4 Community Transit Services	18750	0
4.5 Freight Planning	18308	5000
4.6 Corridor Master Planning	12206	0
4.7 Water Taxi Service	12206	10000
4.8 Continuity of Operations Plan	6103	3000
4.9 South Florida East Coast Corridor Transit Analysis	62500	50000
4.10 Transportation and Land Use Planning	213597	50000
4.11 Transit Studies	43750	60000
4.12 Industrial Land Use and Econ Dev Study	0	0
5.1 SFRTA Trans Planning and Land Development	700000	700000
5.2 ICWW Transportation, Land Use and Econ Mst Plan	0	0
5.3 SR 7 Transit Supportive Land Use Planning	284375	200000
<b>TOTAL</b>	<b>3738543</b>	<b>2513500</b>

Prepared 3/22/10

## V. 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 MPO produces and adopts a Unified Planning Work Program, a Transportation Improvement Program and other documents and plans. Other planning requirements occur over longer cycles, such as the Long Range Transportation Plan with a five-year major update cycle. To accommodate these differing schedules, the MPO must create a multi-year plan to ensure funding is available for preparing the various plans and programs required to meet the requirements of Federal and State law.

The primary funding sources for MPO planning activities are formula funds provided by FHWA and FTA. These funds are matched by FDOT and the local MPO. Since the funding is based on a formula, reasonable projections can be made for future funds. With the relative stability of the transportation planning requirements and staffing, portions of the annual costs can also be projected. The MPO can also anticipate major planning efforts in the near term based on the cycle set forth in Federal and State laws governing transportation planning. These efforts include the LRTP update to be initiated in FY 13 and continuing into FY 14. The MPO will also retain a consultant to maintain the LRTP and assist with model usage for various projects. The MPO proposes to continue working jointly with the Treasure Coast Regional Planning Council to provide land use planning linked to transportation planning in the vicinity of intermodal hubs along various transportation corridors with an initial focus on the South Florida East Coast Corridor and expanding to other corridors for premium transit services. The MPO programs include funding for special transportation studies to be defined as needed such as the recently completed Intracoastal Waterway, local area transit needs, roadway corridor congestion problems, multimodal hub locations and similar activities as they arise. Using the short term revenues and costs information, the MPO 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 6: Multi-Year Business Plan

	Fiscal Year				
	10/11	11/12	12/13	13/14	14/15
<b>Funding Source</b>					
FHWA PL Funds Allocated (Per FDOT)	1,246,902	1,279,155	1,304,738	1,330,833	1,357,450
FHWA PL Funds Available (w/ Carry Forward and Deobligation)	2,156,768	2,005,063	1,998,711	1,472,899	1,425,871
FTA Sec 5303 Funds Allocated (2% Annual Increase)	364,387	371,675	379,108	386,690	394,424
FTA Sec 5303 Funds Available (w/ Carry Forward)	1,517,688	1,284,868	1,168,006	1,041,428	904,421
Total Available	3,674,456	4,940,760	4,850,563	4,231,851	4,082,166
<b>Staff Support</b>					
PL ( 5% Annual Increase)	867,705	911,090	956,645	1,004,477	1,054,701
FTA (5% Annual Increase)	329,495	345,970	363,268	381,432	400,503
<b>Direct Charges</b>					
TCRPC (Land Use Planning)	125,000	125,000	125,000	125,000	125,000
General Planning Assistance (Consultant)	150,000	150,000	150,000	50,000	50,000
LRTP Update				450,000	150,000
Freight Study			100,000		
Regional Planning and Model Support (Palm Beach only)	100,000	100,000	100,000	100,000	100,000
Special Studies and Services (PL)	150,000	150,000	100,000	100,000	100,000
Special Studies (FTA Sec 5303)	150,000	150,000	150,000	150,000	150,000
<b>Carry Forward</b>					
PL Carry Forward	889,063	693,973	142,066	68,422	121,171
FTA Carry Forward	913,193	788,898	654,738	509,997	353,918

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Appendix A  
FDOT District 4 Planning Activities

## **FDOT District Four Planning Activities**

(Note: The FDOT planning activities listed below do not use FTA 5303 planning finds)

### **Air Quality Planning and Climate Change**

All parts of Southeast Florida have been designated as air quality attainment areas since 2005. The US Environmental Protection Agency (EPA) on January 6, 2010 proposed to strengthen the national ambient air quality standards (NAAQS) for ground-level ozone designed to protect public health, to a level within the range of 0.060-0.070 parts per million (ppm). EPA will issue its final standards by August 31, 2010. FDOT will continue to monitor the regions attainment status and work with the Metropolitan Planning Organizations (MPOs) and other entities on the development and implementation of Congestion Management Processes (CMPs), Climate change initiatives focusing on reductions in VMT aimed at reducing air pollutant emissions and greenhouse gas emissions.

### **Bicycle and Pedestrian Activities**

FDOT maintains and implements a bicycle and pedestrian decision support system, including a bicycle/pedestrian coordinator. The coordinator has primary responsibility for advocating urban design that optimizes bicycling and walking, conducting design reviews of FDOT projects, and working with MPOs and local governments to allocate and program funds for projects supportive of bicycle and/or pedestrian modes. Special emphasis is being placed on integrating and sharing bicycle and sidewalk geographic information system (GIS) data between FDOT and county jurisdictions.

### **Context Sensitive Solutions (CSS)**

District Four has a CSS Team composed of representatives from its Modal Development, Traffic Operations, Planning and Environmental Management, Design and Program Management offices. The primary purpose of the team is to encourage more livable communities context sensitive applications in FDOT projects. District Four also participates in the Central Office CSS Team.

### **Corridor Planning Studies**

Studies are conducted to identify and evaluate issues on major transportation corridors and the effectiveness and impacts of proposed alternatives for addressing them. The results may range from recommended improvements that address specific problems to a comprehensive action plan for improving a corridor. Multi-Modal Planning and Conceptual Engineering (PACE) studies also are conducted. One example is the PACE study in the Treasure Coast region exploring the feasibility of establishing a new continuous north-south regional corridor traversing Martin, St. Lucie and Indian River counties.

### **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.

### **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 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 Community Affairs (DCA), the applicable regional planning council (RPC), affected local governments and developers is a routine part of these 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.

### **Florida Strategic Highway Safety Plan (FSHSP)**

The Florida Road Safety Partnership, composed of various transportation and safety agencies led by FDOT, developed the FSHSP in 2006. The plan contains strategies for reducing crashes and measuring and monitoring progress consistent with its main goal of improving safety on Florida's roadways. Implementation efforts of the FDOT Safety Office are focused on three areas: intersection crashes, vulnerable road users (pedestrians, bicyclists, motorcyclists), and lane departure crashes.

### **Intelligent Transportation System (ITS) Planning**

FDOT 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 assuring 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 and FDOT's interchange review process.

### **Joint Participation and Local Agency Program Agreements**

Develop, coordinate, update and review Joint Participation Agreements and Local Agency Program agreements with MPOs, local governments and other entities.

### **Level of Service (LOS)**

FDOT identifies state highways that have a deficient LOS for existing and future conditions and participates in efforts to address the level of need and timing of improvements. It also reviews and participates in the development of corridor or area studies and mitigation/mobility and other plans to address LOS issues. LOS responsibilities include conducting traffic engineering analyses pertaining to Quality LOS to provide decision makers with information regarding the effects of proposed policies/decisions on the State Highway System. FDOT also provides oversight on LOS issues involving the Strategic Intermodal System (SIS)/Florida Intrastate Highway System (FIHS). SIS roadways, with minimum statewide LOS standards identified in rule, require protection to ensure mobility for people and goods. In addition, FDOT assists local governments with LOS data, analysis, issues and training; implementation of concurrency management or exception tools that address multi-modal mobility; use of proportionate fair share mitigation and other funding mechanisms; and coordination of concurrency management systems and local capital improvement elements/programs.

### **Local Government Comprehensive Plans**

Evaluate proposed local government comprehensive plans, plan amendments, and evaluation and appraisal reports addressing the effectiveness of comprehensive plans in order to determine consistency with Florida growth management laws and rules related to multi-modal transportation, with an emphasis on protecting the SIS/FIHS and roadway facilities with improvements funded under the Transportation Regional Incentive Program (TRIP). Provide technical assistance and coordinate with DCA, RPCs, MPOs, local governments and other agencies or groups on comprehensive planning issues and opportunities, including in anticipation of comprehensive plan amendments.

### **Long Range Transportation Plans**

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

Conduct corridor studies, sub-area studies and special transportation studies to support the ongoing maintenance, updating and implementation of adopted LRTPs. This includes modeling support and other technical assistance, as needed, for Project Development and Environment (PD&E) and other studies.

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.

### **Mapping Database Development**

Create maps using a geographic information system, FDOT's Roadway Characteristics Inventory (RCI) database and the South Florida Rail Corridor (SFRC) database to support District activities. Update and maintain the GIs database. Support data collection and analysis efforts for the District. Create maps of the District's multi-modal facilities and rail corridors using GIs. The District GIs Master Plan includes action items to formalize data exchange among FDOT, MPOs and local governments.

The District is updating the track charts for the SFRC in Palm Beach, Broward and Miami-Dade counties. The update will identify the double track geometry, location, turnouts, crossovers, signals and other infrastructure/corridor attributes as well as drainage/undergrade structures, highway grade crossings, overhead structures, major utilities and passenger stations/platforms.

#### **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, LRTPs, Transportation Project Priority Lists, TIPS, CMPs, and Public Involvement/Participation Plans. Conduct annual certification reviews of the MPOs. Coordinate and ensure implementation of the Transportation Enhancement program.

#### **Multi-Modal Systems**

Provide policy guidance, technical assistance and research to various entities regarding the administration of state and federal grants that support economic development by providing 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.

#### **Multi-Modal Transportation Studies**

The District is preparing the Draft Environmental Impact Statement for the Central Broward East-West Transit project. The Locally Preferred Alternative was approved by the Broward MPO in 2005 and amended in 2006. The study will locate stations, define station area development plans, specify the location of the guideway in each segment of the preferred general alignment, produce a Draft Environmental Impact Statement, and prepare both a request to enter Preliminary Engineering and a New Starts application to the Federal Transit Administration (FTA).

The District is conducting the South Florida East Coast Corridor Transit Analysis. This is an Early Scoping/ETDM Alternatives Analysis project for a potential fixed-guideway transit system utilizing the Federal East Coast Railway corridor. Phase 2 is currently underway and consists of an alternatives analysis of technologies, station locations, guideway design types, maintenance facility locations and grade crossing treatments that will lead to approval of a Locally Preferred Alternative for each of the three segments. Phase 2 will produce an Alternatives Analysis Report for the corridor. The extensive



public involvement being undertaken includes public workshops, municipal meetings, presentations to MPOs, meetings with stakeholder communities and organizations, and public hearings.

Start up state funding for the Treasure Coast Connector fixed route transit service in Martin and St. Lucie counties and other transit services in St. Lucie County is being phased out, making local funding solutions necessary if the services are to continue. The District, in coordination with local stakeholders, conducted a Martin-St. Lucie Transit Funding and Management Solutions Study to facilitate development of a fiveyear transit funding plan for consideration by the MPOs and the county commissions. Potential transit management and operational options were identified for purposes of supporting discussion and reaching consensus on short and mid-term operational structures.

The District is conducting the South Florida East Coast Corridor Transit Analysis. This is an Early Scoping IETDM Alternatives Analysis study for a potential fixed-guideway transit system between downtown Miami and Jupiter utilizing the Federal East Coast Railway corridor. Phase 1 found that the FEC Railway corridor best met the purpose and need for the project, created an initial set of station locations, and screened technologies. Phase 2 is under way and will define a locally preferred alternative including mode, station locations, guideway design type, maintenance facility locations, and grade crossing treatments. The extensive public involvement being undertaken in Phase 2 includes public workshops, municipal meetings, presentations to MPOs, meetings with stakeholder communities and organizations, and a public hearing in multiple venues.

The District is conducting an operations study evaluating proposed park and ride lots to support regional express bus service along the 1-95 corridor in northern Palm Beach County and Martin County. High occupancy vehicle lanes on 1-95 in northern Palm Beach County, to be completed in 2012, would be utilized for the service. An Express Bus Committee, with representatives from Palm Tran, the Martin and ridership for the proposed Tri-Rail extension to Jupiter and to test the market in Martin County. FDOT Urban Capital, Service Development and Transit Corridor Grants and the TRIP are potential sources for start up funds.

The District is updating the South Florida Rail Corridor Master Plan, which identifies the build out to four mainline tracks within the corridor right of way. The updated plan will show the as-built configuration of the double track project, location of the fixed bridge over New River, the MetroRail connection at the Miami Intermodal Center, and other corridor attributes that have changed since the previous master plan. The master plan is intended to determine and protect the right of way needs for the rail corridor and to protect track clearances from obstructions or permitted structures for the four track build out.

### **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. Guide and support enhanced regional planning and

coordination efforts of MPOs and annually assess progress made through these efforts. Participate in activities of the Southeast Florida Transportation Council (SEFTC) and the Treasure Coast Transportation Council (TCTC) and in regional initiatives and forums as a policy and technical resource.

FDOT and the three South Florida MPOs are performing a planning analysis of the regional freight and goods system and developing a regional freight plan for use by the MPOs and SEFTC in developing their regional LRTP. The effort is being managed by District Four and involves a three-county Technical Steering Committee including representatives from the MPOs and other entities.

### **Strategic Intermodal System/ Florida Intrastate Highway System**

The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The SIS is comprised of corridors, connectors and hubs throughout the state which provide a seamless, multi-modal transportation network to promote the efficient movement of people and goods. The SIS highway component primarily consists of the FMS, which is referenced with the SIS because of its continued existence in legislation. Identification and prioritization of needs on the SIS are accomplished through a number of planning documents including the Unfunded Needs Plan, the Cost Feasible Plan and the Work Program. FDOT coordinates these needs with local governments and MPOs to ensure that they are consistent with LRTPs and other planning documents.

Based on identified SIS needs, FDOT undertakes multi-modal and multi-faceted planning and PD&E studies. These studies also are coordinated with local governments and MPOs. Approval of these studies allows for the scheduling and funding of subsequent design, right of way, and construction phases. In addition, FDOT coordinates and participates in the implementation of other aspects of the SIS/FMS with regard to LOS, eligibility criteria, data collection, facility designation and annual system updating.

### **Trafficway Plans**

Assist local governments in preservation of right of way consistent with dedication requirements identified in trafficway or thoroughfare plans and FDOT typical section requirements for state facilities.

Review requests for waivers to right of way preservation plans and provide comments to local governments and others regarding such requests.

### **Transitband 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 encourage transit oriented development on major investment corridors. Related efforts are identified under the Local Government Comprehensive Plans and Multi-Modal Transportation Studies sections above.

### **Transportation Data and Roadway Jurisdiction**

Traffic projections for state highway corridors and supporting regional roadways are developed and updated. They are needed to support road design for capacity and operational improvements and pavement design for resurfacing. Traffic count data are collected in support of the FDOT Traffic Characteristics Inventory (TCI) databases, as well as project-specific traffic counts to support PD&E and design phases. Highway data are collected for both on-system and off-system roads to support decision making, federally mandated reports, and Central Office reporting requirements and information needs, and is also used by the Districts to produce reports, maps, SLDs, and other documents. A database of existing socioeconomic and travel characteristics is maintained for MPOs, including information on population, dwelling units, hotel/motel units, employment, current land uses, traffic counts, transit usage, special generators activity, and other variables essential for model validation and operation purposes to support regional planning. Roadway jurisdictional transfers are monitored and conducted by mutual agreement with the affected governmental entity and approved by the Department Secretary.

### **Transportation Demand Management (TDM)**

The District has expanded the scope of its Commuter Assistance Program (South Florida Commuter Services) to include planning services that support creation and implementation of a regional TDM program. This program promotes access and mobility across the region, sound land use decision-making, livable communities and economic development.

### **Travel Characteristics**

Prepare and conduct surveys and analyses to maintain a current set of travel characteristics for the District Four area needed to validate planning models and provide data for plan updates, corridor and sub-area studies, and special transportation studies.

### **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 FY 2010/11 and FY 2011/12.

Central Broward East-West Transit Analysis - Broward County

Broward Boulevard Transit Improvement Analysis

Oakland Park Boulevard Small Starts Project

SR-93/1-75 at Pembroke Road Interchange - Broward County

SR-93/1-75 from north of Miami-Dade/Broward County Line to 1-595 - Broward County

SR-9/1-95 from Oakland Park Boulevard to Broward/Palm Beach County Line to Glades Road - Broward and Palm Beach counties

South Florida Rail Corridor/South Fork of New River Bascule Bridge - Broward County

SR-9/1-95 from Glades Road to Linton Boulevard - Palm Beach County

South Florida East Coast Corridor Transit Analysis (SFECCTA) - Covers 85-mile stretch in Miami-Dade, Broward and Palm Beach counties

SR-7 10 (Port of Palm Beach) Connection to US-1 - Palm Beach County

SR-71 US-441 Corridor Extension (from SR-704/Okeechobee Road to North Lake Boulevard) - Palm Beach County

SR-7 10 from Allapattah Road to SR-76 - Martin County

SR-7 10 from 1-95 to SR-76 - Palm Beach and Martin counties  
SR-9/1-95 from south of SR-70 Virginia Avenue to south of Indrio Road - St. Lucie County  
SR-9/1-95 from south of Indrio Road to north of CR-5 12 - This includes the IJR for 1-95 at  
Oslo Road - St. Lucie and Indian River counties  
SR-713 from SR-70 north to SR 51 US-1 - St. Lucie County  
Fiesta Way, Isle of Venice, Nurmi Drive, Royal Palm Dnve and Sunrise Key Boulevard  
Bridges - Broward County

**Planning Work Program**

Major funding areas are as follows:

Model Development and Support

Traffic Data Collection

Statistics and Roadway Data Collection Analysis

Project Traffic/Corridor Analysis

Corridor/Subarea Planning Studies

Level of Service Technical Support and Data Collection

District-wide Special Projects

Strategic Intermodal System Program Support

Transportation Statistics Geographic Information Systems Support