MEMORANDUM

To: Council Members

From: Staff

Date: June 22, 2007 Council Meeting

Subject: Transportation and Land Use Planning Agreement with South Florida Regional Transportation Authority

Introduction

The purpose of this item is to request Council authorize an Interlocal Agreement with the South Florida Regional Transportation Authority (SFRTA) for professional services relating to transportation and land use planning in southeast Florida. The integration of land use and transportation planning is a critical challenge for the continued mobility of the region. It is particularly important for the success of transit in particular, as this transportation mode relies more heavily on well-planned urban design, a mix of uses, and pedestrian amenities for users. Council’s recent efforts regarding the West Palm Beach Transit-Oriented Development (TOD) is one example of land use/transportation integration. Efforts are underway for similar TOD planning in other Palm Beach County communities. Transit is a strongly emphasized component of the Strategic Regional Policy Plan (SRPP), especially with regards to redevelopment east of I-95. In addition to Tri-Rail’s operation on the CSX tracks, analysis is underway regarding the introduction of transit on the FEC line from Palm Beach County south to Miami-Dade. These activities underscore the need for improved land use/transportation planning in the Region. The two regional planning councils (Treasure Coast and South Florida) have recently completed successful two-year agreements with the SFRTA. Given the previous success of cooperative efforts between the agencies, the SFRTA proposes to partner with Council in a three-year agreement. The agreement is to enhance the Region’s strategic planning policy as it relates to transportation and land use regulations and processes, to provide implementation assistance to local governments, and for station planning and design assistance.

Background

As evidenced across the nation, transit works more effectively and efficiently when it is planned in conjunction with land use decisions. The SRPP acknowledges the importance of integrating land use and transportation planning to better address the Region’s existing and projected population growth and to provide better linkages into south Florida. Accordingly, Council staff has been working with the SFRTA and South Florida Regional Planning Council (SFRPC) to identify opportunities to improve the analysis and implementation of land use/transportation
coordination. Attached is the Scope of Work for the proposed Interlocal Agreement. The goals to be achieved include the following:

- Develop “Best Practice” standards for TOD along regionally significant transit corridors/transit hubs and identify other land use opportunities to enhance regional transportation connectivity;

- Create education and consensus-building opportunities by hosting a series of workshops on TOD;

- Complete land use and economic analyses to assess the economic and fiscal impacts of policy decisions on projects/corridors within the region’s transportation infrastructure;

- Develop strategies to improve the regions’ land use rankings as established by the Federal Transit Administration to secure federal funding for the development of transit projects;

- Establish relationships with local communities and agencies to advocate for the adoption and implementation of transit supportive land uses, regulations, and infrastructure;

- Present strategies and concepts to the region’s leaders for adoption and inclusion in the various transportation planning processes, local government comprehensive plans, Metropolitan Planning Organization (MPO) Plans, and Strategic Regional Policy Plans; and

- Provide planning and design assistance for transit corridor and station development as well as transit oriented development, including review of development plans, analysis of land ownership patterns, provision of alternative design plans, and meetings with local government staff, property owners and others.

These tasks will be closely coordinated with the efforts of the Florida Department of Transportation, MPOs, and SFRPC.

Summary

Transportation mobility in the Treasure Coast Region is a critical issue, especially as infill development and redevelopment continue. In addition, functioning, well-planned interconnections between the Treasure Coast and South Florida regions are essential for continued and expanded economic prosperity and to maintain a high quality of life. As emphasized in the SRPP, long-term regional mobility can only reasonably be accomplished with an integrated system of transportation and land use planning. The most appropriate manner to ensure this integration for transit infrastructure and complementary land development is via a long-term planning relationship between Council and the SFRTA.
Conclusion

Transit is a high priority for the future development of the region, and Tri-Rail is an increasingly important regional facility. In addition, the potential re-introduction of passenger service on the FEC corridor presents a realm of new opportunities for Treasure Coast communities. The region would benefit from a coordinated planning relationship between Council and the SFRTA as is suggested in the proposed Interlocal Agreement.

Recommendation

Council should authorize the Executive Director in consultation with the council attorney to execute an Interlocal Agreement with South Florida Regional Transportation Authority for transportation and land use planning. The agreement covers a period of three years and has a contract amount of $214,000.00.

Attachment
EXHIBIT “A”

SCOPe OF WORK

INTRODUCTION

The Treasure Coast Regional Planning Council (TCRPC) provides a broad-based policy and planning view of the seven-county South Florida Region generally and the Treasure Coast Region specifically. TCRPC’s activities include adoption and maintenance of the Strategic Regional Policy Plan; review and guidance for local governments regarding Comprehensive Plans; development review, including Developments of Regional Impact; infrastructure analysis; economic analysis and forecasting; and detailed land use, transportation, and urban design planning.

Through its activities, the TCRPC has expertise in land use and growth management regulation and processes. In addition, its role in facilitating collaboration throughout the region on transportation-related projects is a major asset in: (1) development of regional transportation and land use plans; and (2) translating these regional plans into meaningful projects that can be built at the local level.

The South Florida Regional Transportation Authority (SFRTA), as the only truly regional transportation planning and operating organization, has a strong interest in developing a regional strategy for addressing transportation needs in an efficient and effective manner. This can only be achieved through careful consideration of the built environment along with the transportation network. The TCRPC proposes to partner with the SFRTA and the South Florida Regional Planning Council (SFRPC) to enhance the strategic planning process and help build consensus throughout the region.

The TCRPC shall ensure that the work performed for the SFRTA is complementary and not duplicative of work performed by or for other agencies or governmental entities in the region. It is the intent of the TCRPC to work to the best advantage of all agencies in the regional context, to communicate effectively to each, and to use project synergies to further each of the respective projects.

GOALS

The general goals to be achieved are as follows:

- Develop “Best Practice” standards for Transit Oriented Development (TOD) along regionally significant transit corridors/transit hubs and identify other land use opportunities to enhance regional transportation connectivity;

- Create education and consensus-building opportunities by hosting a series of workshops on TOD;

- Complete land use and economic analyses to assess the economic and fiscal impacts of policy decisions on projects/corridors within the region’s transportation infrastructure;

- Develop strategies to improve the regions’ land use rankings as established by the Federal Transit Administration to secure federal funding for the development of transit projects;
• Establish relationships with local communities and agencies to advocate for the adoption and implementation of transit supportive land uses, regulations, and infrastructure; and

• Present strategies and concepts to the region’s leaders for adoption and inclusion in the various transportation planning processes, local government Comprehensive Plans, Metropolitan Planning Organization (MPO) Plans, and the regions’ Strategic Regional Policy Plans.

• Ensure consistency throughout the regions in coordinating land use and transit and incorporate design expertise as priority transit corridors and centers emerge throughout the strategic planning process.

• Under the SFRTA’s direction, coordinate activities with the South Florida Regional Planning Council.

TCRPC will continue to implement its adopted Strategic Regional Policy Plan which strongly emphasizes regional mobility inclusive of transit and the urban form to enable transit to be successful.

SPECIFIC TASKS

SFRTA shall issue a separate Work Order and Notice to Proceed for each project or portion thereof.

1.1 Detailed Scope of Services

The TCRPC shall assist in the planning, technical, managerial and administrative efforts related to transportation studies, projects and/or activities of SFRTA. The TCRPC will conduct the technical work identified in the projects selected for implementation and also other technical land use and transportation planning activities as requested by SFRTA.

1.1.1 Station/Transit-Oriented Development (TOD) and Oversight

The TCRPC will work with SFRTA staff and stakeholders to determine appropriate measures for implementing station area development plans, as requested by SFRTA. TCRPC will inventory and evaluate implementing tools and strategies used in other cities with similar transit development experience for potential application to Palm Beach, Broward or Miami-Dade County stations and station area locations and provide recommendations to the SFRTA.

Under direction from SFRTA, the TCRPC will identify potential joint and/or co-development opportunities, evaluate and provide capacity-building assistance to potential community-based development partners, provide initial analysis to explore a range of development alternatives, help negotiate partnerships, and help establish guidelines for joint development agreements. The TCRPC may be asked to provide site-level technical assistance as necessary.

It is acknowledged that as part of this task, a community planning charrette may be identified as appropriate and necessary for the development of a regionally preferred
transit corridor, transit area plan, or other transit-related development. Accordingly, it is further acknowledged that additional funding will be necessary to complete a charrette process for an individual or multiple sites. TCRPC shall work collaboratively with the SFRTA to identify additional funds from appropriate entities, such as FDOT, MPOs, or local governments.

1.1.1.1 Suggested Areas of Expertise

1. Market and Development Analysis - national experience in: economics, real estate development (as a successful real estate developer or expertise in analyzing projects that were constructed); station area/transit real estate development/financial analysis; economic and fiscal impact; economic (re)development; and new transit system development and/or evaluation.

2. Public Involvement and Education - knowledge of: transit-oriented development issues and urban development/redevelopment; experience working with key stakeholders including: working with diverse interest groups to develop shared understandings and working relationships and developing focused learning activities and executing successful media strategies, products and events.

3. Conceptual Site Planning - experience with: innovations in multifamily and retail/commercial development projects; contemporary planning issues and regulations in South Florida; issues and current techniques in transit-oriented urban development and planning; and knowledge of the laws, regulations and codes of the local jurisdictions, the State of Florida and the FTA.

4. Site Planning Review and Transit-Oriented Development Guidelines - experience developing and implementing guidelines that emphasize pedestrian-scale development and transit and nonmotorized-accessible site plans, with both greenfield (new-site) and in-fill/redevelopment situations.

5. Streetscape Planning and Pedestrian Facilities Planning – background working with property owners and municipal traffic engineers to construct devices that emphasize generous and safe pedestrian facilities for high levels of use in public streets and rights of way.

6. Land Use Analysis and Promotion – experience with analyzing land use and zoning laws and addressing changes or additions needed to advance transit-supportive land use projects.

1.1.2 Facilities Planning and Development

Plan and develop transit facilities related to transit operations for SFRTA, if requested by SFRTA.

1.1.3 Assistance with Alternatives Analysis (AA) and Major Investment Studies (MIS)

Provide all relevant project management assistance required for the Federal Transit Administration’s (FTA) AA/MIS process, if requested by SFRTA.

1.1.3.1 Suggested Areas of Expertise

Experience in the creation and management of multiple AAs that produced a Locally-Preferred Alternative (LPA) that was successfully adopted by a relevant MPO, submitted
to the PTA’s New Starts program for review and that received an overall FTA project justification rating of “Recommended” or “Highly Recommended”.

1.1.4 Short and Long Range Transportation Planning

Conduct planning and feasibility studies for regionally-significant transit and transit-oriented development projects, as directed. Develop demand or market forecasts, including utilizing transportation forecasting models when required. Prepare project layouts and capital cost estimates necessary to support planning studies. Develop operating scenarios utilizing operational models and other tools and estimate operating costs and revenues.

1.1.5 Project Control and Management

It is expected that the TCRPC’s project management team will bring the following experience and skills in the following areas of project control and management:

1. effective work planning, monthly progress reporting, and invoicing;
2. schedule control, monitoring, and reporting;
3. budgeting control, monitoring, and reporting;
4. quality control;
5. establishing teamwork within consulting team and with SFRTA, and other consultants and stakeholders;
6. conducting monthly project meetings with SFRTA and relevant study committees and prepare and distribute project-meeting minutes to all participating stakeholders;
7. briefing SFRTA Board of Directors on overall project status, issues and concerns;
8. providing advice and consultation to SFRTA’s Director of Planning and Capital Development on overall development strategy;
9. ensuring compliance with State of Florida and Federal Transit Administration (FTA) guidelines; and
10. providing other services as may be deemed necessary to implement the Study.

1.1.6 Financial Planning and Analysis

It is expected that the TCRPC’s project management team will bring the following experience and skills in the following areas of financial planning and analysis:

1. conduct financial studies;
2. evaluate all relevant funding sources and options;
3. prepare project costs and analysis;
4. develop project expenditure forecasts; and
5. analyze new funding opportunities for the SFRTA program of projects.

1.1.7 Preparation of New Starts Report

Provide all relevant project management assistance required for the 5309 New Starts Report on the transit element of any selected LPA, under direction from SFRTA.
1.1.7.1 Suggested Areas of Expertise

The TCRPC as requested may assist in meeting and addressing the following FTA Project Justification Criteria:

1. Mobility Improvements
   • Normalized Travel Time Savings
   • Low-Income-Households Served
   • Employment Near Stations
2. Environmental Benefits
   • Change in Regional Pollutant Emissions
   • Change in Regional Energy Consumption
   • EPA Air Quality Designation
3. Operating Efficiencies
   • System Operating Cost per Passenger Mile
4. Cost Effectiveness
   • Incremental Cost per Hour of Transportation System User Benefit
5. Transit Supportive Land Use and Future Patterns
   • Existing Land Use
   • Transit Supportive Plans and Policies
   • Performance and Impacts of Policies
6. Other Factors
   • Economic Impacts

The TCRPC will use as a model transit projects that have received a summary project justification rating of “Highly Recommended” or Recommended” from the FTA.

1.1.8 Public Participation

Under the direction of SFRTA, the TCRPC will establish and implement comprehensive public participation programs and outreach activities for planning studies and projects that meet the requirements of federal, state, regional and local processes.

1.1.9 Environmental Analysis

Provide all relevant project management assistance required for environmental assessments or analyses, if requested by SFRTA, as follows:

1. conduct environmental assessments or analyses, as required by the National Environmental Policy Act (NEPA); and
2. ensure that projects are in compliance with all environmental laws.
1.1.10 Preliminary Project Planning and Conceptual Site Planning

The TCRPC will be required to provide deliverables that advance the preliminary planning, conceptual site planning, and development approval of an assigned project, as requested by SFRTA, as follows:

1. analysis and suggestion of policies and programs in regions that may enhance overall feasibility of project;
2. analysis and suggestions for financial feasibility of the project;
3. act as agents for SFRTA in conducting analysis of project development and conceptual site plans prepared by others, as well as preparation of alternative development concepts; and
4. ensure that SFRTA is receiving appropriate value for projected costs and that projected costs are reasonable for the results to be achieved.