

MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE BROWARD METROPOLITAN PLANNING ORGANIZATION, THE MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION, THE PALM BEACH TRANSPORTATION PLANNING AGENCY, THE FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT FOUR AND DISTRICT SIX AND BROWARD COUNTY FOR ACQUISITION OF PROBED GPS/MOBILE SPATIAL AND TEMPORAL DATA FOR SOUTHEAST REGIONAL PLANNING MODEL (SERPM) DEVELOPMENT, MULTI-MODAL TRANSPORTATION PLANNING AND PERFORMANCE MANAGEMENT RELATED ACTIVITIES

1. PURPOSE

This Memorandum of Understanding (MOU) is entered into jointly by the following six (6) entities: Florida Department of Transportation, District 6 (FDOT-D6) - an agency of the State of Florida; the Florida Department of Transportation, District 4 (FDOT-D4) - an agency of the State of Florida; Broward County (BC); the Broward Metropolitan Planning Organization (MPO); the Miami-Dade Transportation Planning Organization; and the Palm Beach Transportation Planning Agency, (hereafter these agencies are called PARTNERS and the aforementioned Counties will be called the Tri-County Region). The PARTNERS are committed to data collection methodologies that are both cost effective and provide quantifiable value for multi-modal transportation planning efforts in the Tri-County Region.

The purpose of this MOU is to assign roles and responsibilities to PARTNERS and create a decision-making framework for the acquisition of probed GPS/mobile spatial and temporal data ("Big Data"). This data will serve to support both the Southeast Regional Planning Model (SERPM), various other multi-modal transportation planning and performance management activities in the Tri-County Region. Furthermore, this MOU is to ensure mutual compliance and adherence with the statutory federal, state, county requirements, and other related policies and procedures in procurement and production.

2. BACKGROUND

Beginning with the 2035 Long Range Transportation Plan (LRTP) effort, the Tri-County Region formally recognized SERPM as the region's travel demand model tool. SERPM 8 development was supported by these agencies conducting a Tri-County Regional Travel Survey completed in 2017. This shared and coordinated approach led to an effective and efficient use of transportation planning funds among the PARTNERS. Prior to this, each of the MPOs supported their respective county-wide models, which lacked the ability to dynamically model the heavy travel interactions between counties.

2.1. Southeast Florida Transportation Council (SEFTC)

After several years of ad hoc cooperation, the Southeast Florida Transportation Council was created, under Florida Statutes Chapter 339. 175, to serve as a formal forum for policy coordination and communication to carry out these regional initiatives agreed upon by the MPOs from Miami-Dade, Broward, and Palm Beach Counties. An Interlocal Agreement between the three parties was completed in 2005 paving the way for the first SEFTC meeting in January 2006. SEFTC is the primary policy

coordinating body for regional matters within the Tri-County region. The Regional Transportation Technical Advisory Committee (RTTAC) is the body reporting to the SEFTC and coordinating all aspects of technical issues. It also comprises several subcommittees, including a Modeling Subcommittee, RTTAC-MS.

2.2. Regional Transportation Technical Advisory Committee (RTTAC)

Pursuant to, the RTTAC and RTTAC-MS structure, membership and roles will follow those identified in the Interlocal Agreement creating SEFTC and subsequent amendments between the MPOs in the Tri-County Region.

The RTTAC is a staff-level working group tasked to address many of the issues brought before the SEFTC. The RTTAC is comprised of numerous agencies within the region including the following:

- Florida Department of Transportation District 4 (FDOT-D4)
- Florida Department of Transportation District 6 (FDOT-D6)
- Miami-Dade Transportation Planning Organization (TPO)
- Broward Metropolitan Planning Organization (MPO)
- Palm Beach Transportation Planning Agency (TPA)
- Palm Tran
- Miami-Dade Transportation and Public Works (DTPW)
- Broward County Transit (BCT)
- South Florida Regional Planning Council (SFRPC)
- Treasure Coast Regional Planning Council (TCRPC)
- Miami-Dade Expressway Authority (MDX)
- South Florida Regional Transportation Authority (SFRTA)
- Florida Turnpike Enterprise

2.3. Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS)

The Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS) was created in 2008 to provide a forum for coordination of modeling activities. The RTTAC-MS is a technical staff-level working group tasked to address many of the modeling related issues brought before the RTTAC and SEFTC. The RTTAC-MS is made up of five voting representatives: one each from FDOT-D4, FDOT-D6, Broward MPO, Miami-Dade TPO and Palm Beach TPA. Additional agencies also contribute to the RTTAC-MS through participation in discussions and meetings. As such, the RTTAC-MS has overseen the model development and maintenance efforts as part of the 2035, 2040 and 2045 LRTP cycles.

The RTTAC-MS provided major input into coordination of funding for model related activities and decision to transition into an Activity Based Model (ABM). It has also served as the oversight body for the SERPM 8 development and supports activities outlined in the prior MOU. The RTTAC-MS is expected to continue its oversight role under this MOU. Under this effort only, Broward County, as they will be providing funding will be considered a PARTNER and therefore will have all rights and responsibilities.

3. ROLES AND RESPONSIBILITIES

All PARTNERS shall abide by the defined roles and responsibilities in the following section. Each PARTNER plays a critical role in the successful implementation of regional efforts such as Big Data Acquisition. Awareness and appreciation of each other's roles is essential for effective co-operation. Joint coordination should extend across the planning, management, and delivery of major products.

3.1. Travel Data Collection

Travel behavior is dynamic and fluctuates along with trends in urban development and advances in technology. Since the year 2000, these changes have accelerated within the Tri-County Region. As such, the PARTNERS recognize the need for a robust and multi-dimensional data collection effort to primarily enhance the SERPM product through a more comprehensive understanding of the Tri-County Region's travel characteristics and the variations over time. The PARTNERS also recognize that the data collected can serve to support other transportation and non-transportation-related functions.

The Southeast Florida Regional Travel Study was completed in 2017 and represented a major effort for the region to collect information on household characteristics and travel activity on selected sample household's representative of the Tri-County Region. The findings from the household survey were instrumental in development of SERPM 8. Additionally, the Regional Travel Study collected GPS based travel data for system and freight movement. This data was very useful in understanding regional travel behavior and served as a supplement to the household information. It is the intent of the parties to further explore the utility of these "big data" sources to support the enhancements and the development of SERPM and other transportation planning activities.

PARTNERS desire to use probed GPS/mobile spatial and temporal data ("Big Data"). Big Data is quickly becoming the state-of-the-art data collection methodology as it provides a more cost-effective means of collecting vital travel information than traditional methods such as household travel surveys. In addition, Big Data can be used to inform various multi-modal transportation planning and performance management efforts being undertaken by the PARTNERS.

3.1.1 Big Data Acquisition

The following is a list of key responsibilities of the PARTNERS related to Big Data Acquisition activities in support of SERPM9 development that all PARTNERS shall abide by:

1. The PARTNERS agree that Broward MPO will serve as the lead agency for the acquisition of the Big Data to support: the SERPM 9 development, 2050 LRTP development, multi-modal transportation planning and performance management activities in Southeast Florida, as identified in this MOU. In close coordination and direction from the PARTNERS through RTTAC-MS, the Broward MPO will be responsible for coordination of the Big Data Acquisition vendor contract development, vendor procurement and services performed under the Big Data

Acquisition effort. The Broward MPO will also coordinate the Big Data Acquisition effort with federal agencies, state agencies, and other private and public entities.

2. All PARTNERS of this MOU will participate in the selection of the Big Data Acquisition vendor by following the Broward MPO's vendor selection process. All the PARTNERS will participate in the management of the Big Data Acquisition vendor through a cooperative decision-making process guided by the RTTAC-MS.
3. PARTNERS agree to provide funds as specified in **Table 2** to acquire at a minimum:
 - a. probed GPS/mobile spatial and temporal data which depict people and vehicles movements and can portray trip origins and destinations of the region, including transit, freight and non-motorized trips. (All data deliverables will be specified in a separate scope of services)
4. PARTNERS agree that the RTTAC-MS will serve as the primary oversight and coordination mechanism for the Big Data Collection efforts. Each party to this MOU will designate a representative and alternate who has the authority to speak for their respective agency on the RTTAC-MS in relations to the Big Data Acquisition. The representatives will be available, upon adequate notice, to attend and participate in the RTTAC-MS meetings or otherwise provide timely input into the preparation, coordination and review of the Big Data Acquisition interim and final products. Prompt requests for input will be forwarded to the appropriate contact person(s) for a timely review and comment period.
5. PARTNERS cooperatively will develop selection criteria for Big Data Acquisition vendor.
6. PARTNERS agree to make available to the Broward MPO and the Consultant, at no cost to the PARTNERS, relevant, readily available, resources such as data and information systems to the extent achievable for use in the proposed Big Data Collection.
7. All PARTNERS will be guaranteed access to the Big Data acquired in accordance to the MOU.
8. PARTNERS will bear in-kind contribution in their respective capacities for vendor contract selection or administration.

4. DURATION OF MEMORANDUM OF UNDERSTANDING

This MOU shall take effect September 1, 2020 and shall be in force through December 31, 2024. Nine (9) months before the expiration of the MOU, the PARTNERS will examine the terms hereof and agree to either reaffirm the same, amend provisions or discontinue MOU arrangement. However, the failure to amend or to reaffirm the terms of this MOU shall not invalidate the decisions rendered among the PARTNERS during the term of this MOU.

It is recognized that continued coordination will be necessary to ensure the utility of SERPM 9 products beyond 2024. Future coordination may lead to the development of new MOU's or Joint Participation Agreements (JPA) among the various PARTNERS and federal, state, and/or regional agencies.

The following is a general schedule of the major work elements related to the SERPM support including Big Data Acquisition. Detailed schedules and timetables will set by the PARTNERS through the RTTAC-MS.

Table 1 – SERPM 9 Support Schedule

Calendar Year Task (Jan-Dec)	2020	2021	2022	2023	2024	
Fiscal Year Task (Jul-Jun)	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
SERPM 8 Maintenance/Support						
SERPM 9 Procurement						
Travel Data Collection						
SE Data Development						
SERPM 9 Model Development (to Delivery)						
SERPM 9 Development Refinements						

5. FUNDING

Because the proposals may involve funding, concurrence, or permitting actions from several of the PARTNERS, each PARTNER will be responsible for identifying the issues that must be addressed in the process to satisfy its respective statutory requirements. Each of the signatories to this MOU agree to the funding schedule as shown in **Table 2** which covers the activities outlined in this MOU. This funding arrangement shall be included as part of the respective MPO’s Unified Planning Work Programs (UPWP) for the time periods covered under this MOU.

Given that the data collection level of effort is largely based on the population distribution, The MPO’s contributions represent a per capita distribution of funding.

The annual breakdowns for these activities may be modified based on expected workload/costs by the RTTAC-MS without a formal amendment of the MOU, if said modification does not exceed the total amount of the MOU. Such modifications shall be reflected accordingly in the respective M/TPO/A’s UPWPs.

The Broward, Miami-Dade and Palm Beach M/TPOs/As agree to fully fund the cost of socio-economic data development and updates of their respective jurisdictions.

Table 2 - SERPM 9 Partner Funding Schedule

		FY 2020	FY 2021	FY2022	FY 2023	FY 2024	TOTAL
Travel Data Collection							300,000
	FDOT	0	75,000	75,000	0	0	150,000
	MPO	0	12,500	12,500	0	0	25,000
	TPO	0	30,000	30,000	0	0	60,000
	BC		12,500	12,500			25,000
	TPA	0	20,000	20,000	0	0	40,000

6. AMENDMENTS

PARTNERS may only modify this MOU by unanimous agreement of the parties to the MOU. This MOU and any amendments or modifications to the MOU shall become effective upon execution.

7. SEVERABILITY

All PARTNERS agree not to withdraw from their participation in this MOU prior to its expiration date, since withdrawing participation may adversely impact the development schedule for SERPM 9. Withdrawal could also adversely impact other partners’ ability to complete their respective 2050 LRTPs before the adopted 2045 LRTPs expire.

8. CONCLUSIONS

In signing this MOU, the undersigned understands and accept the roles and responsibilities assigned to each of the parties. Each of the parties agrees to pursue maximum cooperation and communication to ensure that the project fully complies with applicable Federal, State and County requirements and results in a minimum duplication of effort and is performed in a cost-effective manner.

SIGNATURE OF PARTICIPATING PARTNERS

For the Florida Department of Transportation FDOT - District 6

Date

Witness

For the Florida Department of Transportation FDOT - District 4

Date

Witness

For the Broward Metropolitan Planning Organization

Date

Witness

For the Miami-Dade Transportation Planning Organization

Date

Witness

For the Palm Beach Transportation Planning Agency

Date

Witness

For Broward County

Date

Witness
