

Regional Transportation Technical Advisory Committee Meeting

MEETING OF MARCH 8, 2023, at 1:30 PM

Palm Beach TPA; 301 Datura Street

West Palm Beach, FL 33401

Zoom Link: <https://us02web.zoom.us/j/82076294657>, Webinar ID: 820 7629 4657

Chair

Aileen Bouclé, AICP
Miami-Dade
Transportation Planning
Organization

Executive Director

Member Organizations

Palm Beach
Transportation Planning
Agency

Broward Metropolitan
Planning Organization

Miami-Dade Transportation
Planning Organization

Florida Department of
Transportation Districts 4 & 6

South Florida Regional
Transportation Authority

Palm Tran

Broward County Transit

Treasure Coast Regional
Planning Council

South Florida Regional
Planning Council

Miami-Dade Department of
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AGENDA

I. CALL MEETING TO ORDER

II. ROLL CALL

III. APPROVAL OF AGENDA

IV. APPROVAL OF MINUTES – Meeting of February 8, 2022

V. PUBLIC COMMENTS – 2 minutes each speaker

VI. COMMENTS FROM THE CHAIR

VII. INFORMATION ITEMS

A. 2050 Regional Transportation Plan (RTP) Update

B. Palm Beach TPA – Long Range Transportation Plan (LRTP) Update

VIII. COMMITTEE REPORTS

A. Public Participation Subcommittee (PPS)

B. Model Subcommittee (MS)

C. Transportation System Management and Operations Subcommittee
(TSM&O)

IX. MEMBER COMMENTS

X. ADJOURNMENT

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge), should contact the TPO at (305) 375-4507 at least seven days prior to the meeting.



DRAFT

**MEETING MINUTES
BROWARD METROPOLITAN PLANNING ORGANIZATION
Regional Transportation**

Technical Advisory Committee (RTTAC) Meeting

Wednesday, February 8, 2023, 1:30 PM

**100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181**

Members Present

Chair Wilson Fernandez, Miami-Dade TPO
Anna Bielawska, Broward County Transit
Lois Bush, Florida Department of Transportation District 4
Paul Calvaresi, Broward MPO
Lisa Colmenares, Miami-Dade Department of Transportation and Public Works
Tewari Edmonson, Miami-Dade TPO
Barbara Handrahan, South Florida Regional Transportation Authority
Ken Jeffries, Florida Department of Transportation District 6
Thomas Lanahan, Treasure Coast Regional Planning Council
Jessica Lopez, Miami-Dade TPO
Christina Miskis, South Florida Regional Planning Council
Franchesca Taylor, Miami-Dade TPO
Andrew Uhlir, Palm Beach TPA
Nina Versoza, Palm Tran
Natalie Yesbeck, SFRTA

Broward MPO Staff

Peter Gies

Also Present

Sabrina Aubery, Florida Department of Transportation District 4
Carlos Castro, Florida Department of Transportation
Jessica Josselyn, Kittelson and Associates
Daniel Lameck, Florida Department of Transportation District 6
Xiomara Nunez, Florida Department of Transportation District 6
Phil Schwab, Florida Department of Transportation

REGULAR ITEMS

(All Items Open for Public Comment)

1. Call to Order and Roll Call

Chair Wilson Fernandez called the meeting to order at 1:39 p.m.

2. Review of Agenda

Chair Fernandez advised that a change was recommended for today's Agenda: Action Item 7b would be changed to Information Item 8d.

Motion made by Mr. Uhlir, seconded by Mr. Calvaresi, to approve the amendment to the Agenda. In a voice vote, the **motion** passed unanimously.

3. Approval of Minutes – January 11, 2023

Motion made by Mr. Lanahan, seconded by Ms. Yesbeck, to approve. In a voice vote, the **motion** passed unanimously.

4. Public Comments

None.

5. Comments from the Chair

Chair Fernandez thanked the Broward MPO for hosting today's meeting.

6. Approval of Agenda

This Item was previously approved.

ACTION ITEMS

1. Recommend Approval of Fiscal Year (FY) 2024 Draft Transportation Regional Incentives Program (TRIP) List

Tewari Edmonson of the Miami-Dade TPO explained that each year, the three transportation entities work together to create a prioritized list of projects which qualify for the Transportation Regional Incentives Program (TRIP). This is one of the major responsibilities of the Southeast Florida Transportation Council (SEFTC). Criteria for eligible TRIP project funding include the following:

- Project must be within the regional network
- Project must increase network capacity
- Project requires a 50% local match

The partner agencies have coordinated to create the TRIP list, which was presented today in its designated format. Mr. Edmonson noted that the Committee is still awaiting finalization of two projects on this list, which is expected by Friday, February 10, 2023.

Paul Calvaresi of the Broward MPO addressed these two projects, stating that all issues have been resolved by the Broward MPO, which is working offline with the Florida Department of Transportation (FDOT). The projects will remain on the TRIP list in their current form.

Andrew Uhlir of the Palm Beach TPA called the Committee's attention to two changes to TRIP projects, one of which requests \$2.5 million in TRIP matching funds in fiscal year (FY) 2027 for the South Florida Regional Transportation Authority (SFRTA) and one of which is a Palm Tran project in FY 2029.

Mr. Edmonson further clarified that projects bolded and highlighted on the list are new requests. Other projects on the list have already been funded through the TRIP program in the previous year and are moving forward.

The Committee members discussed prioritization of TRIP projects, with the clarification of project order for each County. It was noted that the Palm Beach TPA has listed their projects in order of priority, with newer projects programmed toward the end of the list. The Miami-Dade TPO does not plan to change any of its projects on the TRIP list, although they would like to revisit and update their projects' order according to priority.

It was clarified that the TRIP list would be sent to SEFTC for approval in the order approved at today's meeting. Mr. Edmonson recommended that the list be approved with two amendments: the Broward MPO projects would no longer be highlighted, and the Miami-Dade TPO projects' order would be revised.

Mr. Edmonson reviewed the order of the Miami-Dade projects, stating their TRIP priority order as follows:

- Leave Downtown as the top priority.
- Make the South Dade Trail the #2 priority.
- Make 25th Street widening the #3 priority.
- Make waterborne transportation the lowest priority.

All funding for these projects will remain the same.

Mr. Jeffries requested additional information on the Downtown Intermodal Center project, which is estimated at \$35 million and requests more state funding if it becomes available. He asked if this project can be completed without TRIP funds or if it will be constructed in phases. Lisa Colmenares, representing the Miami-Dade Department of Transportation and Public Works (MDTPW), advised that this project is being managed by Miami-Dade County, with MDTPW in charge of its intermodal aspect. She characterized the project as regional.

Mr. Jeffries also asked if there is an estimate of the construction costs for the South Dade Trail project. Ms. Colmenares replied that this trail is currently funded for planning, project development and environmental (PD&E), and 30% design, which is how it is reflected in

federal documents. The request is to complete the design phase to 100%. Once this is done, the total costs of construction can be calculated. The project is currently in the preliminary engineering phase.

Mr. Jeffries addressed the 25th Street project, recalling that this project was withdrawn from an earlier date due to environmental concerns. He asked if these concerns, as well as the purchase of right-of-way, have been resolved. Ms. Colmenares explained that federal documents reflect partial funding of this project at \$5 million for preliminary engineering. Right-of-way impacts are being considered.

Mr. Jeffries asked if an estimated number of daily passengers has been calculated for waterborne transportation. He also asked if the County will own the docks and other terminals used in this program, and whether the operator will be the County or a private entity. Ms. Colmenares replied that additional information can be provided on this project, which is currently undergoing a feasibility study to examine where this service would be provided. The study will also consider the best operator for the service. The project's timeline has been moved to FY 2025 so the DTPW has time to complete these technical analyses, including estimated ridership.

Thomas Lanahan of the Treasure Coast Regional Planning Council suggested that the Miami-Dade and Broward projects be numbered or lettered in the same way as Palm Beach's projects, which makes the projects' order more explicit.

A question was asked regarding the \$3.5 million in reserve funding for FY 2024. It was clarified that these dollars would be used for existing projects that have undergone cost increases.

It was also noted that the Griffin Road bus service project in Broward County has already been programmed into the Draft Tentative Work Program from the previous cycle, as it was combined with a Sunrise Boulevard bus service project. Funding for the two projects is combined. The Broward County rolling stock project listed in FY 2025, 2027, and 2028 should be moved up by one year.

Motion made, and duly seconded, to approve the TRIP list with the following changes per discussion: remove the yellow highlighting from two Broward projects, flip the priorities of waterborne transportation and South Dade Trail for Miami-Dade, add sequential numbers for each of the respective counties, delete the comment attached to the Broward County Griffin Road bus service project, advance the rolling stock project one year earlier, and change Palm Beach County TD-07 to TD-06. In a voice vote, the **motion** passed unanimously.

INFORMATION ITEMS

1. 2050 SE Data Update

Mr. Edmonson advised that he is responsible for delivering Southeast Florida Regional Planning Model (SERPM) 9, which supports all the agencies' Long Range Transportation Plans/Metropolitan Transportation Plan (LRTPs/MTP) as well as the Regional Transportation Plan (RTP). This model must be delivered by June 30, 2023.

Mr. Edmonson reviewed the 2050 socioeconomic data development, explaining that forecasting provides insight into future trends and patterns for the LRTP planning process. This examines how the region is expected to grow within the next 20 to 30 years based on projected population and employment. A coordinated effort is necessary to create this regional model. This means focusing on development of socioeconomic control totals and their allocations in each county, which will support the LRTP and RTP.

Socioeconomic data plays a crucial role in population and employment forecasting, and has a major impact on land use planning and travel demand forecasting. Key items that have informed the development of forecasting include the COVID-19 pandemic and the telecommuting that resulted from it. The pandemic also affected life expectancy, the number of individuals working from home, a decrease in office occupancy, and net migration. Mr. Edmonson noted that while net migration had essentially remained the same since 2016, the pandemic resulted in a decrease.

Mr. Edmonson advised that literature review shows the cohort component is the best way to approach this data. This approach reviews different age cohorts in different populations to determine how they are affected by variables such as migration, life expectancy, mortality, fertility, and others.

Mr. Edmonson pointed out that there was a recalibration of the 2020 U.S. Census population estimate which had been previously forecasted. The actual forecast is slightly lower than the expected result, which recalibrates the starting point of the population forecast. In addition, sensitivity tests used low, high, and medium scenarios for both birth/fertility and net migration, while keeping death/mortality at the same rate, based on census data. This approach resulted in a mid-level 2020 forecast that is roughly 5% lower than what was forecasted in the 2045 Miami Dade TPO LRTP.

While population totals are approximately 85% to 90% complete, any numbers brought forward will be closely vetted by the TPO's Planning Department to ensure there is justification for these numbers. Staff is currently working on employment control totals, which will also use the cohort component. Mr. Edmonson concluded that another update will be provided in April 2023, with a smaller update on employment data in March.

A question was asked regarding the effect of the COVID-19 pandemic on life expectancy. Mr. Edmonson replied that life expectancy decreased from roughly 88 to 86 years. This is an average: the information differs across different cohorts and populations. These projections have been compared with the Bieber projections, census data, and Planning Department data to check the forecast.

Mr. Uhlir advised that the Palm Beach TPA will use the Bieber projections, the most recent of which was released in February 2022. Notes for this method include little change in long-term projections due to the pandemic. It is not yet known if updated projections will be released in February 2023.

The TPA receives its population and housing allocation from the County, which is currently working to develop this update. Employment and population are spot-checked according to approved developments for the future and intensity of uses, including square footage for different types of industry and approved hotel room uses.

The TPA is also working with the Treasure Coast Regional Planning Council (TCRPC) on scenario planning, with more scenarios addressing transit-oriented development (TOD). This will consider currently enhanced transit corridors in Palm Beach County, as well as the nodes on which development will occur, the existing regulatory framework for land use, the capacity that can be built at locations with no land use changes, and whether a need for land use changes exists. This determines the development capacity at transit stations.

Other considerations include changes in age, such as the aging population and any accompanying changes in factors around TOD areas that may shift travel patterns. This may be considered further as the TPA addresses allocations to Traffic Analysis Zones and Micro Analysis Zones (TAZ/MAZ).

It was asked if there will be a control total used across various planning scenarios. Mr. Uhlir confirmed this, adding that the scenarios will use redistributions of population and employment. He concluded that the data set is expected to be complete by April 2023. Mr. Edmonson recommended that the data sets be provided by the end of May so the model can be complete by the delivery date of June 30, 2023.

It was also asked if there has been consideration given to changes in employment patterns and industry types over time. Mr. Edmonson confirmed that this is important, noting that how different industry segments grow will be important. Because of the area's population and income stratas, there is a correlation between jobs and different employment categories that must be examined in scenario planning.

Peter Gies of the Broward MPO advised that Broward's process is similar to that of Palm Beach, as the MPO works closely with the County for information. They are still working through the delay in census numbers. MPO Staff remains aware of all pending deadlines.

2. RTP Update

Jessica Josselyn, Project Manager for Kittelson and Associates, advised that SEFTC's mission is to coordinate regional transportation goals, activities, and investment decisions that support the economic health and quality of life of the region. Its vision is of a seamless multimodal transportation system that serves and benefits the entire region. The 2050

RTP seeks to achieve this mission and vision, building on the accomplishments of previous plans.

Ms. Josselyn introduced the consultant team, noting that Kittelson is leading travel demand modeling for the 2050 RTP. They have retained the Renaissance Planning Group as the lead scenario planning entity within the team and Benish as the policy and revenue entity. BCC will assist with travel demand modeling, and Infinite Source Communications is a public engagement team that will oversee outreach with assistance from some of the region's LRTP teams. She introduced a number of individuals who will also work on the RTP.

The project management, schedule, and coordination tasks are considered a give-and-take relationship, with the regional plan providing each of the local plans with information and asking for other information in return. Ms. Josselyn emphasized the importance of adhering to the schedule and remaining up to date. The three agencies, FDOT districts, planning councils, and transit agencies will serve as resources for the consulting team.

Ms. Josselyn requested that the three agencies send their LRTP/MTP schedules to her as soon as possible. It was clarified that Broward and Palm Beach are still working on their schedules and will transmit them before the end of February 2023.

Regarding public participation, Ms. Josselyn advised that she and a representative of Infinite Source Communications will take the lead on this process, with support from Benish. The Public Participation Subcommittee (PPS) will meet on February 10 to determine the public participation approach, which varies from the process used for the 2045 RTP. Each of the partner agencies has a PPS representative.

Goals, objectives, and targets are used to guide all decisions made throughout the planning process. Ms. Josselyn requested that the three counties provide her with their LRTP/MTP goals and objectives in the future so she can ensure synergy between the plans. She pointed out that different approaches have been taken to determine targets in the past; at present, the intent is to use Federal Highway Administration (FHWA) targets and required performance metrics.

Few changes are expected for revenue and finance. Ms. Josselyn emphasized the need to remain responsive to both state forecasts and individual LRTP/MTP schedules to ensure consistency when working to combine three sets of finance/revenue information. She recalled that there had been a working group to oversee finance and revenue, and asked if the Committee wishes to consider moving forward with this group.

The Committee discussed the possibility of a finance/revenue working group, including the need to meet frequently enough to maintain consistency. Ms. Taylor also felt the creation of a working group would be valuable. Mr. Calvaresi noted that the LRTP/MTP managers meet frequently, but pointed out that some decisions are made individually by the transportation agencies regarding how to ensure they remain "on the same page."

Ms. Josselyn added that another consideration is how each agency handles discretionary programs.

The regional transportation network is another key factor, as it ties into the TRIP list. If a project is not on this network, it is not eligible for TRIP dollars. As of the 2045 RTP, the regional transportation network included principal arterials, physical extensions of these arterials which are planned but not yet built, the Strategic Intermodal Systems (SIS) network, active rail lines, and any connections that fill gaps. This network will be refreshed as the SIS is redefined and updated.

A question was asked regarding the timetable for FDOT's revision of the SIS. Ms. Bush explained that the SIS 2050 Cost Feasible Plan is in process, with work expected to begin on the SIS 2050 Multimodal Unfunded Needs Plan near the end of summer 2023. Following creation of a new SIS Policy Plan, designations and criteria will be revisited, as will how the criteria are applied to facilities. It was noted that this information will have a significant impact on the regional network.

Ms. Bush added that it could be useful to see a regional transportation network map that takes land use and centers into consideration, as this can help in determining transit-supportive land use.

Mr. Calvaresi requested that changes to the TRIP also be factored into the regional transportation network. He also noted that FDOT has considered revising its definition of capacity regarding the SIS program. Ms. Bush replied that she did not have additional information at this time but encouraged interested members to attend the regional workshops scheduled for February 15 and 16, 2023. Representatives of FDOT's Central Office will be present to discuss the SIS Policy Plan and Cost Feasible Plan and may be able to answer further questions.

Ms. Josselyn continued that the scope of the scenario development analysis task currently includes three scenarios. The 2045 scenarios focused on transit, growth, development, and financing, resulting in the "Move Florida Forward" slogan. For 2050, the first scenario planning will focus on Automated, Connected, Electric, and Shared (ACES) technologies, the existing plus committed network, and the percentage of vehicle miles traveled on this network using vehicles with ACES technology.

The second scenario will address resiliency, again focusing on the existing plus committed network and considering the impacts of sea level rise, increasing surface temperatures, changes in groundwater levels, and greenhouse gas emissions, among others. The final scenario will focus on disruptions and opportunities, considering telecommuting, telehealth, freight movement changes, and virtual accessibility in general. Ms. Josselyn requested the scopes of work for each of the LRTPs/MTP, including how each transportation entity will use regional scenario development. Mr. Uhlir advised that there were several discussions by the Palm Beach TPA regarding disruptions and opportunities, recalling that their Technical Advisory Committee had recommended

consideration of telecommuting and its impact on congestion as well. They plan to incorporate these scenarios into the LRTP. At present, no combination of scenarios is planned, although a contingency will be set aside for an additional scenario if one becomes necessary.

Mr. Calvaresi stated that Broward hopes to see an accessibility analysis data point, which would be used to inform work on the MTP. Ms. Josselyn confirmed that accessibility will be addressed through modeling. Ms. Bush recommended that performance measures for accessibility may need to be added or enhanced and coordinated among the plans.

Mr. Edmonson noted that Miami-Dade plans to use a mixture of ACES/technology scenarios as well as telecommuting scenarios, with regional results to be added to their LRTP. They are also considering separate scenarios for the LRTP which have yet to be determined.

Ms. Bush pointed out that there is some overlap between some of the proposed scenarios, citing disruptions and the effects of climate change as an example. She noted that these interrelationships should be kept in mind.

Ms. Josselyn continued that there are four sub-tasks in modeling support, including accessibility, needs and E+C assessments, scenario testing, and cost feasible modeling. This team will work closely with the Modeling Subcommittee and SERPM 9 teams.

Ms. Josselyn concluded that the RTP schedule will feed into all Committee agendas, where it will be a standing item each month. She will provide updates and feedback to the members at subsequent meetings. She concluded that Kittelson and Associates, and the rest of the consultant team, needs the three agencies' scopes of work for their LRTPs/MTP, schedules, and points of contact.

3. SEFTC Grants Mechanism

Chair Fernandez advised that this update is a follow-up to a request made at a recent SEFTC meeting.

Carlos Castro, representing FDOT District 4, noted that a framework and a coordination model are in place for application for grant funds, citing the Broward MPO's process as an example. The intent is to scale this process up in order to apply it to the regional tri-County area. He noted that FDOT is fully supportive of discretionary grant applications at the local and state levels, with a focus on capital rather than planning grants.

Mr. Castro continued that FDOT's process considers project readiness. The general obligation process and grant coordination duties flow through Tallahassee, and FDOT relies heavily on collaboration with their partners in identifying candidate projects. Responsibility also lies with eligible applicants, particularly the lead applicants to these programs, although FDOT may participate as a co-applicant. If this is done, their role is

considered to be that of leading applicant. He concluded that this issue is open to further discussion to determine next steps and how the Committee wishes to proceed within FDOT's coordinating model.

Mr. Calvaresi advised that biweekly phone calls are held regarding grants, as well as regular coordination meetings with Broward County partners to discuss the grants for which the MPO is eligible, and which grants they wish to pursue. He cited the MPO's recent award of a Safe Streets for All planning grant, recalling that several municipalities have considered applying to the MPO for a share of this \$5 million grant. The MPO secured this grant by holding regular grant discussions and working as a region, resulting in a larger award than they could have received working independently rather than collectively.

Mr. Calvaresi continued that the MPO's SEFTC representative has strongly emphasized that he would like to see SEFTC apply for mega-grants, particularly those related to coastal rail connections. A mega-grant could be used to address the existing "pinch point" in Fort Lauderdale. He noted, however, that it may not be useful to consider applying for every available grant, instead focusing on larger and truly regional projects.

Mr. Castro advised that the regional mission should be at the top of SEFTC's list, and that eligible projects should be carefully prioritized.

Mr. Edmonson stated that the main objective is to use SEFTC and the population it covers to pursue mega-grants rather than smaller local grants. He asked how this mechanism can be used, pointing out that SEFTC would need a co-sponsor or lead applicant, such as FDOT District 4 or District 6, as SEFTC cannot receive federal funds.

Mr. Castro replied that every grant program has its own notice of funding opportunity and provides a great deal of information, including which applicants are available to participate. He described the RTTAC as a clearinghouse for regional priorities and potential candidate projects. He concluded that FDOT is prepared to help in any way they can.

A question was asked regarding how funding would be available when FDOT partners with SEFTC. It was clarified that SEFTC is an agreement among the three County entities for regional coordination and collaboration. As such, it is not eligible to receive federal funding. Its strengths lie in planning and understanding which large regional projects may come to the area. Another entity, such as one of the three transportation entities or FDOT, would need to be the lead applicant.

It was also noted that what is proposed has been done by FDOT in the past, such as providing letters of support for projects seeking funding. The concept serves as a formalization of this type of agreement. In order to give SEFTC a more significant role in the process, it would be necessary to change the organization's scope.

Mr. Edmonson asked how SEFTC, and the region's population, can be used to apply for a mega-grant. Mr. Castro replied that this could be done through regional partnerships, which the federal government is looking for when evaluating mega-grant applications. It will also be important to designate a lead applicant.

Mr. Jeffries recalled that the implementation of SunRail crossed multiple jurisdictions, counties, transportation entities, and two districts. He pointed out that this project was supported by all of these participants. He emphasized that this level of collaboration would also be necessary when seeking mega-grant dollars.

Mr. Castro concluded that the plan of action for grants involving SEFTC would include the following:

- Define the region's highest-priority eligible project.
- Define the grant to be pursued, based on the project.
- Define the partner and agency to seek the grant.

Mr. Castro advised that every FDOT District has grant coordinators who identify potential candidate projects for various programs. These programs are vetted and prioritized at the state level to build consensus on their priority. The projects are then ranked depending on the program for which they are competing. He concluded that he heard similar consensus from the Committee.

It was also suggested that the RTP could be tailored in a way to prioritize projects through that document, including ensuring that the RTP is consistent with the individual county's LRTP/MTP. This could help develop the RTP into a mechanism for future funding opportunities.

Mr. Calvaresi advised that the Committee may need to adjust their expectations depending upon the type of grant for which they were applying, as it is unlikely no other Florida agencies are competing for certain competitive and regional-scale projects. He also emphasized that every grant application costs a fee.

Ms. Colmenares stated that the MDTPW has worked on a regional level with partner agencies, including Palm Tran and Broward County Transit (BCT), to implement a regional commuter rail group. She emphasized that this is a key priority for the DTPW, with coordination and participation involving SFRTA as well. She concluded that it would be necessary to ensure applicants are not precluding one another from receiving grants, and to lessen the likelihood of red tape.

Mr. Calvaresi pointed out that there are two options that arrive at the same answer: one in which SEFTC prioritizes and ranks projects and then determines how they would like to pursue a grant for that project, or for SEFTC to develop a framework to evaluate projects that are presented to them.

Ms. Colmenares stated that it could be useful to have an endorsement for projects from SEFTC in the event of a regional project which has different segments in the three counties' LRTPs/MTP. Natalie Yesbeck of SFRTA added that there are also regionally significant projects from SFRTA, which are included by reference.

Daniel Lameck, representing FDOT District 6, advised that there will be regional grant information sessions on the two days prior to the next scheduled SEFTC meeting. If SEFTC wishes to pursue a project screening process they can use to identify projects which may apply for grant funds, they can see how this process is done and how projects are selected. He emphasized the importance of the February 15 and 16 meetings.

It was asked if the regional grant meetings would include a list of grants that could apply for regional funding opportunities. Mr. Lameck replied that a grant calendar will be provided at the meeting. He cautioned, however, that the U.S. Department of Transportation (USDOT) does not typically provide the date on which the notice of funding is sent out, although they may provide the anticipated season in which the notice is sent.

The Committee discussed the message that will be communicated to SEFTC at their upcoming meeting, with Mr. Castro confirming that he would provide assistance in developing this message. It was noted, however, that the Committee was not in a position to establish the groundwork for a regional process, and a suggestion was made to expand the Broward MPO's framework for a coordinating model to integrate partners.

Chair Fernandez advised that this Item is on SEFTC's Agenda and will be presented to them as an informational item. This means a member of the Committee will need to report today's discussion to SEFTC at their next meeting. It was confirmed that a summary of this discussion would be provided to SEFTC at their upcoming meeting. Ms. Taylor added that since the RTP is also on SEFTC's Agenda, this could be an opportunity to dovetail the two Items.

4. Approval of February 17, 2023 Draft SEFTC Agenda

Chair Fernandez noted that SEFTC's upcoming Agenda includes both a discussion of the SEFTC grants mechanism as well as two Action Items which follow up on approval of the TRIP list. Election of Officers for calendar year 2023 will also be held. It was also pointed out that Broward County Commissioner Beam Furr is expected to chair the SEFTC meeting, as he is the only remaining member who held a title.

No changes were recommended to the February 17, 2023, SEFTC Agenda.

Phil Schwab, consultant to FDOT District 4 and Project Manager of the BCR South project, provided a brief update on commuter rail, advising that Miami-Dade's Northeast Corridor project is already in project development. The DTPW hopes to submit a New Starts application in summer 2023 to seek additional grant funding for this project. BCR

South is currently in project development, and FDOT is working with the Federal Transit Administration (FTA) to submit a Small Starts application.

Mr. Schwab continued that while the ultimate plan for commuter rail continues to include crossing the New River and moving north toward Jupiter, there is still no locally preferred alternative (LPA) for the New River crossing at this time, and these projects are not included in upcoming plans.

Mr. Fernandez asked if Mr. Schwab should also be asked to provide this update at the next SEFTC meeting. Mr. Schwab confirmed that he has previously presented to SEFTC, but this was before an LPA was selected and the project development phase began. It was determined by consensus that the Coastal Link update for the Northeast Corridor and BCR South would be presented immediately prior to the discussion of SEFTC grant mechanisms on the February 17 Agenda. Ms. Colmenares added that she could provide a brief update to SEFTC as well.

COMMITTEE REPORTS

1. Public Participation Subcommittee (PPS)

Chair Fernandez recalled that Committee members have been invited to participate at an anticipated meeting over the next few weeks. Mr. Uhlir noted that both Broward and Palm Beach will be bringing their Public Participation Plans (PPPs) forward for approval soon.

2. Model Subcommittee (MS)

Mr. Edmonson stated that the Modeling Subcommittee is on track with SERPM 9 for a June 30, 2023 development date. All their information is in and networks have been fully developed. The model is being tested, and a working activity sim model has been created. The next step will be finalizing the 2050 data to support the model.

3. Transportation Systems Management & Operations Subcommittee (TSM&O)

Chair Fernandez advised that the Chair of the Transportation Systems Management and Operations (TSM&O) Committee had provided him with updates from their first Committee meeting in January. Meetings are in-person only and will be held on the last Thursdays of January, April, July, and October at the Broward MPO offices.

Ms. Bush asked if the TSM&O Subcommittee might be engaged as a source for the RTP. Ms. Josselyn confirmed that this Subcommittee will be integrated into the Plan.

ADMINISTRATIVE ITEMS

1. Adjournment

Regional Transportation Technical Advisory Committee

February 8, 2023

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With no other business to come before the Committee at this time, the meeting was adjourned at 4:08 p.m.