

REGIONAL TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

MEETING OF JULY 12, 2023, AT 1:30 PM
Palm Beach TPA: 301 Datura St, West Palm Beach, FL 33401

AGENDA

Member Organizations

Miami - Dade Transportation
Planning Organization

Broward Metropolitan
Planning Organization

Palm Beach
Transportation Planning
Agency

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
Transportation and Public
Works

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I. CALL MEETING TO ORDER

II. ROLL CALL

III. APPROVAL OF AGENDA

IV. APPROVAL OF MINUTES – *Meetings of May 17th, and June 14th, 2023*

V. PUBLIC COMMENTS – *2 minutes each speaker*

VI. COMMENTS FROM THE CHAIR

VII. ACTION ITEM(S)

- A. **Recommend Approval** of the Updated Fiscal Year 2024 Draft
Transportation Regional Incentive Program (TRIP) List

VIII. INFORMATION ITEMS

- A. Review of July 24th, 2023, Draft Southeast Florida Transportation Council
(SEFTC) Agenda
- B. Miami – Dade TPO Administrative Update
- C. 2050 Regional Transportation Plan (RTP) Update
1. Goals and Objectives
 2. Revenue and Finance
 3. Regional Multimodal Corridors Network
 4. Scenario Development
 5. Regional Modeling Update

IX. COMMITTEE REPORTS

- A. Public Participation Subcommittee (PPS)
- B. Model Subcommittee (MS)
- C. Transportation System Management and Operations Subcommittee
(TSM&O)

X. MEMBER COMMENTS

XI. MOTION TO ADJOURN

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, May 17, 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

Maria-Teresita Vilches-Landa, Miami-Dade TPO

Lois Bush, Florida Department of Transportation District 4

Bill Cross, Broward MPO

Kim Delaney, Treasure Coast Regional Planning Council

Tewari Edmonson, Miami-Dade Department of Transportation and Public Works

Khalilah Ffrench, Broward County Transit

Peter Gies, Broward MPO

Bruce Guyton, Palm Tran

Ken Jeffries, Florida Department of Transportation District 6

Christina Miskis, South Florida Regional Planning Council

Franchesca Taylor, Miami-Dade TPO

Andrew Uhlir, Palm Beach TPA

Natalie Yesbeck, South Florida Regional Transportation Authority

Also Present

Nathan George, Palm Beach TPA

Christopher Restrepo, Broward MPO

Paul Calvaresi, Broward MPO

Elizabeth Rockwell, Miami-Dade TPO

Chris Sinclair, Renaissance Planning Group

Josennie Bermudez, Miami-Dade TPO

Christopher Rosenburg, Miami-Dade TPO

Jessica Josselyn, Kittelson and Associates

I. Call to Order and Roll Call

Chair Wilson Fernandez called the meeting to order at 1:30 p.m. Roll was called and it was noted a quorum was present.

II. Review of Agenda

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

III. Approval of Minutes – March 8, 2023

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

IV. Public Comments

None.

V. Comments from the Chair

Chair Fernandez stated that today's meeting will be his last as a member of the Regional Transportation Technical Advisory Committee (RTTAC) and noted that the organization has drawn national attention due to its best practices. He introduced Maria-Teresita Vilches-Landa of the Miami-Dade TPO, who will chair future meetings.

VI. Information Items

A. 2050 Regional Transportation Plan (RTP) Update

Jessica Josselyn, representing consultant Kittelson and Associates, provided an update on the 2050 Regional Transportation Plan (RTP), noting that the mission for this cycle has been expanded to include emerging technologies, transit-supportive land use, and additional overall options. The consultant team has gathered information on the existing plus committed (E+C) networks from the three County agencies and continues to work on developing the regional transportation network.

1. Regional Transportation Network

The RTP network began where the 2045 RTP left off, using the following five criteria from that document:

- Principal arterials
- Planned physical extensions of principal arterials
- Strategic Intermodal Systems (SIS) network in its totality
- Principal arterial connections
- Active rail lines

Feedback from the April 2023 workshop addressed in the following:

- Extending existing and future designations to all criteria
- Changing the term "principal arterial connections" to ensure recognition as a multimodal network
- Discussion of ensuring that airports and seaports are accounted for

- Including the addition of facilities that connect to the regional network in order to open more facilities to the possibility of regional funds, such as the Transportation Regional Incentives Program (TRIP)
- Further exploring obvious and specific transit/pedestrian/cyclist networks and potentially related facilities
- Renaming the network to show that all modes of transportation are accounted for

Ms. Josselyn noted that going forward, all criteria will be considered existing and future, which means if a facility is included in a plan, it is assumed to be part of the network. In order to ensure that principal arterial connections do not seem to be overly roadway-focused, she suggested that this criterion be renamed to Regional Multimodal Corridor Connections.

To ensure that airports and seaports are accounted for, it was noted that the SIS network includes these facilities, as well as a reference to the amount of cargo moved within their thresholds. 1700 miles of roadways were added in order to explore the possibility of including facilities that connect to the regional network; however, this was ultimately determined not to provide a regional subset and will not be done going forward.

Regarding transit/pedestrian/cyclist-related facilities, the team first considered the adopted premium transit plans, including the 561, PREMO, and SMART plans for the three local counties. These plans were compared to the 2045 RTP network. The team envisions a separate criterion which represents the premium transit plans and would provide an additional layer in geographic information systems (GIS).

Ms. Josselyn explained that her hope for today's meeting is to reach a broader consensus regarding the details of these changes. They will be sent to the agencies in the form of map series and technical memos, which will allow time to review their details and data with staff.

The team also recommends the addition of a criterion called Regional Greenways and Blueways, which was originally adopted in 2015. This will also be provided in a map and technical memo format. It will include all hiking trails and facilities throughout South Florida, which the team feels will add value by making the network truly multimodal and providing additional opportunities for regional funds.

If the RTTAC endorses these changes, the team will prepare technical memos and maps for their review and will bring these items back for the Committee's approval before it is sent to the Southeast Florida Transportation Council (SEFTC) for approval at their July 2023 meeting.

Ms. Bush requested clarification of whether the terminology used for transit is changing, pointing out that the 2045 RTP uses the term "high-capacity transit" while the proposed changes refer to "premium transit." Ms. Josselyn replied that while she has heard more

recent discussions of premium transit, this could be changed to continue the references to high-capacity transit from the 2045 Plan if that is the Committee's preference.

Mr. Jeffries recommended revisiting the Statutes of the Florida Department of Transportation's (FDOT's) Work Program to determine if the greenways included in the system would qualify for TRIP funds. Ms. Josselyn emphasized that the intent is not for TRIP to direct the development of the network, but to base the network on data and technical analysis which TRIP can tap into if needed. If the greenways and blueways are not eligible for TRIP funding, they can still be included in the regional network.

Ms. Bush observed that Tri-Rail stations located on the South Florida Rail Corridor are considered part of the SIS network by virtue of their placement on that corridor. Because some of these stations meet certain criteria, they are considered to be SIS hubs. Ms. Josselyn advised that the team is considering using a series of maps which would show maps of specific transportation modes. Chair Fernandez also suggested that the layered series of interactive maps be included on the RTP website.

Mr. Calvaresi also addressed the terms of premium and high-capacity transit, recalling that there was some debate on the use of these terms during the development of the 2045 RTP. He recalled that the Committee had ultimately settled on high-capacity, as the plan included transit systems from three different providers and high-capacity was the broadest terminology. He also noted that there had been no specific definition of high-capacity transit at that time and suggested that if there is a definition of premium transit which applies more accurately to the network map, the term premium transit should be used going forward.

Mr. Uhlir requested confirmation that off-SIS roadways would not be included in the RTP network. Ms. Josselyn confirmed that it was determined these roadways would not be added, as they would be too great an addition.

2. Goals and Objectives

Ms. Josselyn explained that in updating the 2045 RTP's goals, the approach was to review documents and plans provided by partner agencies. The agencies have until May 24, 2023, to review the list of what is needed at the federal, state, and county levels. She recommended consideration of components such as land use, bicycle/pedestrian facilities, safety, emerging technologies, and others that may influence the RTP.

Ms. Yesbeck noted that the South Florida Regional Transportation Authority (SFRTA) is currently working on a Strategic Plan, with a target date of November to December 2023. She emphasized the importance of including this document on the list, as it will be part of SFRTA's Transit Development Plan (TDP) major update. If the TDP is not complete in time for inclusion in the RTP update, the Strategic Plan will provide some of its information. Ms. Josselyn confirmed that these documents can be added to the list and

the team will reach out to SFRTA to follow up and assess how they can be incorporated into the RTP.

3. Scenario Planning

Chris Sinclair of the Renaissance Planning Group recalled that the intent of scenario planning is to anticipate what may happen and proactively address these possibilities. Scenarios address how external influences may impact regional goals. As these scenarios are identified, they are analyzed and developed, and strategies are developed for how to move forward.

Mr. Sinclair recalled that four scenarios were identified:

- High capacity/high tech transit
- Growth and development/resiliency
- Financial/legislative
- Disruptions and opportunities

At the last workshop, the partner agencies provided feedback on each of these scenarios and voted on those that generated the most interest. The team translated these notes into themes for the scenarios. The transit and tech scenarios included themes of system and technology integration, virtual connectivity/telecommuting, land use-induced travel and transit-supportive development, and equity.

The feedback on the growth and resiliency scenario resulted in the identification of themes including natural infrastructure and landscaping changes related to flooding and stormwater inundation, impacts on physical infrastructure and the resiliency of the transportation network, socioeconomic impacts such as demographic shifts, and how sea level rise and storms will impact transit-supportive growth and the need for collaborative action.

The financial and legislative scenario addressed three major themes: overall funding levels, funding flexibility, and greater alignment between funding and performance. Feedback regarding disruptions and opportunities included some overlap with the first three scenarios, addressing the compounding effects of combined scenarios such as technology and resiliency as well as a multidisciplinary approach to solving problems.

The team determined that a scenario addressing the compounding effects of both the transit/tech and resiliency/growth scenarios would be added. The funding/legislation theme would also be woven into each of the different scenarios. Another framing construct would consider the effects of reactive or “siloe” thinking to deal with external influences in comparison with a multidisciplinary and proactive approach to those same influences.

Mr. Sinclair reviewed how the recommended scenarios could be applied, requesting feedback from the partner agencies over the following week on how these stories could

be fleshed out further. Once the scenarios have been finalized, this will continue through the use of maps and illustrations to feed into scenario analyses.

Mr. Cross addressed resiliency, noting that Broward is considering a focused reaction in investment by using the RTTAC's regional network as the priority for where investments will be made. He added that climate impacts are no longer part of a scenario, but are the future, and suggested that this could be a consideration for all scenarios rather than presented as its own separate scenario.

Mr. Cross continued that he was no longer certain that addressing congestion was a reasonable goal, as congestion is likely to remain. He concluded that the scenarios should also recognize regional opportunities for the pursuit of federal grants.

Ms. Bush pointed out that compounding of effects, such as sea level rise, rising groundwater, extreme heat, and changing rainfall patterns contribute to a challenging situation. She recommended that these be considered together, particularly in light of the desire to encourage more people in the region to walk, bike, or use transit. She also noted that the adaptation of existing transportation infrastructure could be framed in light of the need for mitigation (i.e. reduction of greenhouse gas emissions), as these aspects are linked together. Implementing multimodal transportation, such as biking or walking, would serve the purpose of reducing this vulnerability at the same time it increases transportation options.

Ms. Taylor commented that proposals such as system integration in the transit/technology scenario seem to represent a siloed and reactive perspective, while others, such as virtual connectivity, seem more proactive. She recommended additional clarification of the line between the reactive and proactive perspectives. Mr. Sinclair confirmed that he did not perceive significant differences between these two proposals and noted that the determination of reactive or proactive response will most likely trickle down to affect equity: for example, some populations will have greater access to options than others.

Mr. Uhlir asked if the scenarios will be re-framed based upon the RTP's goals and objectives. Ms. Josselyn confirmed this, stating that the team will send draft scenario stories to the members for additional feedback and detail. Mr. Uhlir also recalled that during the previous workshop vision exercise, there was consideration of incorporating the passage of sales taxes into the scenarios.

Mr. Jeffries asked if there might be consideration of population reduction in the region's beach areas, based on the likelihood of climate change effects. Mr. Sinclair recommended pushing the scenarios toward their limits: for example, expecting the impacts of climate change to be very noticeable. Even if all the possible impacts have not fully materialized by 2050, they may be on the horizon by that time. This could also illustrate what might happen if a proactive and multidisciplinary approach is not taken and raises questions regarding where the population of those areas may move to if inundation occurs.

Mr. Jeffries noted that this change could also affect projects that are already planned for the region. Ms. Josselyn confirmed that the impact on population will be one of the metrics used, and the team will review a deliverable of what is being measured soon. This will influence scenarios and decision-making.

Chair Fernandez added that in Miami-Dade County, there is now greater consideration of making desirable investments in certain areas to encourage the private sector to incorporate mitigation measures into their projects. This would result in intensifying land use in vulnerable areas to demonstrate that mitigation is good economic sense for the private sector as well.

Ms. Taylor observed that it may be beneficial to present these scenarios, at a high level, to the public in order to gauge their reactions as well.

Ms. Bush referred to a Section 216 study being conducted by the U.S. Army Corps of Engineers in conjunction with the South Florida Water Management District, which studies the primary drainage system from the Central/South Florida flood control project built over 70 years ago. This system is beginning to fail, and Section 216 study seeks to identify its most urgent improvements. She noted that agencies such as the county planning entities and FDOT have a mutual stake in this stormwater management infrastructure and suggested that a multidisciplinary scenario consider investments that leverage each other, such as coordinated resilience efforts.

Ms. Josselyn asked if there was consensus among the membership that resiliency to climate impacts should no longer be viewed as a single scenario but should instead be incorporated into all the scenarios. Ms. Bush recommended that equity should also be considered across the board.

Mr. Sinclair stated that he would like the scenario to test the more exaggerated potential impacts of climate change, noting that there is no true consensus on what the compounding effects may be. He recommended factoring in a baseline of climate change into all scenarios, but maintaining the separate resiliency scenario in order to examine what might happen if the effects are more dramatic than currently anticipated. Ms. Josselyn confirmed that there was consensus to proceed in this manner.

Ms. Josselyn also requested that the agencies send any remaining E+C network project information, which should include all projects from partner agencies. She added that the Finance Working Group is being reactivated in order to track and summarize financial information throughout the long-range planning process and asked that the agencies submit their goals and objectives if this has not yet been done.

4. Public Outreach

Ms. Rockwell advised that this update would serve both the public outreach portion of the RTP update and the Public Participation Subcommittee (PPS) Item under Committee Reports.

The PPS held a very productive meeting earlier in the day, with updates provided by each of the three transportation agencies on their local Long Range Transportation Plan/Metropolitan Transportation Plan (LRTP/MTP) public involvement efforts. There was discussion of additional regional survey questions which will be reviewed, as well as a review of the 2050 RTP video script and fact sheet. Ms. Rockwell emphasized the importance of ensuring that these items are complementary to each other. The PPS also discussed SEFTC's refreshed website, which is currently in the process of development.

Next steps include distribution of the regional survey, as well as review of any additional questions that may be added to this document if that is the Committee's desire. The survey will be made available through the agencies' respective social media accounts, e-blasts, and weekly e-newsletters. It will also be available at any outreach events in the community.

Once the video script is finalized, production of its visuals and voice-over will be undertaken as well. The script will be provided in both a male and a female voice for the first time. Once the fact sheet has been finalized, it will be translated into Spanish and Creole and posted on the SEFTC website as well as distributed by the means mentioned above.

Ms. Taylor recommended that the draft survey also be distributed to the individual leads for the LRTPs/MTP for technical feedback on its questions.

B. Broward MPO – Long Range Transportation Plan (LRTP) Update

Mr. Restrepo reported that the Broward MPO's public outreach approach includes its goals, objectives, and indicators as well as the call for projects. They have completed five workshops thus far at community events. The Broward MPO provides a booth or table at these outreach events and engages with the community to hear their perspective on what they would like to see happen within Broward County.

The MPO has also provided focus presentations at various outreach events, such as homeowners' association and community group meetings. 12 of 13 planned presentations have been completed. An e-Town Hall meeting is planned for Thursday, May 18, 2023 for Broward residents.

The call for projects collects prospective MTP projects from all of the Broward MPO's local agency partners and communities. One-on-one meetings are scheduled with MPO

Staff so they can review the projects with agency representatives. They have also held a workshop at which projects are requested and opened an application process for the submittal of projects to the MTP.

During the call for projects, the MPO held 32 meetings with partner agencies, which include new partners such as Broward College and Memorial Health in order to reach a wider range of community members.

The application process opened on March 22, 2023, with a deadline of April 18. Of the 32 local agencies that met with MPO Staff, 22 submitted projects for a total of 202 projects, not including FDOT and Broward County projects.

Mr. Restrepo reviewed the MTP goals recently adopted by the MPO Board, which include:

- Safely moving people and goods
- Creating jobs
- Fostering resilient communities

The first goal, safely moving people and goods, differs from the 2045 MTP goal by including a safety component, as well as objectives and indicators that help promote the safe movement of people and goods. The goal of creating jobs remains the same and serves as a proxy for economic development. The final goal, fostering resilient communities, previously referred to strengthening communities, but was changed to specifically add resiliency as part of the goal.

The MTP is currently in the needs assessment portion of its timeline, which will be followed by project prioritization. The draft Cost Feasible Plan (CFP) is expected to be complete in November/December 2023. From January through May 2024, the MPO will reach out to the various local agencies for Resolutions of support, followed by presentation of a draft MTP for adoption between June and December 2024.

Mr. Uhlir addressed the indicators associated with the MTP's goals, requesting clarification of whether the performance measures for these indicators will be separate. Mr. Restrepo explained that the MPO hopes to leverage performance measures as actual indicators and match them with objectives and goals. These will include federal indicators.

Mr. Uhlir also requested more information on the Resolutions of support that will be sought in 2024. Mr. Restrepo replied that this serves as a check on the projects submitted during the call for projects: Staff prioritizes these projects, includes them into the MTP, and reaches out once more to the submitting agency to ensure that they still support the project. Once they have provided Resolutions, the projects can be added to the CFP. Projects will not be included without Resolutions of support.

Ms. Taylor requested clarification of whether the goal of fostering resilient communities referred to climate or economic resiliency. She also asked how equity was included among the goals. Mr. Restrepo advised that resiliency first refers to environmental

concerns, as this is one of the MPO's emphasis areas and must be accompanied by indicators and objectives. It also refers, however, to social resiliency, such as ensuring access to multimodal transportation. Equity is included in this consideration, as the third goal focuses on quality of life.

It was asked whether the Broward MPO has done its own scenario planning or will use the scenarios provided at the regional level. Mr. Calvaresi replied that no scenario planning is included in the 2050 MTP, as the 2045 RTP provided much greater scenario planning value than the 2045 MTP.

C. Southeast Regional Planning Model (SERPM) Memorandum of Understanding (MOU) Update

Ms. Vilches-Landa reported that work on the Southeast Regional Planning Model (SERPM) memorandum of understanding (MOU) continues internally, and information will be shared with partner agencies as it becomes available. It was noted that FDOT District 4 had requested an update on the portion of maintenance for which the transportation agencies will pay.

VII. Committee Reports

A. Public Participation Subcommittee (PPS)

This Item was addressed as part of the RTP Update.

B. Modeling Subcommittee (MS)

Mr. Edmonson reported that Paul Flavien of Broward MPO Staff and Raj Shanmugam of FDOT District 4 have been elected Chair and Vice Chair of the Modeling Subcommittee (MS). They are currently finalizing the consultant control totals from household, population, and employment data and are completing the 2050 socioeconomic data set, which is due to the SERPM 9 consultants in May 2023. This consultant is working on calibration targets. SERPM 9 is expected to be fully converted by fall 2023, and all information for the coding of E+C networks has been provided to the RTP consultant.

Chair Fernandez noted that the fully calibrated model is anticipated to be delivered by the end of June to the respective teams. He added that Ms. Vilches-Landa will serve as lead of SERPM 9 development. The 2050 socioeconomic data must be provided to the SERPM 9 team in order to complete the calibration and components. This data is scheduled for receipt in June 2023.

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

There was no update at this time.

VIII. Member Comments

Mr. Uhlir thanked the partner agencies that participated in a Transportation and Lanes Connection panel in Palm Beach County. He also noted that there was some difficulty at the TPA Board level with regard to federal performance measures, including system performance and bridges. A workshop has been scheduled between the TPA, FDOT, and the Federal Highway Administration (FHWA) to clarify more details regarding target-setting, as some targets are lower than current performance standards.

The Committee honored Chair Fernandez's years of service with a tribute video.

IX. Adjournment

With no other business to come before the Committee at this time, the meeting was adjourned at 3:12 p.m.



DRAFT

MINUTES

Regional Transportation

Technical Advisory Committee (RTTAC) Meeting

Wednesday, June 14, 2023, 1:30 PM

150 West Flagler Street, Suite 1900

Miami, Florida 33130

I. CALL MEETING TO ORDER

Chair María Teresita Vilches-Landa called the meeting to order at 1:36 p.m.

II. ROLL CALL

The following members were present (either in-person or online) for the meeting of the Regional Transportation Technical Advisory Committee on June 14th, 2023:

Members Present

María Teresita Vilches-Landa, Miami-Dade TPO
Franchesca Taylor, Miami-Dade TPO
Christopher Rosenburg, Miami-Dade TPO
Nathan George, Palm Beach TPA
Tewari Edmonson, Miami-Dade County DTPW
Lois Bush, FDOT District 4
Paul Calvaresi, Broward MPO (Online)
Andrew Uhlir, Palm Beach TPA (Online)
Christina Miskis, SFRPC (Online)
Kim Delaney, TCRPC (Online)
Paul Flavien, Broward MPO (Online)
Bruce Guyton, PalmTran (Online)
Khalilah Ffrench, Broward County Transit (Online)

Also Present

Elizabeth Rockwell, Miami-Dade TPO
Jessica Josselyn, Kittelson and Associates
Josenie Bermudez, Miami-Dade TPO
Jesús Fuentes, Miami-Dade TPO – In-house consultant

It was noted that no in-person quorum was present.

I. Review of Agenda

This item was tabled for the July 2023 meeting since there was no in-person quorum present.

II. Approval of Minutes – May 17, 2023

Approval of minutes was postponed to the next RTTAC meeting due to a lack of quorum.

III. Public Comments

Chair Landa opened the meeting for the reasonable opportunity to be heard.

There being no speaker cards presented, Chair Landa closed the reasonable opportunity to be heard period.

IV. Comments from the Chair

Chair Landa started the meeting with a quote from former USDOT Secretary Fox that says: *“The reality about transportation is that it's future-oriented. If we're planning for what we have, we're behind the curve.”*

V. Information Items

A. 2050 Regional Transportation Plan (RTP) Update

Jessica Josselyn, representing consultant Kittelson and Associates, provided an update on the 2050 Regional Transportation Plan (RTP). The following list summarizes items discussed:

- An update of the public involvement efforts was provided. Efforts include:
 - Having the final fact sheet approved
 - Finalizing the plan's survey and implementing updates to the plan's website
- 80 policies and plans from the federal, local, and state level have been reviewed so far.
- Scenario planning sessions have been held with stakeholders
- The existing plus committed (E+C) networks from the three County agencies are being updated to continue developing the regional transportation network.
- The 2050 efforts aim to create a synergy between MTP/LRTP goals
- For the preparation of the goals, objectives, and targets, a review of different transportation policies was performed. This included reviewing National Performance Measures as well as different funding criteria set forth in the

Bipartisan Infrastructure Bill.

- The 2050 efforts also have a huge emphasis on incorporating new technologies and innovation in the transportation planning process.
- Lois Bush from FDOT District 4 stated that it was great to see distinctions that exists with the region, especially when establishing the goals and objectives of the RTP.

1. Regional Transportation Network

The RTP network began where the 2045 RTP left off, using the following six (6) criteria:

- Principal arterials
- Regional Multimodal Corridors
- Strategic Intermodal Systems (SIS) network in its totality
- High-capacity Premium Transit Corridors
- Active rail lines
- Regional Greenways and Trails

The 2050 efforts aim to:

- Ensure inclusion
- Expand multimodal options explicitly
- Dictate what facilities are available for any TRIP funding

The network's update has resulted in:

- 41 new mi of roadways/premium transit corridors
- 14 mi less of what previously existed of freight corridors
- 923 mi of new greenways and trails

Nathan George, from the Palm Beach TPA asked if the Regional Transportation Network could perhaps include non-linear based, on-demand service routes that capture trips. These micro-mobility options such as *Freebie* or *Circuit* provide may potentially connect to rails service or future "561" corridors for example in Palm Beach County. Franchesca Taylor, from the Miami-Dade TPO stated that these trips should be presented separately from regional maps because this type of service tends to be more localized. She additionally stated that Miami-Dade County also has these services, which are part of the Miami-Dade SMART Demo projects.

Tewari Edmonson, from Miami-Dade County DTPW agreed with Franchesca Taylor's assessment, emphasizing that the on-demand service routes serve a local, specific service for special geofenced areas such as mobility hubs or TOD areas. Nathan George added that if these services are not accounted for planning purposes, they could potentially become SOV trips in the future if

current funding runs out. Paul Calvaresi, from the Broward MPO, stated that TRIP funding typically is for capital improvements, and that these services might require planning to cover maintenance and operation costs. So, the Regional Transportation Network should be showcasing “*the big picture.*” Nathan George stated additionally that the City of West Palm Beach is looking into purchasing additional trolley cars to expand their fleet and increase service coverage and improve on-time performance.

Jessica Joselyn ended the discussion by stating that these services, while they serve the regional systems, provide an opportunity for expanding multimodal trips in our areas. Hence, these services will be shown separately in the Regional Transportation Network as support of regional efforts at a local level. This will allow for the RTP to account for new technologies, micro-transit services, as well as other new factors that are becoming the new normal such as “*telecommuting.*”

2. Modeling

An update was provided regarding this effort. The following list summarizes the items discussed:

- E+C Coding is ongoing
- There’s a delay due to project submittal delays from stakeholders
- The submittal target has been pushed back to mid-July
- 80% of the data has been submitted but there are some transit projects pending

Bruce Guyton, from PalmTran, requested to circle ack with agency to make sure that everything needed for modeling purposes was submitted accordingly. Khalilah Ffrench, from BCT, seconded that request to ensure everything was submitted as well from Broward County.

B. Miami-Dade TPO – Long Range Transportation Plan (LRTP) Update

Franchesca Taylor, from Miami-Dade TPO, provided an update on the 2050 Miami-Dade LRTP efforts. The following list summarizes items discussed:

- The 2050 Miami-Dade LRTP phases were presented. These are:
 - People
 - Items completed so far:
 - 2050 Miami-Dade LRTP fact sheet
 - 2050 Miami-Dade LRTP website
 - Performance
 - Goals and objectives developed for seven (7) transportation planning

- areas (TPAs)
 - Profiles for TAs were created, summarizing land use, attractions, census data, etc.
 - These were developed with the assistance of a Steering Committee, which vetted these goals and objectives against those developed for the 2045 effort
 - Feedback was gathered from the public to finalize these goals and objectives
 - There are 6 goals and 3 themes, which were developed per transportation mode: transit, bike/ped, as well as highway/freight
- Projects
 - This task is ongoing as needs analysis and scenario planning are taking place.
- Priorities
- Policy
- These phases, goals, and objectives were recently unanimously approved by the Citizens' Transportation Advisory Committee (CTAC) and the Transportation Planning Council (TPC).
 - Next Steps:
 - Congestion Management Plan (CMP)
 - Completion of the Needs Plan
 - Completion of Scenario Planning

C. 2050 Socioeconomic Update

Each planning agency provided an update of their efforts as described below:

- María Teresita Vilches-Landa stated that the Miami-Dade TPO has provided all the data necessary for the development of the RTP. Such data is currently being evaluated to ensure forecasting as close as possible to future trends.
- Nathan George stated that the Palm Beach TPA is behind with their submittal, which is anticipated to be provided no later than June 30, 2023.
- No update was provided from the Broward MPO, but Paul Flavien indicated that their socioeconomic statistics have been closely coordinated with Broward County.

VI. Committee Reports

A. Public Participation Subcommittee (PPS)

Elizabeth Rockwell, from the Miami-Dade TPO, provided an update, which is summarized below:

- Subcommittee met today to discuss updates
- Social media efforts are moving along and are being programmed

- Website has been refreshed
- Next meeting is scheduled for September 13, 2023

B. Modeling Subcommittee (MS)

Paul Flaviean, from Broward MPO, provided an update, which is summarized below:

- Validation efforts are ongoing
- Socioeconomic dataset from the Palm Beach TPA is pending to complete validation and finish this task

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

There was no update at this time.

VII. Member Comments

Nathan George, from the Palm Beach TPA, stated that the agency is also moving forward with submitting the 2050 Palm Beach LRTP goals and objectives to the Palm Beach TPA Board for approval. Also, the Palm Beach TPA will be hosting workshops with the FHWA and FDOT in August. Lastly, he also stated that the Palm Beach TPA is looking forward to learning from the Miami-Dade County DTPW about regional transit projects such as the Northeast Corridor during the upcoming transit presentation.

VIII. Adjournment

With no other business to come before the Committee at this time, the meeting was adjourned at 2:51 p.m.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST

Fiscal Years (FY) 24-29

Broward MPO, Miami-Dade TPO, and Palm Beach TPA

DRAFT

County-Rank	Proj. #	Year Added	New / DTWP / TIP	Project	Location	Improvement	Upcoming Transportation Improvement Programs						Notes			
							Current Year	Next Year								
							FY 23	FY 24	FY 25	FY 26	FY 27	FY 28		FY 29		
MDC-1		2023	New	Downtown-Intermodal Terminal	Next to the Government Center Metrorail Station	To design and build a Downtown Intermodal Terminal to serve as the end-of-line terminal for existing bus routes as well as proposed premium BRT routes such as the SMART Plan East-West and Flagler Corridor BRT. This terminal is proposed to be integrated with a TOD development in the Government Center area, which will also provide an intermodal connectivity with the Metrorail, Metromover systems, and MiamiCentral station.						LF \$4,851	LF \$5,635	LF \$5,635	Total project cost is estimated to be \$35M. The project can use more state funding if more is available.	
												TRIP \$4,851	TRIP \$5,635	TRIP \$5,635		
MDC-2		2023	New	South Dade Trail	from Florida City to Dadeland South Metrorail Station	Upgrade the multi-use path within the South Dade Transitway			LF \$3,786							Planning Phase is funded; Design Phase \$7.5M
									TRIP \$3,786							
MDC-3		2023	New	25th Street Widening	from 87th Ave to Turnpike	Capacity Improvement - Widen from 4 to 6 Lanes			LF \$ 6,738							Design Phase Funded; ROW Phase \$13M
									TRIP \$ 6,737							
MDC-4		2023	New	Waterborne Transportation	from near Haulover park to Downtown Miami	Waterborne Transportation - NEPA and Design			LF \$600							
									TRIP \$600							
MDC-5	444622-3	2022	DTWP	Beach Express North	I-195 (Sr 112)	Capital to purchase 6 40' electric buses and begin service				TRIP \$1,283	TRIP \$520					Purchase Vehicle/Equipment
									TRWR \$1,451	LF \$520						
MDC-6	451656-1	2022	DTWP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.		TRIP \$2,500								Purchase Vehicle/Equipment
								LF \$2,500								
MDC-7	447413-1	2022	DTWP	SOUTH DADE TRANSITWAY SW 112 AVE PARK & RIDE LOT	SW 112 Ave	Park and Ride Lot		TRIP \$1,138								Pre construction of Park n Ride Lot underway
								TRWR \$1,111								
								LF \$2,249								
MDC-8	447414-1	2022	DTPW	SOUTH DADE TRANSITWAY SW 296 ST PARK & RIDE LOT	SOUTH DADE TRANSITWAY & SW 296 ST	PARK & RIDE LOT		TRIP \$892								Pre construction of Park n Ride Lot underway
								LF \$892								
MDC-9	447416-1	2022	DTPW	PICKUP/DROP OFF LOCATIONS FROM SW 344 ST TO DADELAND	SW 344 ST TO DADELAND	PICKUP/DROP OFF LOCATIONS	TRIP \$625	TRIP \$1,089	TRIP \$1,192							Pre construction of Park n Ride Lot underway
							LF \$625	TRWR \$837	LF \$1,192							
								LF \$1,926								
MDC-10	447417-1	2022	DTPW	SOUTH DADE TRANSITWAY - MARLIN RD PARK & RIDE LOT	SOUTH DADE TRANSITWAY & MARLIN RD	PARK & RIDE LOT			TRIP \$473							Park and Ride lot, adopted - not begun
									TRWR \$1,292							
									LF \$1,765							
MDC-11	447418-1	2022	DTPW	SOUTH DADE TRANSITWAY SW 264 ST/BAUER DR PARK & RIDE	SOUTH DADE TRANSITWAY & SW 264 ST/BAUER DR	PARK & RIDE LOT			TRIP \$893							Park and Ride lot, adopted - not begun
									LF \$893							
MDC-12	447419-1	2022	DTWP	MOUNT SINAI MULTIMODAL SMART TERMINAL	MOUNT SINAI	MULTIMODAL SMART TERMINAL	TRIP \$1,787									Pre construction of Park n Ride Lot underway
							LF \$1,787									
MDC-13	449501-1	2022	DTWP	SOUTH DADE TRANSITWAY PARK & RIDE LOT DADELAND SOUTH	SOUTH DADE TRANSITWAY & DADELAND SOUTH	PARK & RIDE LOT				TRIP \$2,015						Park and ride lot, adopted - not begun
										TRWR \$465						
										LF \$2,480						
MDC-14	449641-1	2022	DTPW	UNITY STATION TRANSIT-ORIENTED DEVELOPMENT TERMINAL	UNITY STATION	TRANSIT-ORIENTED DEVELOPMENT TERMINAL				TRIP \$720						Parking Facility, adopted not begun
										TRWR \$624						
										LF \$1,344						

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST
Fiscal Years (FY) 24-29
Broward MPO, Miami-Dade TPO, and Palm Beach TPA

DRAFT

County-Rank	Proj. #	Year Added	New / DTWP / TIP	Project	Location	Improvement	Upcoming Transportation Improvement Programs						Notes					
							Current Year	Next Year		FY 26		FY 27		FY 28		FY 29		
							FY 23	FY 24	FY 25	FY 26	FY 27	FY 28		FY 29	FY 26	FY 27	FY 28	FY 29
BC-1	446200.1		DTWP	RESURFACING	SR-820/PINES BLVD FROM I-75 NORTH ON-RAMP TO E OF NW 118TH AVE	MPO ADDED SCOPE: SHARED USE PATH, PEDESTRIAN LIGHTING, AND TRANSIT FEATURES AT BUS STOPS. SAFETY FEATURES TO INCLUDE INTERSECTION WIDENING, SIGNALS, AND PED LIGHTING AT NW 142 AVE/SW 145 AVE		ACNR \$7,310 DDR \$1,236 DIH \$46 SU \$1,037 TRIP \$463 TRWR \$397	DIH \$47							2022 FDOT added TRIP/TRWR to this project DTWP.		
BC-2	448102.1	2021	DTWP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.					TRIP \$322	SU \$2,500 TRWR \$1,781 TRIP \$397				2022 TRIP Value increased from \$397 to \$719		
BC-3	431756.1	2018	TIP	University Drive	NW 40th St to Sawgrass Expressway	Widen from 4 to 6 lanes	SU \$100	CM \$13 TRWR \$205								Fully funded as of 2021. 2022 DTWP does not show funding.		
BC-4	436980.1	2019	TIP	Pembroke Rd	Douglas Rd to University Dr	Widen from 4 to 6 lanes		SA \$90 SU \$1,017 TRIP \$164	SU \$791 SU \$791			SU \$5,226 TRIP \$4,008				2022 funding moved to FY24 in 23-27 DTWP		
BC-5	448104.1	2020	TIP	Griffin Rd. Bus Service	Griffin Rd. Tri-Rail (Dania Beach) to Sunrise (Sawgrass Mills Mall)	New local bus route along Griffin Rd., operating seven days a week. TRIP request supports purchase of five new buses needed for new service.		LF \$3,390 TRIP \$3,390										
BC-6		2022	New	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.			SU \$2,500 TRIP \$2,500			SU \$5,000 TRIP \$5,000	SU \$2,500 TRIP \$2,500			Added 2022 to utilize TRIP reserves in 2025, 2027, 2028		
PBC-1	448103.1	2020	TIP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.			SU \$2,500 TRIP \$1,956 TRWR \$544									
PBC-2	446098.1	2020	TIP	US 1	Camino Real to Indiantown Road	Purchase electric buses and charging stations to add transit capacity and support introduction of corridor-based BRT		SU \$2,168 TRWR \$2,168										
PBC-3	438386.4	2018	TIP	US 1	Palmetto Park Rd to Northlake Blvd (SR-850)	Construct 14 enhanced transit shelters within existing ROW		DIH \$238		SU \$3,853 TRIP \$1,135 TRWR \$1,001		SU \$26						
PBC-4	449850.1	2021	DTWP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.						SU \$2,500 TRIP \$2,500				Requesting \$2.5M TRIP match.		
PBC-5	448103.2	2022	DTWP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.				SU \$2,500 TRIP \$600 TRWR \$400		TRIP \$1,500						
PBC-6	TBD	2023	New	Okeechobee Blvd and SR 7 corridor	Okeechobee Blvd and SR 7 from Wellington Mall to downtown West Palm Beach	Purchase electric buses to support enhanced transit service								SU \$5,000 TRIP \$5,000		Requesting \$5M in TRIP match.		
Total TRIP Funding Request							\$2,412	\$14,354	\$21,317	\$8,672	\$16,549	\$12,143	\$10,635					

Notes:
1. For each project, the TRIP funding request is equal to the identified matching funds in each year.
2. **Underlined text** = request for new project and/or new funding
3. LF - Local Funds; SU - Surface Transportation Funds (STP), Urban Areas > 200K



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Fiscal Year	FY 23	FY 24 ^a	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
FDOT D4 (TRIP + TRWR)		\$3,553	\$862	\$104	\$6,695	\$104	\$8,597	\$19,916
FDOT D4 419282.1 Reserves: TRIP		\$690	\$0	\$20	\$3,771	\$38	\$5,673	\$10,193
FDOT D4 419282.1 Reserves: TRWR		\$2,862	\$862	\$84	\$2,924	\$66	\$2,924	\$9,723
FDOT D6			\$11,124	\$0	\$4,851	\$5,635	\$5,635	\$27,245
Total (D4 + D6)	\$0	\$3,553	\$11,986	\$104	\$11,546	\$5,738	\$14,232	\$47,160

a. FY 24 reserves cannot be programmed.



SOUTHEAST FLORIDA TRANSPORTATION COUNCIL

MEETING OF JULY 24, 2023, AT 9:30 AM

Palm Beach TPA: 301 Datura St, West Palm Beach, FL 33401

AGENDA

- I. CALL MEETING TO ORDER
- II. ROLL CALL
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF MINUTES – *Meeting of February 23, 2023*
- V. PUBLIC COMMENTS – *2 minutes each speaker*
- VI. COMMENTS FROM THE CHAIR
- VII. ACTION ITEM(S)
 - A. **Motion to Approve** the Updated Fiscal Year 2024 – Fiscal Year 2029 Transportation Regional Incentive Program (TRIP) List
- VIII. INFORMATION ITEMS
 - A. 2050 Regional Transportation Plan – Performance Measures Follow-Up
 - B. SMART Program Update - Northeast Corridor
 - C. Miami - Dade TPO Bike Immersion Program
- IV. DISCUSSION ITEM
 - A. Joint SEFTC & Regional Council Meeting
- V. ADMINISTRATIVE ITEMS
 - A. Member Comments
- XI. MOTION TO ADJOURN

Beam Furr, Chair

Broward Metropolitan Planning
Organization

Chelsea Reed, Vice Chair

Palm Beach
Transportation Planning Agency

Christi Fraga, Board Member

Miami-Dade Transportation Planning
Organization

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