



SOUTHEAST FLORIDA TRANSPORTATION COUNCIL

MEETING OF JULY 19, 2024, AT 9:30 AM

Palm Beach TPA: 301 Datura St, West Palm Beach FL, 33309

AGENDA

- I. CALL MEETING TO ORDER
- II. ROLL CALL
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF MINUTES – *Meeting of February 16th, 2024*
- V. PUBLIC COMMENTS – *2 minutes each speaker*
- VI. COMMENTS FROM THE CHAIR
- VII. ACTION ITEMS
 - A. Approval of Amendment to the 2045 Regional Multimodal Corridor Network Report, dated April 2019
- VIII. INFORMATION ITEMS
 - A. 2050 Regional Transportation Plan (RTP) – Update
 - B. Regional Fare Interoperability - Update
 - C. US-27 Freight Rail Discussion
- IX. 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

Esteban Bovo Jr., Board Member

Miami-Dade Transportation Planning
Organization

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DRAFT

**MEETING MINUTES
SOUTHEAST FLORIDA TRANSPORTATION COUNCIL
Friday, February 16th, 2024, 9:30 a.m.
150 West Flagler Street, Suite 1900
Miami, FL 33130**

Board Members Present

Chair Beam Furr, Broward MPO
Vice Chair Chelsea Reed, Palm Beach TPA
Christi Fraga, Miami-Dade TPO

Also Present

Aileen Boucle, Executive Director, Miami-Dade TPO
Franchesca Taylor, Miami-Dade TPO
Hector DiDonato, Miami-Dade TPO
Malcolm Moyse, Miami-Dade TPO
Bryan Caletka, Broward MPO
Paul Calvaresi, Broward MPO
Amanda Christon, Broward MPO
Peter Gies, Broward MPO
Mark Plass, Broward MPO
Valerie Neilson, Executive Director, Palm Beach TPA
Lois Bush, FDOT D4
Barbara Handrahan, SFRTA
Barney McCoy, BCT
Clay Miller, Legislative Director to Chair Beam Furr
Rogelio Perez, SFRTA
Franco Saraceno, Kittelson and Associates
Lee Taylor, SFRTA
Marion Troitino, City of Doral
Jamie Opperlee, Recording Secretary, Prototype, Inc.

Regular Items

(All Items Open for Public Comment)

I. CALL MEETING TO ORDER

Chair Furr called the meeting to order at 9:24 a.m.

II. ROLL CALL

Roll was called and it was noted a quorum was present.

III. APPROVAL OF AGENDA

Motion made by Board Member Bovo, seconded by Vice Chair Reed, to approve. In a voice vote, the **motion** passed unanimously.

IV. APPROVAL OF MINUTES – Meeting of July 24, 2023

Motion made by Vice Chair Reed, seconded by Board Member Bovo, to approve. In a voice vote, the **motion** passed unanimously.

V. PUBLIC COMMENTS

None.

VI. COMMENTS FROM THE CHAIR

Chairperson Furr inquired about progress regarding interoperability in the transportation system across the three counties. He mentioned previous challenges faced by Broward County but expressed satisfaction with recent improvements and updates with Broward County Transit. Greg Stewart, the Executive Director of Broward MPO, responded, highlighting ongoing efforts and collaborations involving Amanda, Corey's team, Tri-Rail, and MDT. He acknowledged longstanding issues with the regional fare system but expressed optimism about achieving interoperability through collaborative efforts and overcoming challenges.

VII. ACTION ITEM(S)

A. Motion to Approve the Fiscal Year 2025- Fiscal Year 2030 Transportation Regional Incentive Program (Trip) List

Motion made by Board Member Bovo, seconded by Vice Chair Reed, to approve. In a voice vote, the motion passed unanimously.

VIII. INFORMATION ITEM(S)

A. 2050 Regional Transportation Plan (RTP) – Update

Christopher Rosenberg provided an update on the 2050 Regional Transportation Plan (RTP), focusing on three key elements: citizen feedback on the survey, proposed goals, and the designated regional network. Mr Rosenberg provided the following details during the presentation:

1. Citizen Feedback on the Survey:
 - Rosenberg highlighted that the feedback received from the survey mirrored previous years' responses.
 - Minor adjustments were made to the plan based on this feedback.
 - The adjustments included alignment with FAST ACT Planning Factors, 2045 Florida Transportation Plan Goals, and Local MTP/LRTPs Goals.
2. Proposed Goals:
 - Rosenberg outlined the proposed goals for the 2050 RTP, emphasizing alignment with various planning factors and long-term objectives.
 - The presentation included discussions on how these goals would address current and future transportation needs in the region.
3. Designated Regional Network:
 - Rosenberg presented the designated regional network proposed in the 2050 RTP.
 - This network aimed to improve connectivity, accessibility, and efficiency across Southeast Florida.
 - Various transportation modes and infrastructure projects were identified as part of this network.

Christopher Rosenberg concluded the presentation, reiterating the importance of ongoing feedback and collaboration in shaping the 2050 RTP.

Vice Chair Reed inquired about the geographic distribution of survey respondents and requested more information on the 250 responses received.

Jessica Josselyn of Kittelson and Associates responded, indicating that options for conducting a zip code analysis were provided and that she will report back during the next meeting. She suggested reporting back on the geographic distribution of respondents at the next SEFTC meeting or in-between meetings.

Board member Bovo also spoke on the subject matter and inquired about using origin destination information based on cell phone data. Jessica Josselyn replied that the higher-level regional plan hasn't collected cell phone data, information, data origin, destination analysis. Jessica also stated that she will have to report back with confirmed information from the Local RTP project managers and modeling team.

IX. ADMINISTRATIVE ITEMS

A. Member Comments

Chair Beam Furr expressed the need to include representatives from the port in the meetings, considering their relevance to the broader picture. He questioned the tradition of excluding them and suggested their inclusion would be beneficial. Greg Stewart responded, agreeing that involving major economic development stakeholders, such as the port, would be valuable. Chair Beam Furr agreed, especially when topics relevant to them are discussed.

A general discuss was also held in reference to the waste management and transportation.

X. MOTION TO ADJOURN

There being no further business to come before the Council at this time, the meeting was adjourned at 10:16 a.m.

NEXT SEFTC MEETING: April 19, 2024 (hosted by Broward MPO)



Regional Multimodal Corridors Network | April 2019

Amended July 2024



DRAFT TECHNICAL MEMORANDUM

2045 Southeast Florida Regional Transportation Plan (RTP) Regional Multimodal Corridors Network

Date: April 23, 2019
To: Regional Transportation Technical Advisory Committee (RTTAC)
From: Jessica Josselyn and Franco Saraceno, Kittelson & Associates, Inc.
cc: Paul Calvaresi, Broward MPO

Introduction

The purpose of this task is to assess the criteria and definitions used on the 2040 Regional Transportation Network to develop a refined Regional Corridor Network, which is consistent with the 2045 Regional Transportation Plan Goals, Objectives and Measures of Effectiveness. The refined network includes updates to facility designations, such as roadway functional classifications and the Strategic Intermodal System (SIS) network.

The 2045 Regional Multimodal Corridors Network identifies corridors that support regional travel for people and goods and provides for stronger regional planning. The development of this network is a state requirement and part of the ongoing coordination efforts of the region's three metropolitan planning organizations (MPOs) – Broward, Miami-Dade and Palm Beach MPOs. Future amendments to the regional network designation will be completed through review and adoption by the RTTAC and SEFTC, respectively, consistent with established processes.

This Technical Memorandum documents previous work performed on regional corridors, describes the development of the refined 2045 Regional Multimodal Corridors Network, and highlights relevant statistics of the regional corridor network.

Regional Corridors Background

This section provides a brief overview of previous effort conducted on regional corridors with the 2040 Regional Corridor Network.

2040 Regional Corridor Network Development

The 2040 Regional Corridor Network was developed based on a refined set of criteria, relative to the 2035 network criteria. It should be noted that the title of the network was changed to "Regional Corridor Network", per

recommendation of the SEFTC Regional Transportation Technical Advisory Committee (RTTAC), to avoid a highway-focused interpretation, but rather a focus on corridors with multiple modes and various elements associated with them. Map 1 depicts the 2040 Regional Corridor Network.

2040 NETWORK CRITERIA

The 2030 Corridors of Regional Significance and 2035 Regional Transportation Network were assessed against the network purpose, which led to a simplified criteria recommendation for the 2040 Regional Corridor Network. The criteria refinement maintained the core elements of the previous efforts, while combining 2035 criteria associated with Principal Arterials and eliminating local facilities (by removing the 2035 Evacuation Network criterion). Ultimately, four criteria were utilized to guide the regional corridor network development. These are described below and followed by an illustrative map of each criterion.

1. Principal Arterials

Definition: Interstate, Freeway/Expressway and all other Principal Arterials

Source: Draft 2010 Functional Classification for FDOT Districts 4 and 6, May 9, 2013

2. Planned Physical Extensions of Principal Arterials

Definition: Interstate, Freeway/Expressway and all other Principal Arterials that are in the adopted LRTP Cost Feasible Plans for future expansion

Source: 2035 LRTP Cost Feasible Plan for Broward, Miami-Dade and Palm Beach County MPOs

3. SIS Network

Definition: SIS and Emerging SIS Corridors, Hubs, Connectors, Railways and Waterways

Source: FDOT Central Office SIS facilities, April 2013

4. Principal Arterial Connections

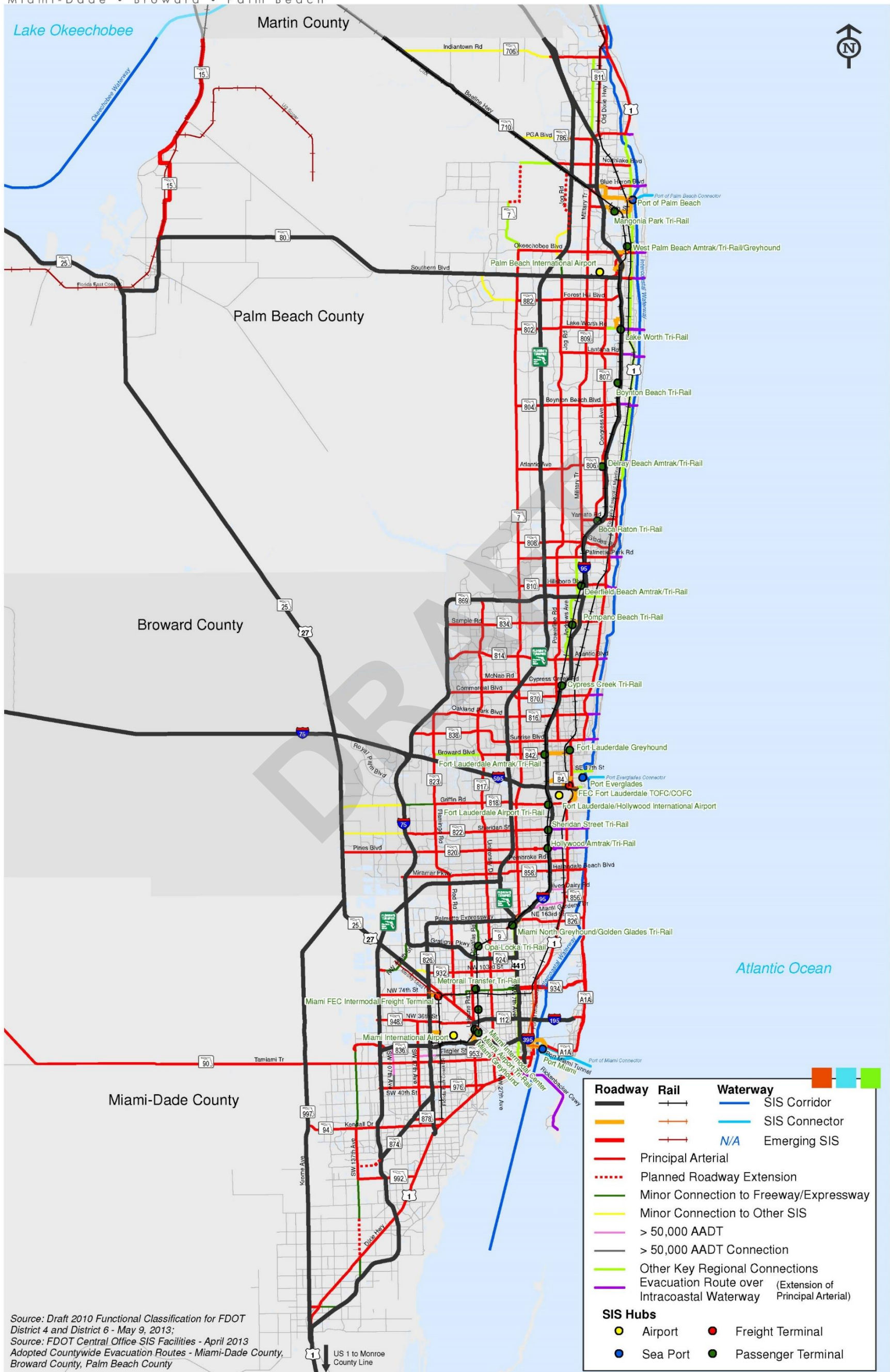
Definition: (1) Minor Arterials connecting to a Freeways/Expressways and/or SIS Corridors; (2) extensions of Principal Arterials that cross the intercoastal for evacuation purposes; (3) key connections of 'gaps' in the network; (4) Non-principal Arterials carrying 50,000 AADT or greater; and (5) extensions of facilities carrying 50,000 AADT or greater to complete a regional network connection.

Source: Draft 2010 Functional Classification for FDOT Districts 4 and 6, May 9, 2013; FDOT Central Office SIS facilities, April 2013; and Adopted Countywide Evacuation Routes – Broward, Miami-Dade and Palm Beach County.

SOUTHEAST FLORIDA
REGIONAL TRANSPORTATION PLAN
Miami-Dade • Broward • Palm Beach

2040

Map 1: 2040 Regional Corridor Network



Source: Draft 2010 Functional Classification for FDOT District 4 and District 6 - May 9, 2013;
Source: FDOT Central Office SIS Facilities - April 2013
Adopted Countywide Evacuation Routes - Miami-Dade County, Broward County, Palm Beach County

2045 Regional Multimodal Corridors Network Development

The 2045 Regional Multimodal Corridors network was developed based on the same criteria as the 2040 network criteria, with two added criteria, as described below. Map 2 graphically depicts criteria #1 and #2, while Maps 3, 4 and 5 illustrate the remaining criteria, respectively. Updates associated with facility designations were accounted for in the network development. These include updated functional classification designations, LRTP Cost Feasible Plans, SIS network, and evacuation routes.

A comparison between the refined 2045 corridor network and the most recently adopted 2040 network is provided as Map 6. As shown in the map, a number of roadway facilities were added to/removed from the network, as a result of the revised criteria and updated facility designations discussed above. The resulting 2045 Regional Multimodal Corridors Network is portrayed in maps 7 and 8. Map 7 displays the network with criteria designations, while Map 8 portrays a simplified comprehensive Regional Network.

2045 REFINED NETWORK CRITERIA

The 2040 Regional Corridor Network criteria were carried forward for the 2045 Regional Multimodal Corridors Network, with one minor refinement. The first three criteria were unchanged, but a sub-criterion was added to criterion four to include facilities that, portions of which are regional and other non-regional portions have planned capacity improvements and connect to other regional facilities. The refinement maintained the core elements of the previous network designation efforts while adding an important criterion that recognizes future regional facilities. A fifth criterion was also added to include all non-SIS active rail lines in the region and all rail passenger stations, recognizing the importance of rail infrastructure to both freight movement, as well as to potential passenger service in the future. Ultimately, five criteria were utilized to guide the regional corridor network development. These are described below and followed by an illustrative map of each criterion.

1. Principal Arterials

Definition: Interstate, Freeway/Expressway and all other Principal Arterials

Source: Functional Classification for FDOT Districts 4 and 6, May 2018

2. Planned Physical Extensions of Principal Arterials

Definition: Interstate, Freeway/Expressway and all other Principal Arterials that are in the adopted LRTP Cost Feasible Plans for future expansion

Source: 2040 LRTP Cost Feasible Plan for Broward, Miami-Dade and Palm Beach County MPOs

3. SIS Network

Definition: SIS and Emerging SIS Corridors, Hubs, Connectors, Railways and Waterways

Source: FDOT Central Office SIS facilities, May 2018

4. Principal Arterial Connections

Definition: (1) Minor Arterials connecting to a Freeways/Expressways and/or SIS Corridors; (2) extensions of Principal Arterials that cross the intercoastal for evacuation purposes; (3) key connections of 'gaps' in the network; (4) Non-principal Arterials carrying 50,000 AADT or greater; (5) extensions of facilities carrying 50,000 AADT or greater to complete a regional network connection; and (6) undesignated (by other criteria) segments of regional facilities that connect two regional facilities and have planned capacity improvements.

5. Active Rail Lines

Definition: (1) All active rail lines and passenger rail stations that are not part of the SIS, not abandoned, and not rail spurs; (2) All Tri-Rail stations; (3) all Brightline stations; and (4) all Metrorail lines and stations.

Source: Functional Classification for FDOT Districts 4 and 6, May 2018; FDOT Central Office SIS facilities, May 2018; ESRI US Railways, 2017; Adopted 2040 Long Range Transportation Plans – Broward, Miami-Dade, and Palm Beach MPOs/TPOs/TPAs; and Adopted Countywide Evacuation Routes – Broward, Miami-Dade and Palm Beach County.

2045 REGIONAL MULTIMODAL CORRIDORS NETWORK STATISTICS

Table 1 summarizes relevant statistics of the 2045 Regional Multimodal Corridors Network.

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Table 1 2045 Regional Corridor Network Statistics

Facility Type	Regional		Miami-Dade				Broward				Palm Beach			
	Miles	Lane Miles	Miles	% Total Miles	Lane Miles	% Total LM	Miles	% Total Miles	Lane Miles	% Total LM	Miles	% Total Miles	Lane Miles	% Total LM
Roadway	1,591	8,029	545	34.3%	2,545	31.7%	503	31.6%	2,694	33.6%	553	34.8%	2,790	34.7%
SIS Corridor	606	3,217	215	35.5%	1,055	32.8%	196	32.3%	1,052	32.7%	195	32.2%	1,111	34.5%
SIS Connector	33	118	10	28.8%	32	27.0%	13	39.6%	50	42.0%	11	31.5%	37	31.0%
Emerging SIS	18	37	0	0.0%	0	0.0%	0	0.0%	0	0.0%	18	100.0%	37	100.0%
Principal Arterial	711	3,804	251	35.3%	1,159	30.5%	243	34.2%	1,398	36.7%	217	30.5%	1,247	32.8%
Planned Roadway Extension	11	8	5	51.1%	6	72.5%	0	0.0%	0	0.0%	5	48.9%	2	27.5%
Minor Freeway / Expressway Connection	37	149	24	66.0%	107	71.5%	12	34.0%	43	28.5%	0	0.0%	0	0.0%
Minor SIS Connection	39	146	5	11.6%	19	13.1%	10	25.9%	35	23.6%	24	62.5%	92	63.3%
>50,000 AADT	11	62	10	90.1%	55	89.8%	0.5	4.5%	3	4.6%	0.6	5.4%	3	5.5%
>50,000 AADT Extension	7	28	7	100.0%	28	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other Key Regional Facilities	86	335	11	12.8%	51	15.2%	16	18.6%	65	19.4%	58	67.4%	219	65.4%
Evacuation Route over Intercoastal	32	124	7	22.1%	33	26.2%	12	36.7%	50	40.5%	13	41.2%	41	33.3%
Rail	377	N/A	133	35.3%	N/A	N/A	55	14.6%	N/A	N/A	190	50.4%	N/A	N/A
SIS Corridor	193	N/A	43	22.2%	N/A	N/A	50	25.8%	N/A	N/A	100	51.9%	N/A	N/A
SIS Connector	30	N/A	6	21.7%	N/A	N/A	1	2.5%	N/A	N/A	23	75.8%	N/A	N/A
Emerging SIS	38	N/A	5	11.8%	N/A	N/A	0	0.0%	N/A	N/A	34	88.2%	N/A	N/A
Other Active Rail	116	N/A	79	68.1%	N/A	N/A	4	3.4%	N/A	N/A	33	28.4%	N/A	N/A
Waterway	336	N/A	155	46.2%	N/A	N/A	60	17.8%	N/A	N/A	121	36.0%	N/A	N/A
SIS Corridor	272	N/A	132	48.6%	N/A	N/A	48	17.7%	N/A	N/A	92	33.8%	N/A	N/A
SIS Connector	39	N/A	17	44.0%	N/A	N/A	12	29.8%	N/A	N/A	10	26.2%	N/A	N/A
Emerging SIS	25	N/A	6	23.7%	N/A	N/A	0	0.0%	N/A	N/A	19	76.3%	N/A	N/A

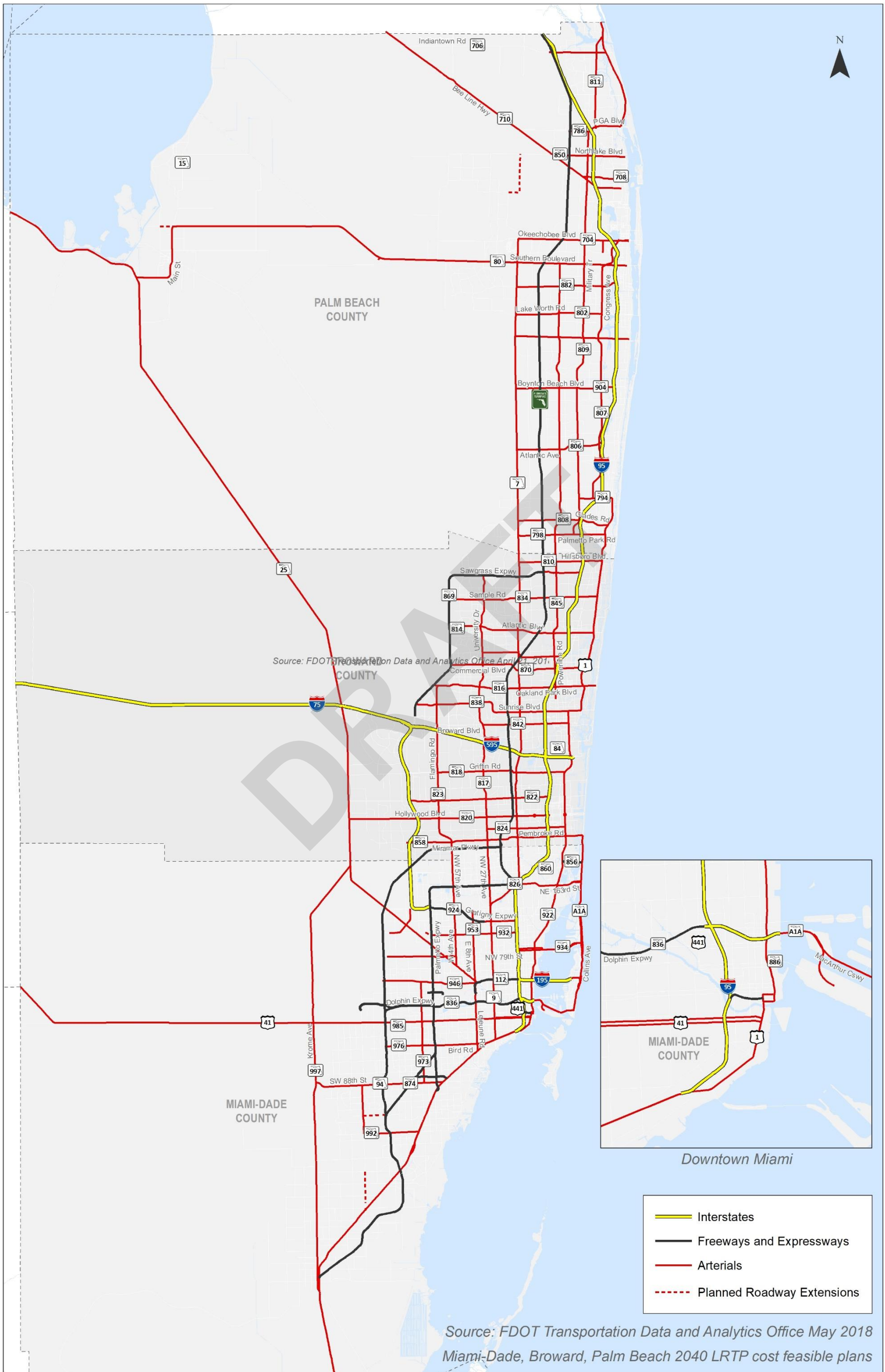
Hubs	Total
Airport	3
Seaport	3
Freight Terminal	2
Passenger Terminal	24

Miami-Dade	% Total
1	33.3%
1	33.3%
1	50.0%
8	33.3%

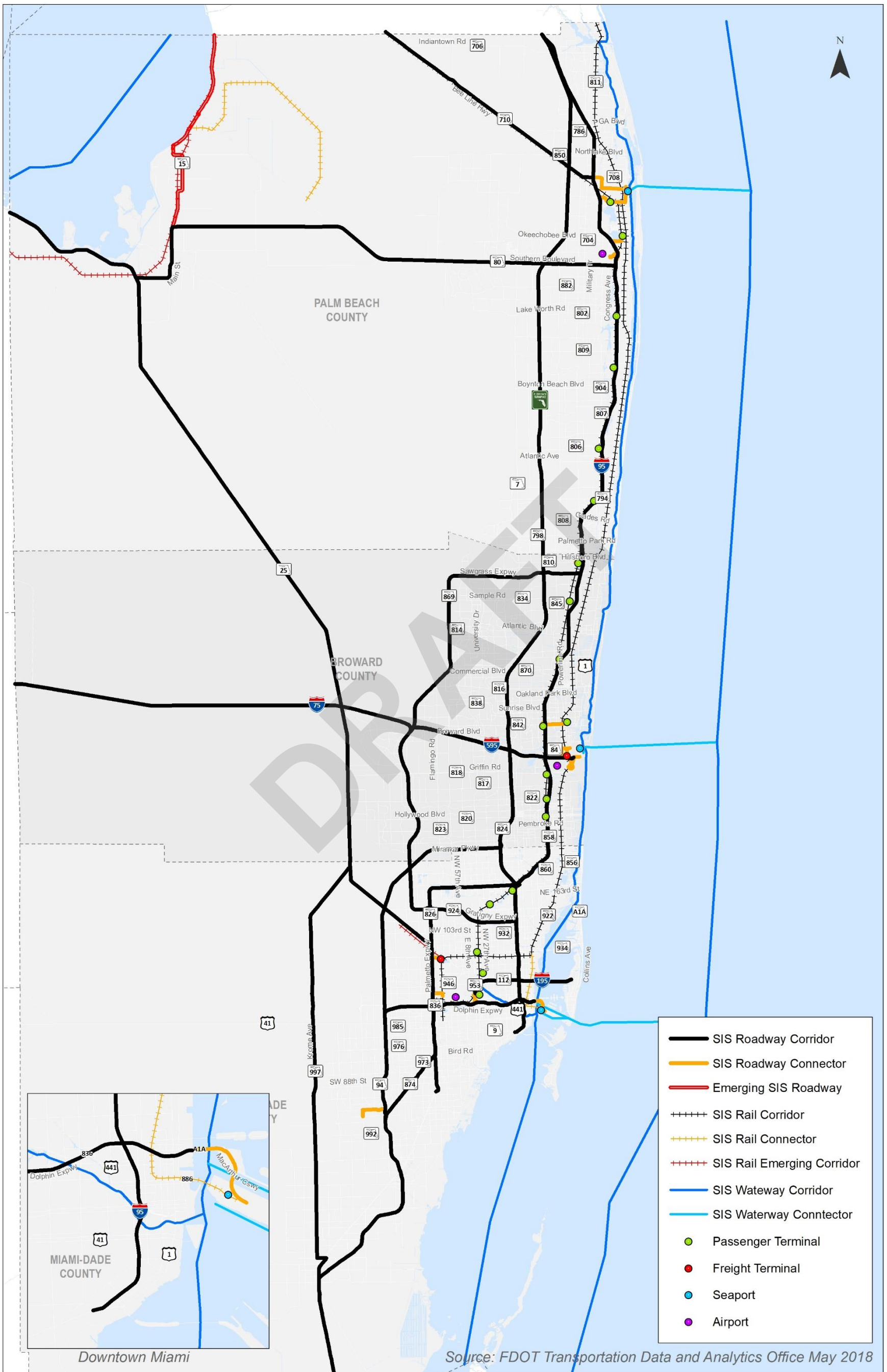
Broward	% Total
1	33.3%
1	33.3%
1	50.0%
9	37.5%

Palm Beach	% Total
1	33.3%
1	33.3%
0	0.0%
7	29.2%

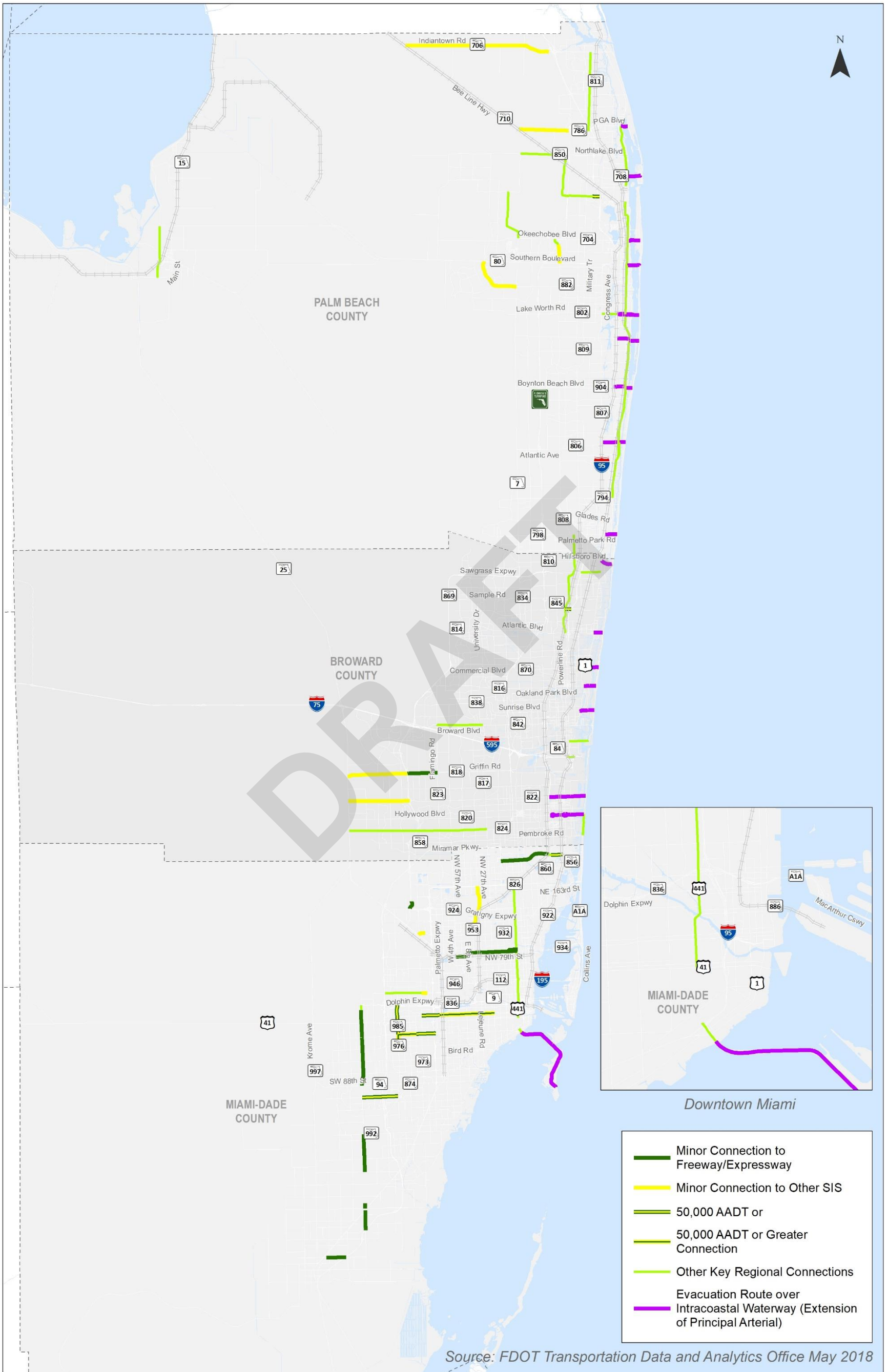
Map 2: Principal Roadway Arterials and Physical Extensions



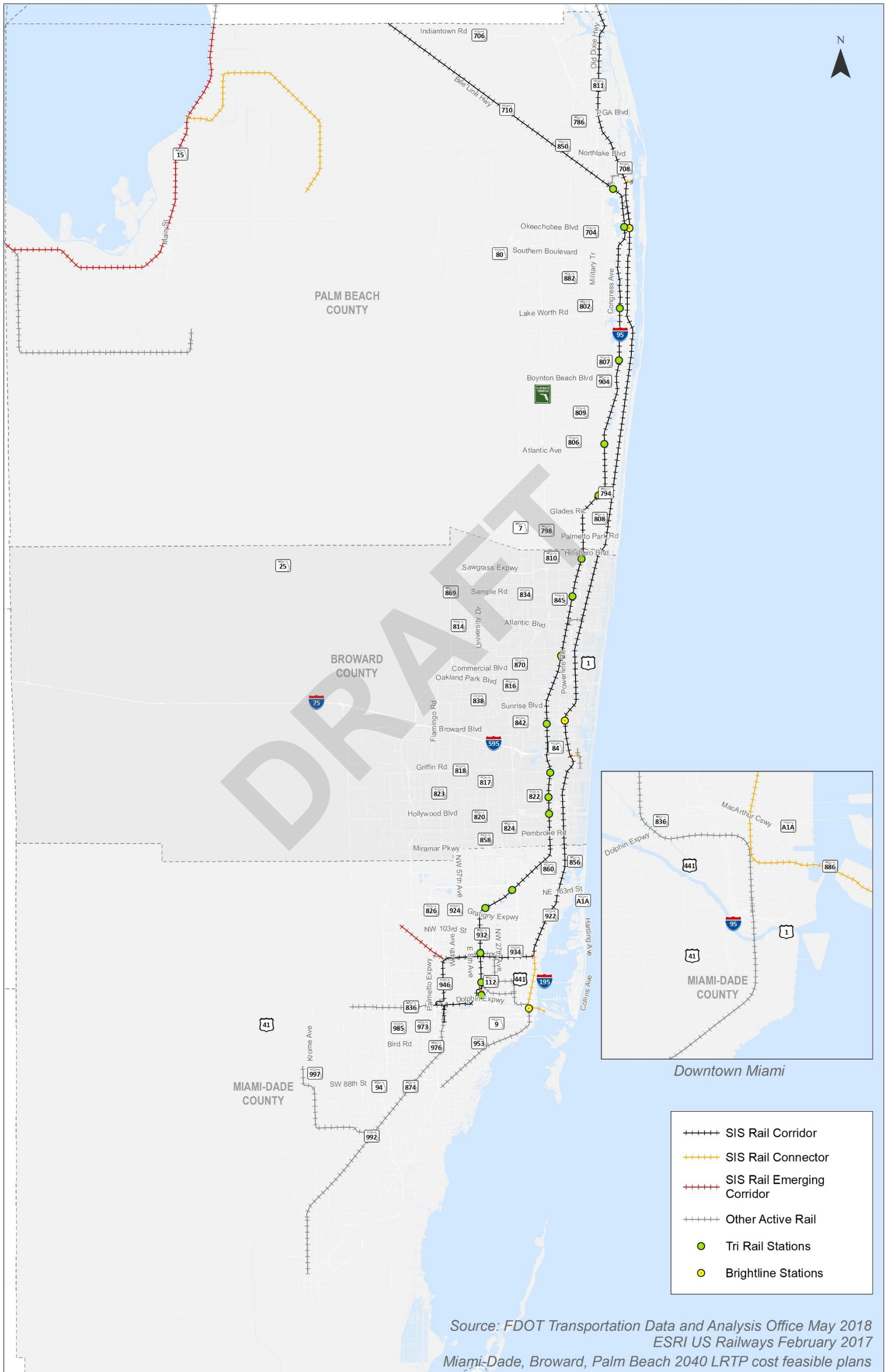
Map 3: Strategic Intermodal System



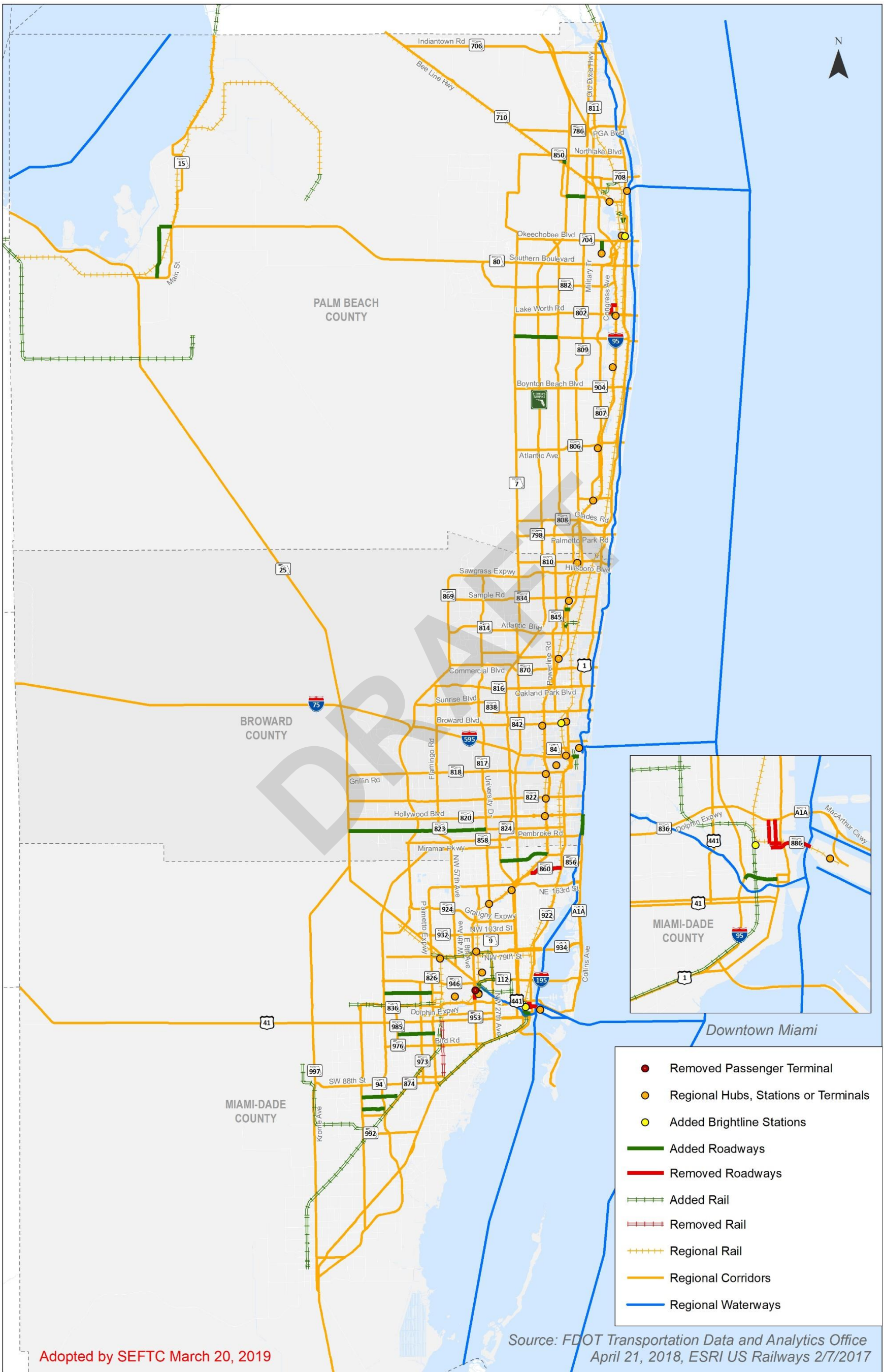
Map 4: Principal Arterial Connections



Map 5: Active Rail Lines, Tri-Rail and Brightline Stations



Map 6: Facilities Added or Removed from the 2040 Network



Map 7: 2045 Regional Corridors Network

