



MEETING MINUTES
BROWARD METROPOLITAN PLANNING ORGANIZATION
Regional Transportation
Technical Advisory Committee (RTTAC) Meeting
Wednesday, January 15, 2020 1:30 PM
100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181

Members Present

Chair Gregory Stuart, Broward Metropolitan Planning Organization
Loraine Cargill, South Florida Regional Transportation Authority
Tewari Edmonson, Miami-Dade Transportation Planning Organization
Shereen Yee Fong, Florida Department of Transportation District 6
Larry Hymowitz, Florida Department of Transportation District 4
Christina Miskis, South Florida Regional Planning Council
Jonathan Roberson, Broward County Transit
Andrew Uhler, Palm Beach Transportation Planning Agency

Staff

Sabrina Aubery, Florida Department of Transportation
Paul Calvaresi, Broward Metropolitan Planning Organization
Paul Flavien, Broward Metropolitan Planning Organization
Peter Gies, Broward Metropolitan Planning Organization
Jessica Josselyn, Kittelson and Associates
Alyssa Klein, Florida Department of Transportation
Victoria Williams, Florida's Turnpike Enterprise
Lisa Tayar, Recording Secretary, Prototype, Inc.

REGULAR ITEMS
(All Items Open for Public Comment)

1. Call to Order, Roll Call, and Recognition of Quorum

Chair Stuart called the meeting to order at 1:35 p.m. Roll was called and it was noted a quorum was present.

2. Approval of Minutes – September 18, 2019

Motion made by Mr. Edmonson, seconded by Mr. Roberson, to approve.

Mr. Uhler noted that a reference to the Palm Beach TPO on page 6, paragraph 4 should instead be the Palm Beach TPA.

In a voice vote, the **motion** passed unanimously [as corrected].

3. Approval of Agenda

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

4. Public Comments

None.

5. Comments from the Chair

Chair Stuart thanked Lois Bush of Florida Department of Transportation (FDOT) District 6 and Arlene Davis-Walcott of the South Florida Regional Planning Council (SFRPC) for providing notes on the September 18, 2019 minutes.

ACTION ITEMS

None.

NON-ACTION ITEMS

1. 2045 Regional Transportation Plan Update

Paul Calvaresi of Broward MPO Staff, project manager for the 2045 Regional Transportation Plan (RTP), advised that the three planning agencies have worked closely to coordinate their finalized Long Range Transportation Plans (LRTPs). The RTP has been in process for two years and will be presented for adoption in July 2020.

The biggest change in scope from previous RTPs is reflected in how the document explores policy. The RTP seeks to educate the public on how transportation is funded, where funding gaps exist, and how these gaps can be filled. Over the next four months, public documents will be finalized with the help of the Public Participation Subcommittee. They will then be approved by the Regional Transportation Technical Advisory Committee (RTTAC) and Southeast Florida Transportation Council (SEFTC) by April 2020.

Jessica Josselyn of Kittelson and Associates, consultant, showed a PowerPoint presentation on the 2045 RTP, noting that the plan's vision is for a multimodal and seamless system throughout Southeast Florida. The most recent revenue summary is just below \$59 billion for 2025 through 2045 across the region. 25% of transportation dollars come from local revenues, with 21% of these local revenues derived from surtaxes. 34% of revenue is considered flexible and includes a small portion of state

and federal dollars as well as local funds. This includes District-wide estimates, although it does not include New Starts or managed lane revenues.

75% of revenue comes from federal and state sources at the regional level. Miami-Dade and Palm Beach show approximately 33% to 39% local funds and 61% to 67% state and federal funds, while Broward shows 26% local funds and 74% state and federal. These percentages will change over time for Broward as projects that will use transportation surtax revenue are identified.

Ms. Josselyn reviewed a breakdown of funding sources by agency area and region, noting that the largest source is Strategic Intermodal Systems (SIS) funding. Miami-Dade will receive \$14.9 billion in SIS dollars, followed by Broward at \$8.8 billion and Palm Beach at \$6.2 billion.

Ms. Josselyn noted that the methods by which each agency generated its revenue estimates were not consistent with one another. Local revenue summaries are as follows:

- Miami-Dade: \$7.3 billion
- Broward: \$3.2 billion
- Palm Beach: \$3.5 billion

\$130 million from the Broward County surtax is represented by two projects that were committed into the Cost Feasible Plan (CFP). The largest source of funding is again SIS, followed by operations and maintenance funds for the state highway system. Roadway projects are still the largest recipient of funds, although this may change as surtax dollars are included over time.

Ms. Josselyn continued that the transportation entities' Cost Feasible Plans were developed and vetted at the local level and will not be amended at the regional level. During the scoping of the 2045 RTP, the team prioritized top projects from the agencies' LRTPs. Ms. Josselyn characterized this approach as "telling a story" through prioritization. This approach looks at the first 10 years of each individual LRTP to summarize those projects and the mode in which they are investing. Another story addresses the priorities, by mode, to which discretionary funding is assigned in the first 10 years of the LRTPs. These two stories are compared and the information gathered from this comparison is used to back policy recommendations within the RTP.

Ms. Cargill commented that there is a significant difference between the two stories as identified in the presentation. Ms. Josselyn confirmed that they represent a discrepancy, with heavier funding weight given to highway projects but with the agencies' priorities trending toward multimodal projects. While the 2040 RTP revealed that 85% of regional priorities focused on transit, only 14% of funding went toward those projects.

Chair Stuart pointed out that policy has little impact if there are not sufficient funds to carry out projects needed throughout the region. Because congestion relief on

roadways is one of the highest priorities, and available funds cannot be liberated for other uses, roadway projects will continue to be prioritized.

Ms. Josselyn advised that there are other components, such as land use changes and new revenue sources, which must be considered in addition to flexible funds. Mr. Stuart noted that operations and maintenance funds will be needed by the three agencies as well. Each county's government will prioritize these funds within their own counties rather than at a regional level.

Mr. Hymowitz asked if acting on a more regional level could possibly open the door to additional discretionary funding from various sources. Mr. Calvaresi replied that at present, funding is handed down at the regional level in the same way that the agencies delineate their LRTPs. This would not open any new funds.

Mr. Hymowitz explained that his interest was in discretionary funds from the Federal Transit Administration (FTA) or Federal Highway Administration (FHWA). Chair Stuart offered the example of a bus facilities grant from FTA to Broward County Transit (BCT), which was possible due to the presence of local surtax dollars. This grant would not have been for a different amount if it had been prioritized at a regional level, as local funds would still have been necessary.

Ms. Fong asked if prioritization of regional transit might open up more SIS funds. Mr. Stuart explained that this would require agreements between counties on specific projects, such as University Drive and the Tri-Rail Coastal Link. Mr. Roberson suggested that a managed lane network be considered, which would allow some type of express bus service to cross county lines. He felt this network and the bus service associated with it offered the best opportunity for regional transit.

Chair Stuart noted that this proposal could also tie into Tri-Rail operations through the I-95 express lanes, as Tri-Rail was originally designed to relieve stress on this roadway. He noted that the Broward MPO's 2045 Metropolitan Transportation Plan (MTP) includes Broward express bus service crossing into Miami-Dade, with a similar plan extending into Broward in Miami-Dade's LRTP. There are no similar plans involving Palm Beach at this time.

Victoria Williams, MPO Liaison for Florida's Turnpike Enterprise (FTE), stated that their administration has agreed there would be no upcharge on Turnpike facilities with limited access, which would have fewer exits and interchanges. These lanes facilitate longer trips. While trucks are restricted from these lanes, buses are not. She advised that at this time, FTE has no ability to fund or operate express buses due to statutory and bond covenant limitations.

Ms. Josselyn observed that having a regional plan and defining a regional network may provide additional points in applications for discretionary funding from FHWA or similar agencies.

Ms. Josselyn continued that this update was the team's sixth effort, working with different statistics and data from both scenario planning and research. Mr. Calvaresi added that the Committee had discussed the facts provided to them over the past two years in order to identify which facts were the most germane to the story. Using the Committee's feedback, the team had distilled this into a summary presented in an approachable manner. The intent is to provide a tool that the members can use in outreach to the public.

Ms. Josselyn pointed out that the charge of the regional plan was to assess what an expanded high-capacity transit system could look like throughout the three South Florida counties, including its alignment, levels of investment, and necessary land use changes supported by available capacity. Aside from transit and land use, the team also conducted a thorough analysis of existing funding sources and determined that roughly \$9 billion of managed lane, arterial, and SIS funding could be flexed to other types of investments while still retaining \$13 billion for highways.

The final component recognized that existing funds alone cannot build a full visionary system, which meant new funding would be necessary to fill this gap. Ms. Josselyn advised that the first audience for these documents should be the business community and elected officials, as they will need to champion the proposed changes at the local and state levels. Mr. Calvaresi noted that the Treasure Coast Regional Planning Council (TCRPC) has submitted comments for consideration in the final document.

Ms. Josselyn reviewed the summary pamphlet, which is currently going through the editing process. It reviews the need for regional changes in response to growth, describes various issues facing the region and their financial impact, addresses limitations to access, and proposes potential solutions and their benefits, citing examples from other regions of the country. It also lists the number of miles, stations, and riders associated with the proposed system.

Mr. Roberson commented that the alternative future listed on the final page of the pamphlet seems to assume more than just transit projects. Ms. Josselyn clarified that this also assumes land use changes and an alternative growth scenario. First/last mile connections are assumed as an integral part of the overall vision. Mr. Roberson observed that the first/last mile connections may provide an opportunity to add less transit-centric changes.

Mr. Hymowitz recommended that there be greater discussion of resilience in the document. Mr. Calvaresi stated that because there are so many positive aspects to the plan, the team had taken care not to cite issues that could be characterized as overselling, such as the potential for positive impacts on resilience, health, and jobs.

Mr. Hymowitz commented that transit can play a role in terms of resilience as roadways are affected by climate stressors. Chair Stuart explained that the document is intended

to loosen the restrictions and requirements placed on existing funds so the agencies may make more transit investments. The target audience, ultimately, is the Florida Legislature, which may have less interest in changes related to resilience.

Ms. Fong recommended that the summary include a reference to changes in culture which would entice individuals to use transportation options other than cars. Chair Stuart noted that this is part of an ongoing cultural shift for younger generations.

Ms. Josselyn stated that one aspect of the document is to promote resilience in terms of sustainability rather than mitigation, such as a system that can be used into the future after changes occur. The team is seeking a way to communicate effectively to both sides of the Florida Legislature.

Ms. Cargill emphasized congestion as a reason more individuals might use a regional network transit system rather than driving. She also felt first/last mile connectivity should be included, and recommended that the term “high-capacity transit” be clearly defined for the general public. Ms. Josselyn confirmed that the focus should be on moving people, but cautioned that they should not lose sight of transit as the mode under primary consideration.

Mr. Calvaresi advised that while flexibility of modes is necessary in order to maximize how people are moved from place to place, transit moves people more effectively than single-occupancy vehicles. He clarified that the intent is advocating for the efficient movement of people rather than specifically for transit.

Mr. Roberson suggested that references to restricted revenue and funding shortfalls could be combined. He also proposed that the readiness of South Florida to provide matching funds for transit infrastructure projects be emphasized, as well as the construction of new terminals and stations. This places them in a position to take advantage of future infrastructure bills.

Ms. Josselyn requested feedback from the Committee members, including specific input regarding the accuracy of any statistics included in the document. Mr. Calvaresi reminded all present that the document must be complete by April 2020, when it will be sent to the three transportation agencies, Chambers of Commerce, the South Florida Regional Transportation Authority (SFRTA), local planning councils, and other entities with an interest in the 2045 RTP.

Ms. Miskis proposed that the document include comparisons to “world-class” cities as well as major U.S. cities in terms of addressing congestion. Mr. Hymowitz also suggested that the document highlight some of the major investments made in the Port, Airport, and other economic engines, noting that the transportation system should correspond to these levels of investment to generate additional jobs. Mr. Calvaresi stated that the intent of a higher-level transit system is to move people with flexibility,

whether they are individuals going to their jobs or tourists going from the Airport to the beach.

2. FY 2021-FY 2026 Transportation Regional Incentive Program (TRIP) List

Mr. Calvaresi provided the Committee members with the most recent draft of the fiscal year (FY) 2021-2026 Transportation Regional Incentive Program (TRIP) list, noting that the figures on the document do not currently add up. Chair Stuart noted that at least one project formerly on the TRIP list has been stricken through, as it is now funded with Broward County surtax dollars and does not need any additional TRIP monies.

Mr. Calvaresi continued that the annual TRIP list is due by February 28, 2020, as FDOT is operating on an advanced cycle. The Committee will need to approve the document at its February 2020 meeting so it can be included in SEFTC's agenda packet by February 21, 2020. Other documents required of the transportation organizations, such as the Transportation Improvement Program (TIP) and the Multimodal Priorities List (MMPL), will also be due earlier than usual due to the advanced 2020 cycle.

Mr. Calvaresi noted that the Broward MPO is serving as the administrative entity for TRIP, as it is also the administrator for SEFTC. They do not, however, establish any rules, which are set by the Florida Legislature. The data necessary to make informed TRIP decisions come from partners at FDOT Districts 4 and 6.

Ms. Cargill requested clarification of the division of funds among District 4 counties. Sabrina Aubery, representing FDOT District 4, explained that the District works to statutorily distribute funding between Palm Beach, Broward, and the northern counties. All funds are programmed for FY 2020 through 2025. FY 2026 is the new fifth year of the program and would be where any new projects would be added. Information on funding allocations will not be available until fall 2020.

The Committee discussed specific revisions to the TRIP list, including projects that are in the county agencies' work programs and may need to be added. Ms. Cargill observed that the list's verbiage should be changed to reflect the need for more Tri-Rail rolling stock to meet the needs for increased capacity and expansion. Another need is the Midtown Tri-Rail station, which would be funded through FDOT District 6.

Peter Gies of MPO Staff advised that in the Broward MPO's capacity as administrator, they are aggregating the agencies' priorities into a single table. He requested that they group these priorities together and send them to Staff so discrepancies or other concerns may be reconciled.

Mr. Calvaresi urged the representatives of the Miami-Dade and Palm Beach agencies to send him their prioritized project lists. Staff will work with the Broward MPO to move funding in order to match FY 2026.

Ms. Cargill asked if SFRTA should request the same amount of TRIP funds for Tri-Rail from the Palm Beach and Broward organizations. It was clarified that the two agencies have different internal caps for the programs through which these funds might be provided. Mr. Uhlir advised that FDOT will need confirmation that these matching funds are available before making any changes to their priorities. Ms. Aubery confirmed that if funds for Tri-Rail are not prioritized through the SU process, another guaranteed match must be in place.

Mr. Calvaresi concluded that before the February 12, 2020 RTTAC meeting, all data will be incorporated into the completed TRIP list so it can be presented for approval at that meeting.

COMMITTEE REPORTS (no discussion)

1. Modeling Subcommittee

Mr. Calvaresi advised that the Modeling Subcommittee is working with the consulting team on the RTP to finalize the network for the Cost Feasible Plan. Paul Flavien of MPO Staff stated that at the previous meeting, Mr. Edmonson of the Miami-Dade TPO was elected Chair of this Subcommittee.

2. Public Participation Subcommittee

The Public Participation Subcommittee will meet on January 29, 2020 at the Broward MPO offices. All publicly facing documents will be reviewed by this Subcommittee.

3. TSM&O Subcommittee

This Subcommittee's next meeting will be January 23, 2020. They are actively working on how to incorporate Transportation Systems, Management, and Operations (TSM&O) into all programs and projects throughout the districts and across agencies.

ADMINISTRATIVE ITEMS

1. Member Comments

Ms. Cargill advised that Tri-Rail experienced the highest annual ridership on its system in 2019. While ridership on similar services has been in decline across the nation, it is increasing for Tri-Rail within the region. She emphasized on-time performance, which has been in the 90% range for the last year.

Mr. Hymowitz referred to the brochure discussed earlier, suggesting that it might include a proposal to change from a fuel tax to a vehicle miles traveled (VMT) model. This could encourage individuals to switch modes of transportation.

Mr. Uhler stated that the Palm Beach TPA will host a transit peer exchange with representatives of systems in Austin, TX and Phoenix, AZ to discuss efforts to implement light rail in those cities.

Mr. Edmonson noted that the Miami-Dade TPO has sent out documents for a major transit survey of the entire system. This information will be used to implement a Simplified Trips-on-Project Software (STOPS) system in Miami-Dade County. If the other counties are undertaking similar efforts, it may be possible to implement a regional STOPS system. Mr. Roberson noted that BCT is also working to build a STOPS model for surtax projects, so a regional model would be a logical next step.

Ms. Fong commented that the team should consider including emergency evacuation information in the RTP, recalling that evacuation was very congested during the recent Hurricane Michael.

Ms. Miskis concluded that the next SFRPC meeting will be held on January 27, 2020.

There being no further business to come before the Committee at this time, the meeting was adjourned at 3:30 p.m.

NEXT RTTAC MEETING: February 12, 2020

NEXT SEFTC MEETING: February 21, 2020 @ Broward MPO Office