



AGENDA
Regional Transportation Technical Advisory
Committee
Wednesday, February 12, 2020 1:30 p.m.
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181

REGULAR ITEMS
(All Items Open for Public Comment)

1. Call to Order, Roll Call and Recognition of Quorum
2. [Approval of Minutes](#)
3. Approval of Agenda
4. Public Comments
5. Comments from the Chair

ACTION ITEMS

1. **Adoption** of FY 2020 - FY 2026 Transportation Regional Incentive Program (TRIP) List

NON-ACTION ITEMS

1. Draft Southeast Florida Transportation Council (SEFTC) Agenda
2. 2045 Regional Transportation Plan Update
3. Mobile Event Approach Discussion
4. Regional Planning Unified Planning Work Program (UPWP) Coordination

COMMITTEE REPORTS - no discussion

ADMINISTRATIVE ITEMS

1. Member Comments

NEXT SEFTC MEETING: February 21, 2020

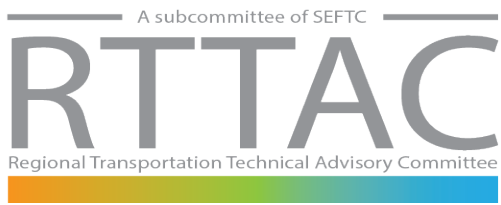
NEXT RTTAC MEETING: March 11, 2020

***MOTION TO ADJOURN**

* Motion Requested

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 Erica Lychak, Title VI Coordinator at (954) 876-0033/0058 or lychake@browardmpo.org (or via Florida Relay at 711) at least seven days prior to the meeting.

For complaints, questions or concerns about civil rights or non-discrimination please contact: Erica Lychak, Title VI Coordinator at the numbers or e-mail above.



**Regional Transportation Technical Advisory
Committee (RTTAC)**

2.

Meeting Date: 02/12/2020

SUMMARY:

[Approval of Minutes](#)

Attachments

Minutes - January 15, 2020



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



Action Items 1.

Regional Transportation Technical Advisory Committee (RTTAC)

Meeting Date: 02/12/2020

REQUESTED ACTION:

Adoption of FY 2020 - FY 2026 Transportation Regional Incentive Program (TRIP) List

WHAT THIS ACTION ACCOMPLISHES:

This action provides a prioritized list of projects for the Florida Department of Transportation to apply Transportation Regional Incentive Program (TRIP) funding, freeing up local dollars for other projects.

SUMMARY EXPLANATION/BACKGROUND:

The Transportation Regional Incentive Program (TRIP) provides funding to improve regionally significant transportation facilities in "regional transportation areas," providing incentive for local governments and the private sector to help pay for critically needed projects.

The Florida Department of Transportation covers up to 50% of the project cost. Match waivers may be available.

TRIP notification is sent to the Regional Transportation Area. The Department has created an application to facilitate the assembly of pertinent project information by implementing agencies and Regional Transportation Areas related to candidate TRIP projects. The regional entity, Southeast Florida Transportation Council (SEFTC), submit a priority list of projects for consideration to the FDOT District.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions, please contact Paul Calvaresi at (954) 876-0037 or calvaresip@browardmpo.org.

Attachments

DRAFT FY 20-26 TRIP List

DRAFT

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST

Fiscal Years (FY) 20-26

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

Rank	County	Proj. #	Project	Location	Improvement	Source and amount of matching funds (\$1,000's) ¹						Notes	
						FY 20	FY 21	FY 22	FY 23	FY 24	FY 25		FY 26
1	MDC		SMART Plan NE Corridor Midtown Station	FEC Corridor between NE 27th and NE 39th Street	Construction of a new permanent Tri-Rail Station		\$429	\$2,339	\$3,678				
2	MDC	440856-1	SMART Plan Corridors* (South Dade Transitway Station Enhancements)	South Dade Transitway and SW 112 Ave/Marlin Marlin Rd/Southland Mall/296 St (Avocado Dr)/264 St (Bauer Dr/Sw 344 St (Palm Dr)	Station enhancements including drop off/pick up areas, park-and-ride and intermodal transit facilities	\$3,238	\$1,065	\$1,184		\$3,838	\$3,963		Updated 1/15/20
3	MDC	440856-1	Mount Sinai Transit Terminal SMART Terminal	I-195 (SR 112)/SR 907 (Alton Rd)	Construct Transit Terminal with six bus bays		\$1,666						
4	MDC	435381-1	Palmetto Intermodal Terminal*	Palmetto Metrorail Station	ROW Acquisition for expansion of Palmetto Metrorail Station					\$675	\$1,743		
6	PBC		Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.							LI/SU TRIP	\$2,500 \$2,500
7	BC		Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.							SU TRIP	\$2,500 \$2,500
8	PBC		Boca Raton Passenger Rail Station Connectivity	FEC Railway at NW 4 th Street	Multimodal facilities to support new passenger rail service and ped/bike connectivity						LF/SU	\$3,000	Boca Raton providing cost estimate. Project being submitted to LI/TA process.
9	PBC	446098-1	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	\$3,772		Full SU priority is \$3,772,000. Provide full match amount of TRIP. Additional funding would go towards purchase of more buses.
10	PBC	446443-1	US 1	Palmetto Park Rd to Northlake Blvd (SR-850)	Construct 22 enhanced transit shelters within existing ROW					SU	\$2,300		TPA requests reduction in this SU amount and replace SU and TRWR funds with "Other Roadways" (ie. DDR)" to maximum extent feasible.
11	BC	431756-1	University Drive	NW 40th St to Sawgrass Expressway	Widen from 4 to 6 lanes	TRWR \$607	SU \$1,000	SU \$5220 TRIP \$2630 TRWR \$2984					Fully funded
12	BC	436980-1	Pembroke Rd	Douglas to University	2019 MPO PRIORITY #11 WIDEN 4 TO 6 LANES					SU \$285 SA \$1,267 TRIP \$777			\$2.756M TRIP funding will be applied to unfunded amount in FY24
13	BC			Sheridan St 196th to US 27	Widen 2 to 4 lanes								MTP Roadway ref id 56
14	BC		Griffin Rd. Bus Service	Griffin Rd. Tri-Rail (Dania Beach) to Sunrise (Sawgrass Mills Mall)	New Local Bus route along Griffin Rd. from Griffin Rd. Tri-Rail Station to Sawgrass Mills Mall. 30 Min. Peak service, 45/60-Min. Off-Peak., operates seven days of the week.						LF TRIP	\$1,695 \$1,695	BCT Request 2020
15	BC		Sunrise Blvd. Enhanced Bus Service	Sunrise (Sawgrass Mills Mall) to A1A	Weekday headway improvements from 20 to 15 min., Sat. headways from 40 to 30 min., Sunday headways from 30 to 20 min.					LF TRIP	\$1,695 \$1,695		BCT Request 2020
Total TRIP Funding Request						\$3,238	\$3,767	\$4,523	\$9,292	\$8,285	\$13,478	\$6,695	

Notes:

- For each project, the TRIP funding request is equal to the identified matching funds in each year.
- Underlined text = new projects added to the list
- LF - Local Funds; SU - Surface Transportation Funds (STP), Urban Areas > 200K
- * Denotes projects previously awarded TRIP funds in FY 18-22, but additional TRIP funding requests are being made

Review

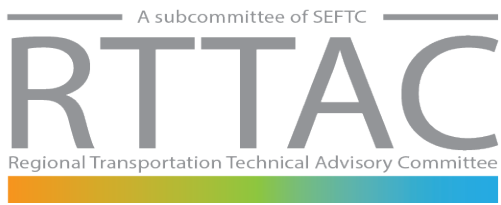
DRAFT 2/5/2020



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Non-Programmed TRIP Funding Summary (\$1,000's)	Fiscal Year	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25*	FY 26*	TOTAL
	FDOT D4			\$268	\$493	\$448	\$374	\$0	
FDOT D4 419282.1 Reserves: TRIP		\$166	\$193	\$231	\$288	\$254	-		\$1,132
FDOT D4 419282.1 Reserves: TRWR		\$102	\$493	\$451	\$55	\$2,366	-		\$3,467
FDOT D6		\$879	\$795	\$785	\$51	\$203	\$863		\$3,576
Total		\$1,147	\$1,749	\$1,960	\$842	\$3,197	\$863		\$9,758

*Value extrapolated based on trend from FY20 - FY24



**Regional Transportation Technical Advisory
Committee (RTTAC)**

1.

Meeting Date: 02/12/2020

SUMMARY:

Draft Southeast Florida Transportation Council (SEFTC) Agenda

Attachments

SEFTC Agenda 2-21-20

DRAFT



AGENDA

Southeast Florida Transportation Council
Friday, February 21, 2020 9:30 a.m.
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181

REGULAR ITEMS

(All Items Open for Public Comment)

1. Call to Order, Roll Call and Recognition of Quorum
2. **Approval of Minutes**
3. Approval of Agenda
4. Public Comments
5. Comments from the Chair

ACTION ITEMS

1. **MOTION TO ELECT OFFICERS**, Chair & Vice Chair to Serve for the Next Year, February 2020 Through December 2020
2. **Approval** of the FY 2020 - FY 2026 Transportation Regional Incentive Program (TRIP) List

NON-ACTION ITEMS

1. 2045 Regional Transportation Plan Update
2. Discussion of NW 27th Ave / University Drive
3. Discussion of the July 2020 meeting date

COMMITTEE REPORTS - no discussion

ADMINISTRATIVE ITEMS

1. Member Comments

NEXT SEFTC MEETING: April 3, 2020

***MOTION TO ADJOURN**

* Motion Requested

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 Erica Lychak, Title VI Coordinator at (954) 876-0033/0058 or lychake@browardmpo.org (or via Florida Relay at 711) at least seven days prior to the meeting.

For complaints, questions or concerns about civil rights or non-discrimination please contact: Erica Lychak, Title VI Coordinator at the numbers or e-mail above.



**Regional Transportation Technical Advisory
Committee (RTTAC)**

4.

Meeting Date: 02/12/2020

Regional Planning Unified Planning Work Program (UPWP) Coordination

SUMMARY EXPLANATION/BACKGROUND:

The Regional Transportation Technical Advisory Committee will discuss:

- Consistent language to be included in all partner UPWPs stating which parties are received and sending funds to other parties and the accompanying justification.
- Regional data needs for transportation planning.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions, please contact Paul Calvaresi at (954) 876-0037 or calvaresip@browardmpo.org.

Attachments

SERPM 9 MOU

SECOND MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE BROWARD METROPOLITAN PLANNING ORGANIZATION, THE MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION, THE PALM BEACH TRANSPORTATION PLANNING AGENCY, THE FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT FOUR AND DISTRICT SIX FOR COORDINATION OF THE SOUTHEAST REGIONAL PLANNING MODEL (SERPM) RELATED ACTIVITIES

1. PURPOSE

This Memorandum of Understanding (MOU) is entered into jointly by the following five (5) entities which form the key transportation planning agencies within Broward, Miami-Dade, and Palm Beach counties: Florida Department of Transportation, District 6 (FDOT-D6) - an agency of the State of Florida; the Florida Department of Transportation, District 4 (FDOT-D4) - an agency of the State of Florida; the Broward Metropolitan Planning Organization (MPO); the Miami-Dade Transportation Planning Organization; and the Palm Beach Transportation Planning Agency, (hereafter these public sector transportation agencies are called PARTNERS and the aforementioned Counties will be called the Tri-County Region). This is the second MOU between the agencies for these activities as the first MOU expired on June 30, 2019. The PARTNERS are committed to developing an effective travel demand modeling tool and transportation data collection methods for transportation planning in the Tri-County Region.

The purpose of this MOU is to assign roles and responsibilities to PARTNERS and create a decision-making framework for future travel demand modeling tasks related to the Southeast Florida Regional Planning Model (SERPM). The MOU covers activities related to the on-going travel demand modeling efforts related to SERPM8 and the future tasks to support the next generation of SERPM (hereafter referred to as SERPM 9). Furthermore, this MOU is entered to ensure mutual compliance and adherence with the statutory federal, state and local requirements, and other related policies and procedures in procurement and production.

2. BACKGROUND

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

2.1. Southeast Florida Transportation Council (SEFTC)

After several years of ad hoc cooperation, the Southeast Florida Transportation Council was created, under Florida Statutes Chapter 339. 175, to serve as a formal forum for policy coordination and communication to carry out these regional initiatives agreed upon by the MPOs from Miami-Dade, Broward, and Palm Beach Counties. An Interlocal Agreement between the three parties was completed in 2005 paving the way for the first SEFTC meeting in January 2006. SEFTC is the primary policy coordinating body for regional matters. The Regional Transportation Technical Advisory Committee (RTTAC) is the body reporting to the SEFTC and coordinating all aspects of technical issues. It also comprises several subcommittees, including a Modeling Subcommittee, RTTAC-MS.

2.2. Regional Transportation Technical Advisory Committee (RTTAC)

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

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

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

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

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

The RTTAC-MS provided major input into coordination of funding for model related activities and decision to transition into an Activity Based Model (ABM). It also has served as the oversight body for the SERPM 8 development and supports activities outlined in the prior MOU. The RTTAC-MS is expected to continue its oversight role under this MOU.

3. ROLES AND RESPONSIBILITIES

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

3.1. SERPM Support, Maintenance and Updates

PARTNERS agree that FDOT-D4 will continue to provide the technical and administrative support functions for the refinements, maintenance and update tasks, such as incorporating plan amendments to the SERPM 8 through December 31, 2024, or until the formalization of SERPM 9 which occurs after the adoptions of the three respective 2050 LRTP's, which are expected to be completed by December 2024. As such, all model maintenance funds depicted in [Table 2](#) of this MOU will be allocated to FDOT D4 to carry out this effort. Maintenance of SERPM 9 will be addressed through a subsequent MOU. FDOT-D4 will be guided by Regional Transportation Technical Advisory Committee Modeling Subcommittee (RTTAC-MS). PARTNERS agree that FDOT-D4 may recruit and deploy private sector consultant teams to support SERPM maintenance and enhancements tasks, which include but are not be limited to the preparation of quarterly updated versions of SERPM, updating zonal data to incorporate land use amendments of local governments, updating highway or transit network and parameters to reflect transit services changes, or revising model scripts or parameters to accommodate modeling software revisions.

FDOT-D4 will consult and seek approval of PARTNERS prior to assigning specific SERPM maintenance and update tasks to private sector consultant teams. The PARTNERS may request FDOT-D4 to address specific SERPM deficiencies through RTTAC-MS. PARTNERS will receive periodic updates from FDOT- D4 and any private sector consultant teams on all specific SERPM maintenance and update tasks through a cooperative decision-making process guided by the RTTAC-MS.

The following is a list of key responsibilities of the PARTNERS towards SERPM support, enhancements, maintenance and update tasks that all PARTNERS shall abide by:

1. Each party to this MOU will designate and maintain a representative and alternate who has the authority to speak for their respective agency on the RTTAC-MS. The representatives will be available, upon adequate notice, to attend and participate in the RTTAC-MS meetings or otherwise provide timely input into the preparation, coordination, and review of SERPM development, maintenance, and update tasks. Prompt requests for input will be forwarded to the appropriate contact person(s) to allow for a timely review and comment period.

2. PARTNERS make available to FDOT-D4, at no cost to PARTNERS, relevant, readily available, resources such as data and information systems to the extent achievable for use and share their knowledge of local conditions relevant to the project to the extent possible.
3. FDOT-D4 will have the responsibility of disseminating and maintaining up to date SERPM networks to the PARTNERS and other users.
4. All proposed changes to the current SERPM shall be transmitted to FDOT-D4 from PARTNERS and other users. These changes shall be evaluated and transmitted from FDOT-D4 to the RTTAC-MS for consideration to be formally accepted. Upon acceptance, FDOT-D4 shall notify the availability of a revised model version to the PARTNERS and other users. There shall be no more than four (4) version releases during a calendar year.
5. FDOT-D4 shall maintain a tracking log of all model version changes and model releases to users.
6. All PARTNERS will have ownership rights to the model under the procedures identified in the MOU and will be guaranteed access to the model, at any stage during its development and upon completion, within their agency roles and responsibilities.
7. PARTNERS to provide full and open communication.
8. PARTNERS will bear in-kind contribution in their respective capacities for consultant contract selection or administration.

3.2. Travel Data Collection

Travel behavior is an ever-evolving matter, but these changes have been accelerated since the year 2000 with the technological advances in general and urban infill trends within the Tri-County Region. As such, the PARTNERS recognize the need for a robust and multi-dimensional data collection effort to primarily enhance the SERPM product by understanding the Tri-County Region's travel characteristics. The PARTNERS also recognize that the data collected can serve to support activities other non-transportation-related functions.

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

PARTNERS agree to examine the use state-of-the-art and innovative techniques for data collection that will lead to more cost-effective means to collect vital travel information. Innovative techniques refer to methods such as usage of mobile phone data for anonymously identifying origin-destinations or usage of existing National Household Travel Survey (NHTS) data to supplement traditional methods of identifying household travel characteristics.

PARTNERS encourage RTTAC member agencies take on efforts to collect transit user information through their respective transit providers. Transit market and trends information is an important component to support model calibration as this data is difficult to attain in a statistically significant

number through a comprehensive regional effort. Such transit data should be collected preferably during calendar year 2020 for consistency with the census and regional travel data collection efforts for calibration and validation of SERPM 9.

3.3. Model Development

The PARTNERS agree that the SERPM 9 development will be focused on greatly enhancing the model forecasting capabilities to support the respective long-range transportation plan (LRTP) updates. The SERPM 9 will also serve as a viable tool for corridor level, area-wide, and multimodal analyses. The following procedures are being put in place to ensure achievement of these goals.

1. The Miami-Dade TPO will serve as the lead agency for the preparation, and development of the SERPM 9
2. Because preparation and development of the SERPM9 will require concurrence from all PARTNERS, each PARTNER will be responsible for identifying the issues that must be addressed in the process to satisfy its respective requirements and needs.
3. PARTNERS agree that the Miami-Dade TPO may request the support of a private sector consultant team to assist in developing SERPM9 beginning in fiscal year 2021. All the PARTNERS of this MOU will participate in the selection of the consultant team. All the PARTNERS will participate in the management of the consultant through a cooperative decision-making process guided by the RTTAC-MS, as established or amended under Section 3.1.
4. The Miami-Dade TPO will be responsible for ensuring that deliverables of the Model Development effort are provided in a within the agreed upon milestones to support the respective LRTPs.
5. All PARTNERS will have ownership rights to the model under the procedures identified in the MOU and will be guaranteed access to the model, at any stage during its development and upon completion, within their agency roles and responsibilities.
6. PARTNERS shall coordinate efforts to collect consistent employment data and formulate a unified forecasting methodology for horizon year (2050) databases.
7. PARTNERS will bear in-kind contribution in their respective capacities for consultant contract selection or administration.
8. All PARTNERS agree that SERPM 9 or its associated network and files will not be shared with any entity other than the respective PARTNER LRTP development teams UNTIL ALL PARTNER LRTP's have been formally adopted.

3.4. Socio-economic (SE) Data Development

The Broward, Miami-Dade, and Palm Beach MPOs shall prepare the census-based population and employment datasets for the base year (2020) and future year forecasts (2050) in a timely basis and consistent format with the SERPM9 structure. The base year dataset (2020) should be prepared and be available no later than June 30, 2022 to support the model development tasks. Future year dataset (2050) are to be utilized during the LRTP update phases. The RTTAC-MS shall serve as the coordination forum to review, set timetables and ensure consistency in key SE data development assumptions. The

MPOs will have the sole discretion in deciding suitable modifications or corrections to their respective datasets.

3.5. Review of SERPM 8 Activities

RTTAC will perform an annual review of SERPM development, maintenance, and update activities. Based upon the results of this assessment, the RTTAC shall provide a recommendation to confirm funding for future activities. RTTAC will provide recommendations to Southeast Florida Transportation Council (SEFTC).

In addition, the RTTAC will address any policy issues (funding, formal agreements, etc.) emerging from the SERPM development, maintenance and update efforts, but will allow the RTTAC-MS to be the decision-making body for all technical modeling issues.

4. DURATION OF MEMORANDUM OF UNDERSTANDING

This MOU shall have a term of five (5) years from and shall take into effect January 1, 2020, (upon the expiration of the first SERPM MOU) through December 31, 2024. Nine (9) months before the expiration of the MOU, the PARTNERS will examine the terms hereof and agree to either reaffirm the same, amend provisions or discontinue MOU arrangement. However, the failure to amend or to reaffirm the terms of this MOU shall not invalidate the decisions rendered among the PARTNERS during the term of this MOU.

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

The following is a general schedule of the major work elements related to the SERPM support. Detailed schedules and timetables will set by the PARTNERS through the RTTAC-MS. This schedule supports model delivery timetable to the respective partners on or before June 30, 2023.

Miami-Dade TPO agrees to meet or exceed the model delivery schedule listed above and in [Table 1](#) below unless otherwise modified by the PARTNERS. Miami-Dade TPO will inform all the PARTNERS through RTTAC-MS if there is any delay or changes in consultant fees.

Table 1 – SERPM Development and Support Schedule

SERPM Development and Support Plan

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

5. FUNDING

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

The annual breakdowns for these activities may be modified based on anticipated expected workload/costs by the RTTAC-MS without a formal amendment of the MOU, if is said modification does exceed the total amount of the MOU. Such modifications shall be reflected accordingly in the respective MPO’s UPWPs.

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

Table 2 - SERPM 9 Partner Funding Schedule

		FY 2020	FY 2021	FY2022	FY 2023	FY 2024	TOTAL
Model Maintenance (Led by FDOT D4)							150,000
	FDOT	0	0	25,000	25,000	25,000	75,000
	MPO	0	0	8,500	8,500	8,500	25,500
	TPO	0	0	10,000	10,000	10,000	30,000
	TPA	0	0	6,500	6,500	6,500	19,500
Model Development (Led by Miami TPO)							1,000,000
	FDOT	0	250,000	250,000	0	0	500,000
	MPO	0	85,000	85,000	0	0	170,000
	TPO	0	100,000	100,000	0	0	200,000
	TPA	0	65,000	65,000	0	0	130,000
Breakdown by Agency		TOTALS					1,150,000
	FDOT	0	250,000	275,000	25,000	25,000	575,000
	MPO	0	85,000	93,500	8,500	8,500	195,500
	TPO	0	100,000	110,000	10,000	10,000	230,000
	TPA	0	65,000	71,500	6,500	6,500	149,500

6. AMENDMENTS

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

7. SEVERABILITY

Any PARTNER may terminate its participation in this MOU upon thirty (30) days written notice. The 30-day notice requirement shall commence upon giving of the notice. Notice of intent to terminate shall be given in writing to the RTTAC Chair and RTTAC-MS Chair. Said notice transmitted to the official office of the RTTAC Chair and RTTAC-MS Chair by certified mailed, return receipt requested. Only future funding will be impacted from such termination.

8. CONCLUSIONS

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

SIGNATURE OF PARTICIPATING PARTNERS

For the Florida Department of Transportation FDOT - District 6

 10/14/19
Signature Date

DAT HUYNH PLANNING & ENVIRONMENTAL ADMINISTRATOR
Name Title

 Metropolitan Planning Administrator
Witness

For the Florida Department of Transportation FDOT - District 4

 10/16/2019
Signature Date

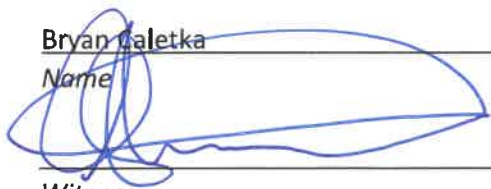
Brigit Okuch Interim Planning and Environmental Administrator
Name Title

 TRANSPORTATION PLANNING MANAGER
Witness

For the Broward Metropolitan Planning Organization (MPO)

 October 4, 2019
Signature Date

Bryan Galetka Chair Broward MPO
Name Title

 EXECUTIVE DIRECTOR
Witness

For the Miami-Dade Transportation Planning Organization (TPO)




Signature October 4, 2019
Date

Oliver G. Gilbert III Chair Miami-Dade TPO
Name *Title*



Witness

For the Palm Beach Transportation Planning Agency (TPA)



Signature October 4, 2019
Date

Robert Weinroth Member Palm Beach TPA
Name *Title*



Witness

In anticipation of the next round of LRTP updates for the Tri-County Region, the MOU will guide the development and maintenance of the SERPM 9 from beginning to end of its use. It is expected that the LRTPs will be adopted by December 2024.