



**MEETING MINUTES
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**

Board Members Present

Oliver G. Gilbert III, Chair
Maria Marino, Vice Chair
Beam Furr

Also Present

Aileen Bouclè, Executive Director, Miami-Dade Transportation Planning Organization
Paul Calvaresi, Broward Metropolitan Planning Organization
Jessica Josselyn, Kittelson and Associates
Greg Stuart, Executive Director, Broward Metropolitan Planning Organization
Nick Uhren, Palm Beach Transportation Planning Agency
Jamie Opperee, Recording Secretary, Prototype, Inc.

**Regular Items
(All Items Open for Public Comment)**

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

Vice Chair Gilbert called the meeting to order at 10:30 a.m. Roll was called and it was noted a quorum was present.

2. Approval of Minutes – October 4, 2019

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

3. Approval of Agenda

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

4. Public Comments

None.

5. Comments from the Chair

Vice Chair Gilbert thanked all present for accommodating the change to the meeting's start time.

ACTION ITEMS

1. MOTION TO ELECT OFFICERS, Chair and Vice Chair, to Serve for the Next Year, February 2020 through December 2020

Motion made by Ms. Marino, seconded by Mr. Furr, to nominate Mr. Gilbert as Chair. In a voice vote, Mr. Gilbert was unanimously elected Chair.

Motion made by Mr. Furr, seconded by Mr. Gilbert, to nominate Ms. Marino as Vice Chair. In a voice vote, Ms. Marino was unanimously elected Vice Chair.

2. Approval of the FY 2020 – FY 2026 Transportation Regional Incentive Program (TRIP) List

Motion made by Mr. Furr, seconded by Vice Chair Marino, to approve the Item.

Nick Uhren of the Palm Beach TPA advised that this organization requested two changes to the document's table, which are reflected in the printed version provided to the members. The changes are as follows:

- Transportation Regional Incentive Program (TRIP) funds requested for Project #8 were moved from fiscal year (FY) 2025 to FY 2026
- A note that would have funded Project #10 with state gas tax revenue only was removed

In a voice vote, the **motion** passed unanimously.

NON-ACTION ITEMS

1. 2045 Regional Transportation Plan Update

Paul Calvaresi of the Broward MPO advised that the Regional Transportation Plan (RTP), which is a plan for all three South Florida counties, is near completion. Today's review will address policies, as the state policies for funding the agencies' transportation needs are not consistent with those needs. These policies have been vetted through the Regional Transportation Technical Advisory Committee (RTTAC). The Southeast Florida Transportation Council (SEFTC) is expected to endorse these policy changes at its April 3, 2020 meeting, followed by adoption of the RTP before July 1.

Jessica Josselyn of Kittelson and Associates, Project Manager for the RTP, advised that as South Florida continues to grow, its existing transportation systems cannot keep up. In addition, there are several restrictions on how transportation agencies can use the funding they are provided, and the agencies must be able to use their funds differently in order to accommodate future growth.

Over the last two years, the RTTAC has taken an objective-driven, performance-based approach to this issue. They determined that achieving the goals of the agencies' long range plans requires the following changes:

- Transit system with supporting infrastructure
- Complementary land use
- Greater flexibility of available funding
- Identification of new funding sources

The team determined that when a high-capacity transit system is developed to move people throughout the three counties, transit ridership would increase significantly. This system would also provide access to jobs and homes for 35% to 50% of South Florida residents, as opposed to the 5% to 10% provided by the current transit system. Ms. Josselyn emphasized that SEFTC can play a role in changing from the 20th century suburban approach to a more modern future. This begins at the policy level.

Ms. Josselyn recalled that SEFTC provided significant feedback at their October 2019 meeting, including identification of the need for first/last mile connections. The project team addressed the need for this network in order to make transit improvements successful.

Ms. Josselyn reviewed the RTP's policies, pointing out that the plan acknowledges the continued necessity of auto travel. Complementary land use is also essential, and will require changes to how land is developed in order to provide greater opportunities to use transit at maximum capacity. If 30% to 50% of existing state revenue dollars can be used for transit, this would provide approximately \$9 billion more over the 25-year life of the RTP. The three-county regional transit system imagined by the project team, which includes the Strategic Miami Area Rapid Transit (SMART) plan and other efforts, would cost approximately \$12 billion to build and \$7 billion to operate through 2045. This discrepancy would require the identification of new revenue sources and does not include the impact of the recently passed Broward County surtax.

The priority order of the RTP has not yet been finalized. Ms. Josselyn noted that many local initiatives and land use changes will need to be implemented at the city and county rather than the regional level. A final report on the policies will be written after today's meeting and will address each of the three counties' long range transportation plans, cost feasible plans, and use of discretionary and non-discretionary funds.

Ms. Josselyn noted that a brochure to begin this conversation is currently in development. The team is also determining how to best reach out to different demographics. Chair

Gilbert recommended an approach that relates to what individuals could be doing with time that is currently spent in their cars, as traffic is an issue for all regardless of political identity.

Vice Chair Marino recommended that the team reach out to Chambers of Commerce, as these organizations include both small and large businesses, as well as economic councils, business development boards, and affordable housing interests. She added that the League of Cities should be included as well as elected officials.

Ms. Josselyn requested that the members send comments on the draft brochure. Chair Gilbert recommended that in addition to the brochure, which he characterized as “last century,” the team also provide outreach via social media such as Instagram and Twitter. Mr. Furr recommended that social media outreach include a clear message.

2. Discussion of NW 27th Ave / University Drive

Mr. Calvaresi advised that there is a perception at the state level that the three South Florida transportation entities do not work well together. He suggested that coordination on the NW 27th Avenue/University Drive project could demonstrate otherwise, as it presents an opportunity for counties to work together, and asked if SEFTC wished to take formal action to show how they planned to coordinate this high-profile effort and establish a positive precedent for the region.

Miami-Dade TPO Executive Director Aileen Bouclè reminded all present that SEFTC adopted a unanimous Resolution urging the state to designate the north corridor of University Drive as a regionally significant corridor. To address concerns at the state level, she recommended that the partnership between agencies go even further.

Mr. Stuart noted that this corridor has not prioritized by the Broward MPO, as they are waiting for Broward County Transit (BCT) to integrate Miami-Dade’s SMART Plan into their systems planning. The portion of this roadway designated as the North Corridor in Miami-Dade runs north into Broward, with no connection to Palm Beach. He suggested looking to the Northeast Corridor, for which the Tri-Rail Coastal Link is proposed, for a connection that would include all three counties.

Ms. Boucle noted that the Resolution would designate the North Corridor as a Strategic Intermodal Systems (SIS) corridor, which denotes regional significance. At present, there is no such designation, although SEFTC has identified the corridor as regionally significant. The designation would open up new funding for the roadway. All three transportation agencies, as well as SEFTC, have adopted Resolutions requesting this designation.

Chair Gilbert proposed a visit to Tallahassee by representatives of the three agencies to discuss their partnership and explain to the counties’ delegations how the NW 27th Avenue/University Drive project would address transportation.

Mr. Furr requested additional information on connections between the three counties. Ms. Bouclè replied that three of the SMART Plan's corridors connect through to Palm Beach: the North Corridor, the Northeast Corridor, and the I-95 managed lanes. The SMART Plan has programmed these projects as priority #1, which means they will be advanced as environmental authorization is provided and will be delivered in staggered order.

Mr. Furr observed that the counties should consider combining resources to provide a connected system that extends across the New River. Mr. Stuart noted that the existing bascule bridge across this waterway only carries two tracks at present: adding more commuter service would mean the bridge must be raised and lowered more frequently, which affects the marine industries using the river as a corridor. FDOT has studied the possibility of bridges with different heights as well as a tunnel. As he has an upcoming meeting with the local business community regarding this project, he suggested coming back to SEFTC to determine a way to bring funding to the table for options.

Mr. Uhren addressed the NW 27th Avenue/University Drive, emphasizing that this corridor is a regional initiative in part because of the lack of flexible use of existing revenues. Designating the roadway as a SIS facility would make it eligible for restricted SIS funds; however, FDOT does not want SIS projects that are limited to within one county, but prefers projects that span a larger region. Ms. Bouclè added that there is a component of SIS that supports transit projects.

Mr. Uhren continued that capacity can be maximized by the NW 27th Avenue/University Drive projects, as more people can be moved within a continuous corridor used for high-capacity transit than single-occupancy vehicles. An above-grade option may also be a possibility, as this would provide high-capacity transit while maintaining space for cars in a vertically separated facility. He concluded that while this concept for NW 27th Avenue/University Drive does not extend into Palm Beach County, its value as a precedent would be significant for the region if projects of this nature can be seen as worthy of investment using SIS dollars. Future proposals of this nature could be accepted within a shorter time frame.

3. Discussion of the July 2020 Meeting Date

The members determined by consensus to move the July 31, 2020 meeting date to August 7, 2020 at 9:30 a.m.

COMMITTEE REPORTS – no discussion

- 1. Modeling Subcommittee**
- 2. Public Participation Subcommittee**
- 3. TSM&O Subcommittee**

ADMINISTRATIVE ITEMS

1. Member Comments

There being no further business to come before the Council at this time, the meeting was adjourned at 11:21 a.m.

NEXT MEETING: April 3, 2020