



**DRAFT**

**MEETING MINUTES**  
**BROWARD METROPOLITAN PLANNING ORGANIZATION**  
**Regional Transportation**  
**Technical Advisory Committee (RTTAC)**  
**Workshop**  
**Wednesday, April 14, 2021 1:30 PM**  
**100 West Cypress Creek Road**  
**6<sup>th</sup> Floor, Suite 650**  
**Fort Lauderdale, FL 33309-2181**

**Members Present**

Acting Chair Bill Cross, Broward MPO  
Anna Bielawska, Palm Tran  
Lois Bush, Florida Department of Transportation District 4  
Loraine Cargill, South Florida Regional Transportation Authority  
Kim Delaney, Treasure Coast Regional Planning Council  
Tewari Edmonson, Miami-Dade TPO  
Wilson Fernandez, Miami-Dade TPO  
Ken Jeffries, Florida Department of Transportation District 6  
Christina Miskis, South Florida Regional Planning Council  
Andrew Uhlir, Palm Beach TPA  
Maria Vilches-Landa, Miami-Dade TPO

**Broward MPO Staff**

Paul Calvaresi  
Conor Campobasso  
David Clark  
Paul Flavien  
Peter Gies  
Carol Henderson  
Erica Lychak

**Also Present**

Christopher Dube, Miami-Dade County  
Jessica Josselyn, Kittelson and Associates  
Thomas Lanahan, Treasure Coast Regional Planning Council  
Melissa Murray, Palm Beach TPA  
Elizabeth Rockwell, Miami-Dade TPO  
Franchesca Taylor, Miami-Dade County  
Lisa Tayar, Recording Secretary, Prototype, Inc.

**REGULAR ITEMS**  
**(All Items Open for Public Comment)**

### **1. Call to Order and Roll Call**

Acting Chair (A/Chair) Cross called the meeting to order at 1:36 p.m.

### **2. Review of Agenda**

It was noted that because today's meeting was in a workshop format, no formal approval of the Agenda was required.

### **3. Public Comments**

None.

### **4. Comments from the Chair**

None.

## **NON-ACTION ITEMS**

### **1. 2045 Regional Transportation Plan Outreach Update**

Erica Lychak of Broward MPO Staff reported that the 2045 Regional Transportation Plan (RTP) takes a new approach to outreach: where traditionally the three South Florida agencies would work together on a single large event, current outreach is targeted at different groups with the message of focusing on funding, including shortfalls and the need for greater flexibility. The COVID-19 pandemic also diverted attention significantly from outreach efforts.

As virtual meetings are becoming the norm, this type of meeting is proposed as a key format for ongoing outreach. Ms. Lychak noted that a social media campaign was launched from February 22 to March 30, 2021, with a total of 13 posts. All three agencies included this campaign on their individual platforms. There were over 3000 impressions on these 13 posts.

On April 30, 2021, the Southeast Florida Transportation Council (SEFTC) will hold a workshop focusing on the Tri-Rail Coastal Link. This will provide another opportunity for the agencies to work together on targeted outreach and bringing a regional mindset to the forefront.

While there have been funding shortfalls in the past, funding for transportation is now potentially available, which provides an opportunity for the Public Participation Subcommittee's future efforts into 2022. Conversations on transportation and infrastructure at the federal level are becoming part of the daily news, which provides an opening for further outreach and discussions.

## **2. SERPM 9.0 Update**

Mr. Edmonson advised that contracts have been approved for the Southeast Florida Regional Planning Model (SERPM) 9.0 as of March 2021. A kickoff meeting was held with all partner agencies, consultants, and subcontractors to define roles and responsibilities for various items throughout the development process, including data collection. He is working with the consultant group and will reach out to partner agencies for additional data.

2020 U.S. Census data will serve the base conditions model, with 2019 transit and traffic counts used to validate this model. The development team will meet on a biweekly basis. Throughout the three-year process, the intent is to ensure that all information related to the process is included in a single data repository so members can access, upload, and download documents as needed. All partner agencies will have access to this repository.

Network development is also underway, with research on geographic information systems (GIS) including the number of miles of lanes in the full network. Additionally, the Broward MPO is leading data procurement for a data set that will be used to help validate the model. This project is currently under a cone of silence.

The schedule is on track to meet the deadline of mid-2023, with dates set for deliverables. A good deal of the initial legwork has been initiated for 2020-2021, despite a late start.

Mr. Uhlir asked when the base year for 2050 will be complete for no-build plans. Mr. Edmonson replied that this will come after base year conditions for 2020 have been established and Long Range Transportation Plans (LRTPs) are being developed.

Mr. Uhlir also requested additional information on a site where all partner agencies will have access to shared files. Mr. Edmonson stated that there is a Microsoft 365 shared account in development which will serve as the repository for all items related to SERPM 9.0. He estimated that this will be complete within the next two weeks.

A/Chair Cross recalled that data sharing was facilitated primarily by a regional consultant. Paul Flavien of Broward MPO Staff advised that the RTP consultant typically takes care of the LRTP networks developed for needs testing as well as the cost-feasible network. Paul Calvaresi of Broward MPO Staff added that he has provided Mr. Uhlir with a download of all 2045 RTP files, which include an extensive section in the 2045 RTP scope of work related to modeling management.

A/Chair Cross commented that it can be difficult to pull together all necessary information for the RTP from the three individual agencies. Mr. Flavien recalled that for the 2045 RTP, the modeling consultant and RTP consultant were the same, which

facilitated coordination. This may not be the case, however, for the 2050 RTP. Mr. Edmonson noted that he has emphasized the importance of adhering to an aggressive schedule with the consultant.

Ms. Bush asked if identification of greenhouse gas emissions will be advanced as part of the coming model. Mr. Edmonson confirmed this will be included in SERPM 9.0.

### **3. 2050 Regional Transportation Plan Scoping Update**

Mr. Uhlir showed a PowerPoint presentation on scoping and next steps for the 2050 RTP, pointing out that TPA Staff will draft a scope of services and send it out for review and potential revisions to the other agencies' representatives. He noted the Unified Planning Work Program (UPWP) fund allocations, recalling that in the past, UPWPs were drafted toward the end of fiscal year (FY) 2021 and the beginning of FY 2022. A memorandum of understanding (MOU) will be included in the UPWP for action at the beginning of FY 2023.

A Microsoft share point, similar to the site to be used for modeling, is being considered for RTP scoping as well. Partner agencies may access it through an online share point or create a link through a database connection. This site will include contracts, deliverables, a schedule, and other pertinent information. If information is needed for review, partner agencies are asked to provide it through this site as well.

MOUs must be executed for both SERPM 9.0 and "big data." While there was not an MOU for all RTP activities in the past, the TPA recommends combination of these first two MOUs as well as activities for the 2050 RTP into a single document. He requested feedback on this recommendation from the other agencies.

Mr. Flavien advised that the big data MOU is currently a six-party agreement, with Broward County as one of the partner agencies. He was not certain that collapsing this agreement into a single large MOU including SERPM would be the best practice, as Broward County is not one of the SERPM funding partners. A/Chair Cross agreed, stating that a more appropriate approach might be to reference the data MOU as an attachment with exhibits. Mr. Uhlir agreed that all activities related to the RTP will be shown in a single table.

Mr. Uhlir next addressed the overall scoping of what will be included in the RTP, recommending that the partner agencies consider any value additions to the LRTPs or other documents. This would include anything that could be done at the regional level that is currently being accomplished at the LRTP level. He cited the example of financial resources documentation, including standardized revenue estimates and product cost estimates.

While in the past, having the three agencies display their revenue sources differently has created difficulty for the consultant seeking to combine this information, the scope

proposes that this information be placed up-front for the consultant's review, resulting in the completion of a financial resources technical memo at an early stage of the process. The Florida Department of Transportation (FDOT) will be providing its financial forecast at approximately the same time. The result would show federal, state, and local funding sources for all three counties.

A/Chair Cross commented that this was a good idea to the extent to which it can be done, suggesting that the financial resource document be used to standardize the three agencies' adopted financial plans. He recalled that the previous RTP was a challenge for the regional consultant, as each of these entities presented their financial data in their own unique format.

A/Chair Cross continued that it is also important to see a standardized financial forecast from FDOT as early in the process as possible, as it will be a key component to delivering all financial information in a timely manner. He recommended early coordination with FDOT and communication of the RTP's schedule to this agency.

Mr. Uhlir continued that it was recommended the scope of the 2050 RTP consider two things: historical financial revenue and where these funds have been allocated, and providing a clear narrative, using legal statutes and policy decisions, about how these funds have been programmed. This will provide greater direction on what should be changed in the future. In addition, tracking the true funding sources of all revenue, such as gas taxes, rather than considering them only at the consolidated level, will be important.

Mr. Fernandez advised that not only is an MOU necessary to address the flow of funds, but a budget must be established for work on the 2050 RTP that will be reflected in the agencies' respective UPWPs. He emphasized that by the end of the calendar year, the Committee will need to know the dollar amount that must be allocated from these programs. Mr. Uhlir confirmed this, pointing out that the MOU will be signed later in 2021 and the UPWPs will be adopted by the respective transportation agencies at the beginning of calendar year 2022 so it will be ready in time for FY 2023.

A/Chair Cross observed that the Committee is roughly two-thirds of the way through the time it has permitted itself for scoping the RTP. Mr. Uhlir confirmed that he would like to address local funding projections by source at the regional level for all three counties.

Mr. Calvaresi recalled that the 2045 RTP began with the intent of building the system the Committee would like to see without the restrictions inherent within funding sources. This included determining what the system would look like if all infrastructure identified in the Needs Plan could be constructed without considering funding gaps. Mr. Uhlir characterized this approach as more of a refined shift in scope to show where the 2050 RTP is going based on the 2045 document.

A/Chair Cross stated that there were two key financial elements: the Committee can help the three agencies standardize their information, with a closer look at the funding and the path it takes to construct the project as more of an option. He recalled that the consultant team for the 2045 RTP had been asked to closely study financial resources, and recommended that the scope stick to the deliverable of standardizing information so it can be used directly with the three agencies' individual plans. He did not want the look into financial resources to delay any of the core deliverables of these individual plans.

A/Chair Cross continued that the budget used in the previous RTP cycle was already set before the scope of work or any other information was determined. He recalled that this had resulted in challenging negotiations. He proposed sharing information on the state of the 2045 budget throughout different stages for purposes of comparison with the 2050 plan, including consideration of the 2045 budget as a baseline.

Mr. Calvaresi stated that the budgets for both the 2040 and 2045 RTPs were roughly \$900,000. The 2045 scope of work includes a complete overhaul of the SEFTC website, fixed costs for modeling maintenance, and other fixed costs associated with creating the document itself. Outreach for the 2045 RTP was close to the bare minimum. For the 2050 RTP, a decision has been made to expand outreach, as well as cutting back on SEFTC administration, which is now overseen in-house by the Broward MPO.

Mr. Fernandez commented that providing in-kind support for committees constituted a significant amount of work to be handled by the Broward MPO, and asked if the Palm Beach TPA plans to take the same approach. Mr. Uhlir replied that the TPA is leaning toward providing these in-kind services itself, although he acknowledged that this would need to be reviewed with administrative staff to ensure they fully understand the scope of this responsibility.

Mr. Fernandez continued that although \$900,000 does not go as far as it did when the 2040 and 2045 RTPs were created, the agencies are also asked to justify the use of these significant funds toward the RTP effort. He recommended being able to articulate the value added to the RTP process, including benefits of the agencies participating in the RTP. He also suggested that the needs assessment related to modeling could be accomplished through the RTP as a collaborative assessment among the three agencies rather than individually. This could demonstrate some of the value added and cost effectiveness of the RTP project.

Mr. Uhlir advised that he would follow up with both the financial forecast and the supportive services to be provided for SEFTC. He moved on to scenario planning, which includes travel demand modeling to assist in making roadway capacity decisions. He asked if the Committee felt this could be expanded into other types of multimodal assessments, recalling that in addition to the regional model for roadway capacity, the 2045 RTP also considered gaps in the pedestrian/bicycle network as well as transit needs.

A/Chair Cross stated that while modeling is needed for traditional roadway construction or improvement, the agencies should acknowledge that by 2050 the network will be moving away from road-building as a solution. There should also be consideration of climate change, safety, and bicycle/pedestrian connections, for which much of the information will come from studies to be completed prior to 2050 and incorporated into that RTP.

Mr. Gies also felt there is value in having the RTP consider regionally significant capacity projects. A/Chair Cross continued that as part of their one-cent sales tax, Broward County has engaged a large multi-year transit planning study which is expected to conclude before completion of the 2050 RTP. This study will provide a major source of external information from the Broward MPO.

Ms. Bush observed that the SERPM model addresses transit as well as roadways, including inter-County and inter-regional movement. She emphasized the importance of developing a regional plan that speaks to the entire region and demonstrates the bigger picture, and asked if there are advancements on the transit component of modeling.

Mr. Fernandez stated that while the RTP will have multimodal capability, there are also issues that are changing, including telecommuting, micromobility, and other considerations that are not necessarily picked up by the SERPM model. These may be integral to transportation plans of the future. SERPM 9.0 is intended to serve as a model that will allow for scenario planning based on these technological advances and trends. He felt the agencies' boards will hold them responsible for including consideration of these components in the 2050 RTP.

Mr. Fernandez continued that the modeling analysis of changing technological scenarios was by nature more qualitative than quantitative, unlike other scenarios prepared as part of the model. For the 2045 RTP, the individual agencies' scenario planning and the RTP's scenario planning appeared to be on two parallel paths without integrating into one another. Each agency relied on its own work to report data. He stated that if two consultants are working on two concurrent paths, there may be a way to combine these resources, although the different agencies may have different needs and visions they are working toward in their scenarios.

Mr. Flavien pointed out that another consideration is that the three agencies do not operate on the same schedule, which would be necessary to achieve the goal of contributing their modeling and testing to the RTP. Mr. Fernandez acknowledged that this would be a challenge.

Mr. Jeffries asked if the modeling produced for transit is sufficient to serve the RTP's needs. Mr. Fernandez stated that SERPM serves as a system model for the entire region, while the Simplified Trips-on-Project Software (STOPS) model is used at the project level. The results of these two types of models must be analyzed within the context they are intended to serve.

Mr. Uhlir noted that SERPM 9.0 will build in greater flexibility to run scenarios, and suggested that RTP consultants can use these scenarios to run model results as well. Mr. Fernandez advised that the base year for the scenario is a pre-COVID-19 year, which will provide more accurate information; however, the model must also capture and address post-COVID-19 changes and project them into the future as well. He felt scenario planning will allow these factors to be addressed, including telecommuting and different effects on different industries.

Mr. Edmonson specifically requested telecommuting, first/last mile micromobility, and autonomous vehicle scenarios within SERPM 9.0.

A/Chair Cross recommended that it may be best to hold some scoping-specific meetings in which the Committee can thoroughly examine the details of scenarios. He noted that the next Committee meeting is scheduled for June, by which time a draft scope could be brought back for review by all members, with one to two scoping meetings held in the interim. He advised that Mr. Calvaresi, Mr. Flavien, and Mr. Gies of the Broward MPO may be able to participate in these meetings and offer assistance. Ms. Bush offered to participate as well.

Ms. Bush recommended including resiliency and climate change in the scenarios, pointing out that new tools are being developed to address future uncertainty. These tools include short-term actions and long-term options as well as adaptation triggers. A/Chair Cross commented that the Broward MPO is already working with FDOT District 4 to develop a template on how to address the effects of climate change.

A/Chair Cross continued that the regional effort and SERPM model are not necessarily helpful in addressing climate change. Work on these future effects has already been done and he did not feel it would be useful to replicate this information, although he believed it would be useful to build upon it.

Ms. Bush continued that another potential scenario could address affordable housing and access to opportunities, with the 2050 RTP showing how policies named in the 2045 RTP could be implemented. She also recommended that the modeling include performance metrics so the Committee and agencies can determine whether or not they are successful. She concluded that another aspect of addressing resilience is mitigation and making investments in transit, as reduced greenhouse gases can result in lesser sea level rise.

Mr. Uhlir stated that work on the 2050 RTP can be seen as a continuation of the process used to develop the 2045 RTP: refining and advancing a regional vision, continued public outreach, and expanding the view on affordability. He concluded that the standardized financial forecast will be part of the scoping discussion, and he would look into a definitive answer on whether SEFTC support services are done entirely in-house or with consultant assistance.

#### **4. April 30, 2021 SEFTC Agenda: Coastal Link Workshop**

Mr. Calvaresi advised that at the February 2021 SEFTC meeting, there was lengthy discussion of the Tri-Rail Coastal Link, concluding in the suggestion of the members that a workshop be held to brief regional entities on what each party has historically done as well as their current status. The goal is to set up the project to accept state or federal funding. SEFTC is considering acting as a champion of this project.

Mr. Calvaresi briefly reviewed the SEFTC Agenda, noting that breaks are built into the activity. It is estimated that the meeting may be up to two and a half hours in length. He emphasized that the meeting will focus on next steps and actions for the region as well as the RTTAC in particular. Registration is required for this workshop.

#### **COMMITTEE REPORTS (no discussion)**

None.

#### **ADMINISTRATIVE ITEMS**

##### **1. Member Comments**

Francesca Taylor, representing Miami-Dade County, asked if the TPO is conducting any public travel surveys. Mr. Edmonson replied that a transit survey had been planned for April 2020, although it had not proceeded due to the pandemic. The TPO hopes to proceed with this survey in fall 2021.

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

**NEXT RTTAC MEETING: June 9, 2021**