



**DRAFT**

**MEETING MINUTES**  
**BROWARD METROPOLITAN PLANNING ORGANIZATION**  
**Regional Transportation**  
**Technical Advisory Committee (RTTAC) Workshop**  
**Wednesday, August 11, 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  
Jie Bian, Miami-Dade County Department of Transportation and Public Works  
Lois Bush, Florida Department of Transportation District 4  
Tara Crawford, Broward County Transit  
Kim Delaney, Treasure Coast Regional Planning Council  
Tewari Edmonson, Miami-Dade TPO  
Wilson Fernandez, Miami-Dade TPO  
Vicki Gatanis, SFRTA  
Barbara Handrahan, SFRTA  
Ken Jeffries, Florida Department of Transportation District 6  
Christina Miskis, South Florida Regional Planning Council  
Melissa Murray, Palm Beach TPA  
Andrew Uhlir, Palm Beach TPA  
Nick Uhren, Palm Beach TPA

**Broward MPO Staff**

Paul Calvaresi  
Carl Ema  
Peter Gies  
Carol Henderson

**Also Present**

Conor Campobasso, Palm Beach TPA  
Lisa Colmenar, Miami-Dade TPO  
Shereen Ye Fong, Florida Department of Transportation District 6  
Ron Karevia, Florida Department of Transportation District 4

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

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

Acting Chair (A/Chair) Cross called the workshop to order at 2:00 p.m.

## **2. Review of Agenda**

A/Chair Cross noted that there are no Action Items on the Agenda for today's workshop.

## **3. Public Comments**

None.

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

None.

## **ACTION ITEMS**

None.

## **NON-ACTION ITEMS**

### **1. SERPM 9.0 Update**

Mr. Edmonson stated that a decision has been made on the platform for the Southeast Florida Regional Planning Model (SERPM) 9.0: an activity-based model, which is an open-sourced platform, will be used. This decision was the result of input from the consultant community, the Regional Transportation Technical Advisory Committee (RTTAC), and other regions of the country engaged in similar activities.

One major benefit of this open platform is that it allows consultants access to the actual code used for the model. Previous versions, including SERPM 8, have used proprietary software that prevented this access. Several other major U.S. regions are also using an open-sourced platform. Mr. Edmonson emphasized that the Committee will be able to meet its June 30, 2023 deadline even with this platform change.

The modeling team has also finalized its Transportation Analysis Zones (TAZ) and Micro-analysis Zones (MAZ) structure, which is conflated with information from the 2020 U.S. Census. All three transportation planning entities have already completed this effort and submitted to consultants.

The next step will be compiling traffic count data for validation information. The team is also beginning to delineate its 2020 population and employment. Mr. Edmonson concluded that he would keep the Committee apprised of these efforts.

Mr. Uhlir asked if there were many updates to the TAZ and MAZ structure. Mr. Edmonson replied that approximately 500 TAZs were added to the already existing

1500 TAZs in Miami-Dade. He was not certain of the numbers added for Broward and Palm Beach Counties.

Mr. Uhlir also requested clarification that the network is complete. Mr. Edmonson confirmed that the roadway network is 90% complete and is being addressed using an open-sourced map. The team has submitted its geographic information systems (GIS) files for the roadway network in the region.

Mr. Uhlir requested an update on data, asking if all three transportation entities must agree on the tools to be used for each of the counties. Mr. Edmonson replied that the team is just beginning to work on this data and more information will be available once the 2020 Census data has been received. Employment data has already been shared with the consulting team. He anticipated that this information may be available by the next RTTAC meeting.

A/Chair Cross noted that the Miami-Dade TPO is leading the effort for the model update, with assistance from representatives of the other two transportation entities. Mr. Edmonson added that representatives of the Florida Department of Transportation (FDOT) Districts 4 and 6 are also part of this steering committee.

## **2. 2050 Long Range / Metropolitan Transportation Plan Update and Discussion**

A/Chair Cross requested input from representatives of each of the three transportation entities in turn.

Lisa Colmenar, representing the Miami-Dade TPO, stated that this agency is waiting for federal sources to provide emphasis areas that will inform Miami-Dade's Long Range Transportation Plan (LRTP). There have already been discussions of what these areas may be in order to prepare scopes and studies for the 2050 LRTP. Another critical effort is scenario planning to assist with the evaluation of futures on the 20-year horizon. The team has already considered land use, mobility, emerging technology, resiliency, changing demographics, and environmental impacts, among others.

Peter Gies of Broward MPO Staff reported that the MPO is also awaiting a Federal Highway Administration (FHWA) Metropolitan Transportation Plan (MTP) expectations letter, which will help inform their scope. The MPO has begun meeting internally to review its scope for the 2050 MTP. A draft scope of this document must be complete by the end of the year, after which it will be advertised. The official kickoff event for development of the 2050 MTP will be scheduled for October or November 2022.

Scenario planning is also a key component for the 2050 MTP. The 2045 document focused on the MPO's first efforts at scenario planning. Scenario planning for the 2050 document will focus on technology, telework, and resiliency. Mr. Gies noted that one aspect of the resiliency scenario considers a new transportation bill that is working

through the U.S. Congress, which is likely to include carbon dioxide mitigation measures. The FHWA expectations letter will likely include reference to this mitigation. Other considerations for the Regional Transportation Plan (RTP) include how to look at carbon dioxide mitigation from a regional level, and whether there are preliminary studies that can help inform the agencies regarding this type of activity.

Mr. Gies continued that Broward is also looking at how to incorporate projects from the County's transportation surtax into the 2050 MTP. This surtax had just passed on referendum when the 2045 MTP was approved. Many transit and large-scale capacity projects in that document have not yet come to fruition. Now that this is changing, Broward hopes to work closely with partner agencies to determine how projects with federal funding may be incorporated into the Plan. He concluded that Broward expects to have its draft scope for the MTP prepared by the end of 2021.

Conor Campobasso, representing the Palm Beach TPA, reported that in recent weeks, the agency has worked on its schedule for both the LRTP and the RTP. They are interested in the other transportation entities' schedules for their plans as well, as one of the goals for the RTP is to look at scenario planning on a regional level. Palm Beach is also working with partner agencies at its county level to develop a unified population and employment allocation methodology.

Mr. Gies asked if Palm Beach will also undertake scenario planning as part of the development of their LRTP. Mr. Uhlir confirmed this, noting that some regional scenario planning will be accomplished through the RTP. Palm Beach is working on localized scenario planning as well.

### **3. 2050 Funding Coordination Update**

Mr. Uhlir provided a brief update on the scope of 2050 funding coordination, including what can be done in-house and what will be done by consultants. The expected outcome is a summary of federal, state, and local transportation funding from major long-range capacity and non-capacity programs from FDOT as well as local programs, arranged by funding source.

Mr. Uhlir explained that there is a set number of funding sources that the three agencies use in their LRTPs/MTP, which is also used in the RTP. Local funding sources may include a transportation surtax or impact fees. There are also long-range capacity and non-capacity programs such as other state roadways, strategic intermodal systems (SIS) highways, and transportation management area funds. Some agreed-upon programs are already reflected under the FDOT program category, such as county/local road capacity and county/local operations and management (O&M).

Mr. Uhlir continued that every project would be assigned a long-range program, similar to assignment under LRTPs, and would be broken down by funding source. The list of

projects will all be assigned to long-range programs that have been agreed upon by all three agencies, and will reflect funding sources as well.

TPA Staff believes they can move forward with a summary of historic work programs at the state level, which is already underway and will be sent to the RTTAC when complete. Mr. Uhlir explained that this involves assigning long-range programs to the historic work programs for FDOT: the goal is to show a breakdown of which funding codes are assigned to each program. This is intended to provide an understanding of the breakdown of funding sources by program.

A draft list of long-range programs and funding sources will be provided to the RTTAC's Finance Group for comment and to determine whether all participants agree upon using this list for the LRTPs/MTP and ultimately the RTP as well. While some efforts will remain in-house and led by TPA Staff, the consultant will be asked to advance the finalized list of programs and funding sources to create a regional template, review consistencies, and recommend fixes where necessary. They will also be asked to update a document used in previous RTPs which lists potential revenue sources and financing tools.

Mr. Gies observed that the RTTAC has requested a "crosswalk" between the funding that ultimately goes into the Transportation Improvement Program (TIP) and what is actually seen in the revenue forecast. Mr. Uhlir confirmed that at present, FDOT's Central Office has advised they cannot provide this information; however, discussions are still ongoing with FDOT, and it is hoped that they may respond to ongoing requests. He pointed out that FDOT is federally required to break down this funding by federal and state programs. Assumptions are currently being made based on historic trends in the Unified Planning Work Program (UPWP) to determine funding splits.

Ms. Bush encouraged the agencies to work with the MPO Advisory Council (MPOAC) in relation to the 2050 FDOT revenue forecast. She also advised reviewing federal and state statutes relating to revenue forecasts, noting that it is not standard practice for Florida MPOs to work with FDOT on this topic.

Mr. Uhren advised that the statewide UPWP includes all the projects that have been funded throughout the last several years. Each of these projects is assigned a specific funding code that lists the revenue necessary for each phase of the project. The TPA is working to assign all of the projects to revenue categories. Once this is done, it is possible to show every funding code attached to the program, broken down by percentage.

Mr. Uhren continued that the TPA may make different assumptions from those made by FDOT's Central Office in their allocation of projects to programs, which can then be addressed through conversation with that Office. This will contribute to the development of a transparent approach and will give FDOT the opportunity to identify possible errors.

The following Item was taken out of order on the Agenda.

#### **5. Transportation Regional Incentives Program (TRIP) 22-27 Planning Discussion**

A/Chair Cross advised that a draft of the Transportation Regional Incentives Program (TRIP) list is expected in October 2021.

Paul Calvaresi of Broward MPO Staff stated that the three agencies and FDOT have worked to make this process more efficient in prioritizing dollars for the region. In 2020, it was suggested that the RTTAC bring together a team or subcommittee to work separately on this process. He also noted that RTTAC only meets every other month.

The first draft of TRIP list is expected to come before the RTTAC for approval in December 2021, with SEFTC approval anticipated in February 2022. Mr. Calvaresi requested input on whether the Committee is still interested in establishing a separate working group to address TRIP.

Mr. Edmonson and Mr. Uhlir offered to serve on this group. Mr. Uhlir recalled that there was previous discussion of the direction and scope of the subcommittee, and asked if this group will take a new direction for TRIP, recalling that one previous issue was the timing of submittals. He noted that the TPA had hoped to proceed on the same timeline for TRIP as for other priorities. A/Chair Cross replied that in previous years, there were concerns raised at RTTAC meetings over format and other details. He hoped that by having a representative of each transportation entity on the subcommittee or working group would help address any formatting issues, and emphasized the importance of having a TRIP document that is ready for approval in December.

Mr. Jeffries advised that he has previously volunteered to participate in a TRIP working group. He also recalled that just because one entity has a project on the list, that project cannot proceed without an application from the local agency that will implement it. It is understood that when an application has been submitted, the local agency has the budget and authority within its own capital improvement program to move forward.

Ms. Handrahan asked when applications for the draft TRIP list are due. A/Chair Cross noted that this is one of the questions facing the working group. He estimated that identification of agencies applying for TRIP funds should be complete prior to the October meeting.

Mr. Jeffries explained that in the past, the RTTAC has had to wait until they receive allocations for the new fifth year. He felt it should be possible to have project applications ready to go when the TRIP list of funding is received. He concluded, however, that further discussion will be necessary.

Ms. Gatanis requested clarification of the submittal process for applications. Mr. Calvaresi replied that FDOT District 4 uses an online platform. Mr. Jeffries added that FDOT District 6 is also moving in this direction, but are accepting applications submitted via email throughout 2021.

A/Chair Cross acknowledged that there are ongoing challenges regarding the TRIP program, recalling that the process has not been an easy one over the last three years, as projects must be submitted before the agencies know what funding will be received. He encouraged any members who have additional questions to participate in the working group as well.

Ms. Bush advised that it may be helpful to consider TRIP in a long-range planning context in order to set the stage for projects. A/Chair Cross added that TRIP has been discussed in terms of regional planning, policy, and funding, and the conclusion was that the TRIP program should be eliminated in favor of money coming directly to transportation organizations for distribution through the LRTP/MTP process.

#### **4. 2050 RTP Scope Review**

Mr. Campobasso reviewed a timeline for the 2050 RTP, noting that August 2021 is near the end of the scope development portion of the process. With the second draft of the RTP, the Palm Beach TPA will host a workshop with its partner agencies to discuss final items and general ideas for the scope itself. A final draft of the RTP is planned for early October so it can be taken to SEFTC at their October meeting for adoption. In December, the team will move into the RFP process.

The intent of the scope for the 2050 RTP is to build upon what was achieved in the 2045 RTP, including updating completed documents and focusing on project delivery, outreach, and education.

Mr. Campobasso reviewed the structure of the scope of work, noting that it remains similar to the 2045 RTP structure, although many of the items and deliverables within the individual tasks have been updated. The TPA will take the lead on the 2050 RTP and will administer bimonthly RTTAC meetings at their offices. The consultant is expected to attend subcommittee and project management meetings as necessary throughout the life of the contract. Deliverables for these tasks include monthly progress reports, invoices, and development and maintenance of a web-based project schedule.

The outreach efforts conducted for the 2045 RTP will continue, with deliverables including development of outreach materials and updating of websites related to the RTP. An interactive online tool will be incorporated into the [movefloridaforward.com](http://movefloridaforward.com) website. Data and policy documents will be compiled, with the deliverable for these items to be the Legislative and Policy Summary Update. Goals, objectives, and measures from the 2045 RTP will be updated and modified to move that vision forward. Deliverables include the goals, objectives, and measures themselves.

For financial resources and projections, the consultant will be responsible for summarizing all federal, state, and local transportation funding available. Deliverables will include a financial resources report, a list of funding codes and programs to be used in the LRTPs/MTP, a summary template for the RTP, and a summary list of all inconsistencies and necessary “fixes” within these documents.

The team will review and refine the definitions and criteria from used in regional corridor plans. Deliverables will include a draft scenario of regional transportation networks, a regional transportation network report, and any maps or GIS files that accompany these documents. Scenario development will analyze both existing and alternative trend scenarios, including telecommuting, telehealth, autonomous vehicles, with deliverables to include scenario model inputs and data sets as well as a trend and alternative scenario report.

Deliverables for regional travel demand modeling include trend and regional demographic profile reports, an alternative scenario networks report, external trip and truck tables, and cost feasible network and model statistics. The final task in the scope of work is the 2050 RTP itself, which will include an executive summary and possibly a map series.

The anticipated cost of the RTP is expected to be roughly \$900,000. The Palm Beach TPA will administer both the RTTAC and SEFTC, which will require meetings to be held at the TPA facility once in-person meetings have resumed. Mr. Campobasso concluded that a scope workshop will be held the following week.

Mr. Gies recalled that resiliency was a consistent theme in the 2050 LRTP/MTP updates. He suggested that this be added to the RTP scenarios from both a federal and regional perspective. Mr. Campobasso confirmed that resiliency is one of the scenarios to be included the 2050 RTP.

Mr. Gies requested that a draft schedule be shared at the workshop meeting the next week, as it would be helpful in informing the schedule of the three agencies’ LRTPs/MTP. Mr. Campobasso confirmed that the schedule would be made available.

Mr. Calvaresi asked if a theme has been identified for the 2050 RTP. Mr. Campobasso replied that the theme involves taking information learned from the 2045 RTP and moving forward with that vision. Mr. Uhlir emphasized the public involvement aspect of the plan, including a greater focus on public outreach and education.

Mr. Calvaresi recalled that scenario planning in the 2045 RTP was intended to test policy changes and planning decisions. He asked if public involvement in the 2050 RTP will be more consultant-driven or will be based on regional collaboration from the agencies. Mr. Campobasso advised that it will be a combination due to the limited

funding available for consultant work. The transportation entities will assist with aspects such as social media, outreach, and education associated with the 2050 RTP.

A/Chair Cross concluded that he anticipated a robust discussion regarding the change of venue for RTTAC meetings, recalling that these meetings have typically been hosted in rotation between the agencies; Broward served as the regular host due to their location in the center of the three counties. Mr. Campobasso advised that the TPA is open to any meeting location that is desirable to the three organizations. A/Chair Cross noted that there may be a virtual option for future meetings.

## **6. Florida's Strategic Intermodal System (SIS) Policy Update**

Ron Karevia of FDOT District 4 and Shereen Ye Fong of FDOT District 6 provided a presentation on Florida's SIS policy update. They serve as SIS coordinators for their respective districts.

Ms. Ye Fong explained that SIS is a statewide network of high-priority transportation facilities, including airports, spaceports, public seaports, freight rail terminals, passenger rail, inter-city bus terminals, waterways, rail corridors, and highways. These facilities represent Florida's priority means of moving people and freight throughout both the state and the region.

SIS was established in 2003 to help meet the growing demand for moving people and freight using all modes of transportation. It was intended to support Florida's economic competitiveness by connecting regions to national and international markets. Another intent was to support Florida's community planning goals by focusing transportation investments on existing transportation hubs and corridors.

SIS consists of two basic components:

- SIS facilities, which meet high levels of movement of people and goods, generally supporting major flows of interregional, interstate, and international trips
- Strategic growth facilities, which are similar in nature and typically designated to support niche markets, underserved geographic areas, and other unique economic communities

SIS consists of three types of facilities: hubs, corridors, and connectors. Hubs include air- and seaports and other types of terminals, while corridors are highways, rail lines, and waterways. Connectors link hubs to corridors or other hubs. There are numerous SIS facilities throughout Florida.

Florida Statutes require FDOT to update its SIS Policy Plan at least once every five years, following updates to the Florida Transportation Plan (FTP). The SIS Policy Plan is developed by reviewing the most recent FTP goals and objectives to ensure that the SIS Policy Plan is consistent with that document. In addition, the process considers

current trends and conditions, including applicable performance measures, to ensure the Policy Plan addresses key issues and opportunities for SIS.

The update process requires collaboration and input from partners and the public. A 35-member steering committee guided the update of the FTP in 2020 and is now assisting with the update of the SIS Policy Plan. There is a public comment period prior to adoption of the document.

The SIS Policy Plan generally addresses and includes the following topics:

- Defines objectives for planning and managing SIS, consistent with the broader goals of the FTP
- Outlines focus areas for SIS to be addressed over the next five years as part of the plan update
- Establishes policies or strategies related to SIS objectives and focus areas
- Establishes implementation guidance on how to carry the SIS Policy Plan forward

Current SIS objectives correlate to current FTP goals related to mobility, transportation choices, and economic competitiveness. They represent the long-standing framework of the SIS and its original intent. These objectives are:

- Interregional connectivity
- Intermodal connectivity
- Economic development

The 2022 SIS Policy Plan will focus on the following five areas: safety, resiliency, technology/innovation, urban mobility and connectivity, and rural mobility and connectivity.

Within these focus areas, the SIS Policy Plan will identify three sets of SIS-related policies:

- Designation policies and the criteria used to designate them
- Needs and prioritization policies, including types of investments to be funded through SIS and factors used to set priorities
- Planning and collaboration policies for how FDOT will work with partner agencies

For each focus area, issues and supporting trends will be reviewed, and high-level ideas and improvements will be presented. These include:

- Safety: the updated FTP and Strategic Highway Safety Plan have recommitted the state of Florida to set a target of zero fatalities and serious injuries on transportation systems
- Resiliency: reducing the vulnerability of SIS infrastructure to risks such as extreme weather, sea level rise, flooding, wildfires, and extreme heat
- Technology and innovation: this includes preparation for advances in vehicle and information technologies, as well as trends associated with automated and connected vehicles and electric/shared vehicles

- Urban mobility and connectivity: the key issue is the impact of congestion, particularly in large urban areas, on the efficiency and reliability of the SIS and its ability to support interregional travel
- Rural mobility and connectivity: due to the size of Palm Beach County, FDOT has relied heavily on their partners at the TPA for input on this category

A/Chair Cross strongly recommended that the District representatives read the RTP and policies adopted by SEFTC. He advised that it is not necessary to come up with any new ideas regarding SIS, as the RTP already lists the region's requests for policy changes.

Ms. Bush explained that the SIS Policy Plan will be released for public comment in December; however, today's presentation was intended to hear feedback on the plan while it is being developed. She suggested that feedback be provided at next week's workshop, where a poll will be administered.

A/Chair Cross addressed the SIS Policy Plan focus area of urban mobility and connectivity, pointing out that the RTP disagrees with the statewide policy of focusing primarily on travel between urban areas. He commented that investing in transit could move trips from SIS and keep those facilities open for the moving of regional freight.

Mr. Calvaresi added that the definition of "regional trips" was discussed by the MPOAC. It currently refers to trips that cross FDOT District lines, which means one interregional connection is funded differently from another.

Ms. Bush characterized the presentation as a preview, pointing out that members may use next week's workshop to provide comments. She recalled that clarification of the terms "interregional" and "intraregional" has been suggested as a way to improve the SIS Policy Plan.

Next steps for the SIS Policy Plan include public outreach through October, after which the document will be drafted and made available for public comment in December 2021. Comments are encouraged prior to this period if possible. The final SIS Policy Plan is expected to be adopted in January 2022.

A/Chair Cross encouraged the FDOT District representatives to also serve as advocates for changes to the SIS program that would benefit the region, as they are also members of the RTTAC. He felt strongly that SIS should be more supportive for urbanized areas, as indicated in the 2045 RTP. Ms. Bush advised that each District has spoken with FDOT's Central Office about the SIS Policy Plan and has provided detailed comments, including the 2045 RTP.

A/Chair Cross requested clarification of the most effective way to provide comments on the SIS Policy Plan. Ms. Bush replied that the MPOAC is represented on the FTP

Steering Committee, which is now the Implementation Committee. She advised that she would provide contact information for the members of this Committee.

**COMMITTEE REPORTS (no discussion)**

None.

**ADMINISTRATIVE ITEMS**

**1. Member Comments**

Mr. Calvaresi introduced new Committee member Melissa Murray, Public Relations Director for the Palm Beach TPA. She is working with the Public Participation Subcommittee.

With no other business to come before the Committee at this time, the workshop was adjourned at 4:05 p.m.

**NEXT RTTAC MEETING: October 13, 2021**

**NEXT SEFTC MEETING: October 29, 2021**