



**MEETING MINUTES**  
**BROWARD METROPOLITAN PLANNING ORGANIZATION**  
**Regional Transportation**  
**Technical Advisory Committee (RTTAC) Meeting**  
**Wednesday, December 8, 2021 1:30 PM**  
**100 West Cypress Creek Road**  
**6<sup>th</sup> Floor, Suite 650**  
**Fort Lauderdale, FL 33309-2181**

**Members Present**

Chair Bill Cross, Broward MPO  
Anna Bielawska, Palm Beach TPA  
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  
Christine Fasiska, Florida Department of Transportation District 4  
Wilson Fernandez, Miami-Dade TPO  
Ken Jeffries, Florida Department of Transportation District 6  
Andrew Uhlir, Palm Beach TPA

**Broward MPO Staff**

Paul Calvaresi  
Paul Flavien  
Peter Gies  
Jad Salloum  
Rebecca Schultz

**Also Present**

Conor Campobasso, Palm Beach TPA  
Jessica Josselyn, Kittelson & Associates  
Maria Vilches, Miami-Dade TPO  
Mya Williams-Grey, Florida Department of Transportation District 4  
Lisa Tayar, Recording Secretary, Prototype, Inc.

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

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

Chair Cross called the workshop to order at 1:33 p.m.

**2. Approval of Minutes – October 13, 2021**

None.

### **3. Approval of Agenda**

Chair Cross advised that because today's meeting has no Action Items, it is considered a workshop and there is no need to approve the Agenda.

### **4. Public Comments**

None.

### **5. Comments from the Chair**

None.

## **ACTION ITEMS**

None.

## **NON-ACTION ITEMS**

### **1. Transportation Regional Incentives Program (TRIP) FY 23-28 List**

Paul Calvaresi of Broward MPO Staff recalled that in the past, there has been significant debate regarding both the content and the presentation of the Transportation Regional Incentive Program (TRIP) list. To address this, he has met with Mr. Edmonson and Mr. Uhlir to determine how this information will be presented moving forward. The result is a prioritized list, based on funding from the state capital to the Florida Department of Transportation (FDOT) districts.

The TRIP list is currently in draft form. Mr. Uhlir explained that the lists for each county include the current fiscal year (FY), in which no funds are prioritized. They are also not prioritized in FY 2023, as these priorities have already been submitted to make up the Draft Tentative Work Program. The intent is to prioritize years 2024 through 2028. He emphasized the availability of funding in those outer years.

Mr. Jeffries recommended that the TRIP list show which projects have previously been funded, as some projects within the adopted Work Program are included alongside new requests. Mr. Uhlir explained that most new projects have not yet been added to the list. Once the list is finalized, it will include a table reflecting programmed amounts, as well as a means to identify new funding amounts that are requested to be prioritized.

Mr. Jeffries reiterated that the TRIP list does not need to show projects that have already been funded in the Work Program, as it is intended to show new requests. Chair Cross advised that the Broward MPO, for example, has already adopted its

Transportation Improvement Program (TIP), and projects within that program are already funded. There are also a number of projects within the adopted Draft Tentative Work Program. If a project is included in either document, he felt they should be considered as background rather than part of the new priorities of the TRIP list.

Mr. Calvaresi stated that the TRIP list uses a different definition of the term “funded,” recalling that in the past, a project was not considered to be funded until it was in construction. Mr. Jeffries did not agree, asserting that a project is funded when its contract has been executed and money is available for its first year.

Mr. Edmonson asked if the TRIP list should be separated into two lists, one of which would reflect projects that are in the Draft Tentative Work Program and the other of which would include newer projects. Chair Cross suggested that the list include only new or unfunded phases: for example, if a project’s design phase is currently in the TIP but its construction phase remains unfunded, the construction phase should be reflected in the TRIP list as an unfunded need.

Chair Cross suggested working from the three entities’ respective documents and creating a summary table of TRIP projects. This would allow for a focus on only new projects, as a mixed list has been problematic in the past.

Mr. Edmonson stated that it would be simple to separate new and already-funded projects on the list. Mr. Uhlir suggested that projects that have not yet been added to the Draft Tentative Work Programs be clearly identified in a separate list as new requests, while a separate table would be created to show both old and new requests. Chair Cross felt this would be the best approach, as the Committee’s ultimate responsibility is to have the Southeast Florida Transportation Council (SEFTC) adopt new priorities for the coming year(s).

Mr. Jeffries indicated he was not comfortable going forward with this format until FDOT District 4 confirms that they would accept it. Ms. Fasiska replied that she had no objection to this change. She also proposed that the lists signify which projects have been funded, possibly through shading, while unfunded projects would not be shaded. Chair Cross strongly recommended that the lists be kept as simple as possible. He recommended proceeding with Mr. Uhlir’s suggested approach.

Mr. Calvaresi confirmed that the official document that will be sent to SEFTC will include “anything newly added to the list.” Mr. Jeffries further clarified that this would mean any new project or any new unfunded phase. Mr. Calvaresi stated that this document would be brought back to the Committee in February 2022 for recommendation to SEFTC at the end of that month.

Mr. Edmonson noted that while only one list would be brought before SEFTC, this list appears to have a “background list” that includes all projects. He asked if both would be approved by RTTAC and only one would be approved by SEFTC. Chair Cross advised

that only the document reflecting new priorities for this year will need to be approved by SEFTC. The second document would serve as backup and be part of the presentation made to SEFTC, showing which projects have received funding and “graduated” from the list.

It was further clarified that the list to be presented to SEFTC will include only new projects, which would not have been reflected in a Draft Tentative Work Program, or new phases of projects: for example, a project’s design phase may have been included in the Draft Tentative Work Program, but the agencies are now requesting funds for its construction phase.

It was noted that the funds available for programming are those between FY 2024 and FY 2028, with more money available in 2027 and 2028. Mr. Uhlir asked if any other agencies are considering applying for TRIP funds, noting that the South Florida Regional Transportation Authority (SFRTA) has submitted a request to the Broward and Palm Beach agencies.

Ms. Bielawska advised that Palm Tran plans to discuss projects and funding opportunities in the coming weeks, after which time they will know whether or not they will apply for TRIP funding. She estimated that this will be known by the end of December 2021.

Ms. Cargill asked if there is a deadline by which projects applying for TRIP dollars should be submitted to the RTTAC. Chair Cross recommended that agencies let the Committee know as soon as possible if they are interested in pursuing these funds so their projects can be considered.

Chair Cross observed that there is a notation on FY 2028 to show that these numbers have not yet been forecasted by District 4. For this reason, they are assumed at this time to be the same amount as in FY 2027.

Mr. Jeffries advised that a District 6 staff member will be available to assist applying agencies through the Grant Application Program (GAP). Chair Cross asked if similar assistance will be provided by District 4. Ms. Fasiska confirmed that District 4 applications will also go through the GAP process, with District 4 staff to assist as needed.

Chair Cross requested clarification of the timing of these applications. Ms. Fasiska replied that District 4 requests the approved lists and applications no later than March 1, 2022. She noted that this is the first year in which the GAP will be used, and the District is willing to show some flexibility for this reason.

Chair Cross commented that the transportation agencies do not want the submission of projects that would not be on the list for adoption by SEFTC. He expressed concern that the GAP process seemed to be uncoordinated with the RTTAC/SEFTC processes,

although the RTTAC and SEFTC are where projects are prioritized and approved. The GAP process could require the submission of additional information for projects that may or may not then be proposed for funding. Ms. Fasiska reiterated that the GAP process can be flexible: as long as the Districts receive applications by March 1, 2022, and SEFTC approves the TRIP list in February 2022, the agencies could then upload the approved applications.

Chair Cross asked if it would be helpful for a source familiar with GAP to provide a short presentation to the RTTAC at their February 2022 meeting so they are familiar with the kind of information these applications would require. Ms. Fasiska confirmed that this could be done.

Mya Williams-Grey of FDOT District 4 advised that the GAP and TRIP processes are very similar in terms of application materials and submittals. Both programs require that applications be complete by March 1, 2022. She noted that the District could arrange for an informational session at the next RTTAC meeting; in addition, GAP training is available online under the FDOT Local Programs website, which includes instructions on how new users can register for access to the system. Chair Cross reiterated that a presentation at the next RTTAC meeting would be helpful. He added that the link to the FDOT Local Programs website could be distributed to the Committee members.

Chair Cross pointed out that partner agencies which may want to apply for TRIP funding through the Broward MPO should be aware that in the 2045 Metropolitan Transportation Plan (MTP), the Broward MPO has already identified where much of the TRIP funding will be targeted over the next two decades. This includes a number of large projects that will begin to be funded within the FY 2027-2028 time frame, including Broward County Transit (BCT) projects as well as other projects that may receive funding through the Broward County transportation surtax. These will be prioritized along with rolling stock for SFRTA, which is also included in the 2045 MTP. He recommended that any projects proposed for the Broward region outside these noted priorities be brought forward for discussion with the Broward MPO.

## **2. 2050 Regional Transportation Plan Scope Review**

Chair Cross thanked Committee member Kim Delaney for her assistance on the scope of the 2050 RTP.

Conor Campobasso of the Palm Beach TPA showed a presentation summarizing the 2050 RTP's scope. The end of calendar year 2021 was intended to coincide with the end of the scoping process; however, due to a delay, the adoption of the scope by SEFTC was moved to February 2022. This means the procurement phase is more likely to take place in September/October than July 2022, which is still within the originally scheduled time frame. Internal discussions on procurement have already begun.

Mr. Campobasso advised that the presentation will focus primarily on comments received at or following the previous RTTAC meeting. Some of these were general comments which did not correspond to specific tasks within the scope. These included a desire from the Broward MPO to see greater emphasis on resiliency and greenhouse gas/carbon dioxide emissions. These were incorporated into the scope's scenario development, as well as into the goals, objectives, and measures.

Mr. Campobasso advised that any members who have additional comments they would like to see addressed should submit them following the meeting. He added that there will also be a workshop meeting in January 2022 at which comments may be provided. Chair Cross recommended providing any comments in writing as soon as possible, prior to the January workshop if possible.

The team also received comments on freight trucking, parking, and platooning, which are incorporated under Task 4.3. A separate section on freight is included in Section 9. Comments on housing, economic development, and equity were also incorporated into the measures, objectives, and targets of Task 4.3.

One early comment from FDOT recommended inclusion a scenario that would consider transitions, including a baseline, interim, and build-out. While this was not directly incorporated into the scope, there was significant conversation during the meeting that identified a number of potential scenarios and the emphases within them.

Another comment from FDOT recommended linking the Regional Needs Assessment within the Strategic Intermodal Systems (SIS) plan with the RTP. This is incorporated under Task 5.1, which includes a financial resource and technical memorandum. It was also recommended that the SIS plan be incorporated into this section.

FDOT recommended consideration of tourism as well as emergency response, such as evacuations and weather-related emergencies. A tourism aspect may be incorporated into the scope of work in Section 9, to be finalized by January 2022.

Mr. Uhlir asked how much an aspect such as tourism or emergency response might be fleshed out in the final document. Ms. Bush pointed out that one of the planning factors of the federal Fixing America's Surface Transportation (FAST) Act provides relief directly related to tourism, which means this planning factor has a basis in federal law. Chair Cross advised that the FAST Act is no longer part of current federal law, and that the RTP provides an opportunity to explore new federal legislation.

Mr. Campobasso continued that neither the tourism nor emergency response comments were directly addressed within the scope. Emergency response is incorporated into portions of different tasks which refer to extreme weather, including Tasks 4.2, 4.3, and 6.0 as well as scenario planning in 7.1. They will be kept in mind as the process moves forward in case more incorporation is suggested.

Two comments addressing the overall goals of the RTP and continued work on items not completed in the 2045 Plan were grouped together, along with clarification of outcomes. These are addressed in the 2050 RTP's new mission statement, as well as in other sections such as key outcomes.

There had been discussion of increasing the cost estimate of the 2050 RTP to \$1 million, which would be approximately \$333,000 each from the three agencies. Mr. Campobasso advised that the Palm Beach TPA is comfortable proceeding with this breakdown and basing estimates from these amounts. Mr. Edmonson stated that while he could not commit to this amount at the moment, he would discuss it further with his team. Mr. Calvaresi felt the proposal was reasonable in light of increasing costs.

Chair Cross noted that because the three agencies are working on their respective Unified Planning Work Programs (UPWPs) at present, he would like to encourage communication of where they are in this process. Mr. Campobasso emphasized that the change addresses anticipated cost increases without adding to the scope. Mr. Calvaresi also confirmed that anticipated cost increases would be reflected in the Broward MPO's UPWP.

Ms. Bush asked if the final increased cost estimate can be left open until the final scope has been determined. Chair Cross recommended moving forward with the proposed new estimate, however, pointing out that some items may need to be removed to meet this dollar amount in the end.

Ms. Bush recalled that one repeating theme of previous RTPs has been discussion of whether or not to move to a regional transportation network that is "more real-time," as some of the information was adopted in the 2045 RTP and is now dated. She pointed out that there may be additional ways to create greater visibility for the regional network, which in turn may increase costs but may also add value. She also proposed adding a land use component, which would tie in with the policies discussed in the 2045 RTP that suggest complementary land use to support high-capacity transit.

Mr. Fernandez emphasized that he did not want today's meeting, or the February 2022 SEFTC adoption of the scope, to be construed as tacit approval by the Miami-Dade TPO, therefore making them responsible for funding that has not yet been formally approved. He recommended that the agencies first approve their respective UPWPs, with their funding levels to be reflected, followed by procurement. He did not wish to suggest that it was appropriate to move forward with a cost estimate of \$1 million before the three boards have had the opportunity to approve that increase.

Chair Cross recalled that in the previous RTP cycle, the Broward MPO entered into the procurement process before having all funding adopted into their UPWP. This meant they carried the full costs for the first few months until dollars became available for their partner agencies. He advised that it would be incumbent upon the Palm Beach team to

make a similar call in moving the procurement phase forward without a notice to proceed until the three UPWPs were adopted.

Chair Cross concluded that the Broward MPO would commit to the proposed funding, but would defer to Palm Beach and the procurement process they wished to use.

It was asked if the cost increase would be part of the approval of the scope when the scope is presented to SEFTC for approval. Chair Cross recalled that the scope was approved as one action, followed by the procurement process, which used an estimated cost on which the three agencies had reached a verbal agreement. The RTTAC ultimately went back to SEFTC to let them know the final negotiated price. He noted that setting the budget for the 2045 RTP had not been a SEFTC action, but an action of the three agencies' Executive Directors through verbal agreement.

Mr. Campobasso moved on from general comments to more direct comments that pertain to specific tasks or sentences within those tasks. He recalled that there was robust discussion at the previous meeting regarding the mission statement for the scope, resulting in verbiage changes, sentence restructuring, and a greater emphasis on bolstering the efforts of the individual transportation entities. Other specific comments addressed scenario planning and the number of scenarios, an emphasis on land use, resiliency, and other higher-level comments. Some of these were addressed within the mission statement, while others were addressed within goals or scenario planning.

The current mission statement is as follows:

“A Regional Transportation Plan that addresses the changing needs of our region, including emerging technologies, resilient infrastructure, accessible transportation options, and ensuring transit support of land uses. This plan will summarize regional needs, gather support for adopted policies, and create a blueprint for implementation. The RTP advocates for flexible and equitable reallocation of funds to implement the priorities of the region.”

Mr. Campobasso reiterated that any comments not incorporated into the mission statement itself were incorporated into other portions of the task, mostly under Tasks 4.3 and 7.1.

A comment from the Miami-Dade TPO requesting updates from the consultant to the RTTAC and SEFTC was included using direct language. It was noted that this differs from a reference to presentations in Task 3.6, as those presentations mainly referred to templates. The consultant is asked to provide interim progress presentations as requested by RTTAC and SEFTC.

Mr. Campobasso continued that the Broward MPO had requested the team take a closer look at the new federal transportation bill as it relates to the three transportation entities' Long Range Transportation Plans (LRTPs)/MTP. The scope included a

sentence addressing new legislation that has come through since adoption of the 2045 RTP, which is in Task 4.1.

Mr. Campobasso continued that there was general discussion of resiliency as a fifth goal. It was ultimately decided not to determine what the goals would be in the scope of the document. The consultant is asked to ensure that the goals include reference to resiliency.

Chair Cross recalled that in establishing the 2050 MTP, the Broward MPO received future emphasis areas that include resiliency, safety, emerging technologies, and equity. These emphasis areas were recommended by the state, and the federal emphasis areas are expected to be similar as well.

Additional general comments and emphasis areas were added under Task 4.3, which reflects measurable objectives and targets. These include access and mobility, emphasizing the importance of land use, resiliency, and freight/goods distribution. Additional adjustments were added under Task 9.0 as well, relating to freight and land use.

Under Task 5, there was more discussion of SIS funding as well as funding from the Department of Environmental Protection (DEP). Task 5.1 includes review of the new SIS policy, and state/federal resiliency funding is under Task 5.3, which addresses potential project funding sources.

Task 6.1, which deals with development of the transportation network, includes comments on the regional network as relates to resiliency, climate change planning, and methodology for regional resilience. This section is still under review to incorporate more comments.

Task 7.1, scenario development, includes a discussion of proactive and reactive land use planning, with mention of accessibility in particular. An accessibility scenario is included under this task, possibly including land use, telehealth and telecommuting. It was also noted that there may be increased costs in relation to more scenarios, which led to a determination that a maximum of four scenarios would be prepared. These include sustainability, accessibility, automated/connected/electric/shared (ACES) vehicles, and a fourth scenario to be determined. These may be reduced to three scenarios depending upon costs.

Mr. Uhlir asked if the potential land use scenario is intended to be similar to the exercise in the 2045 RTP, which examined shifts in populations and densities. He asked how development patterns would be incorporated into the proposed scenarios. Chair Cross replied that his recommendation was not to do significantly more land use testing for the RTP, as this was exhausted in the 2045 document. He felt those previous scenarios had led to some clear conclusions.

Peter Gies of Broward MPO Staff recalled that the Broward MPO is considering accessibility as part of its MTP in parallel to the transportation model outputs. They hoped to use an accessibility measure to compare and contrast results against these model outputs, with emphasis on travel time reliability, accessibility to different destinations, and informing and prioritizing the Cost Feasible Plan's multimodal investments.

Paul Flavien of Broward MPO Staff added that District 4 has done significant work in improving accessibility measures, which would be worth looking into to inform the scope.

It was noted that some of these measures, such as travel time and reliability, would be involved in the output of every scenario. Mr. Campobasso advised that many of the inputs for the models can be used to measure accessibility. He also suggested that accessibility may be accessed outside of the models to determine if there are different options or types of analysis that are possible.

Ms. Bush recalled that there has already been work on accessibility, and recommended organizing these previous efforts to ensure that this information can be compiled together. Chair Cross stated that all regional scopes include a specification of collecting work that has already been done throughout the region, and encouraged that this be shared with the RTTAC. Ms. Bush advised that she has provided Mr. Calvaresi with inundation maps in the past, which could be shared via email with the rest of the Committee members.

Mr. Campobasso pointed out that the scope refers to scenarios as "potential scenarios," as there may be pending information that would make it unnecessary to run a scenario. Another possibility was that a better scenario might be identified in the future.

Mr. Campobasso continued that there were comments related to the various transit providers' plans, which were directly included in the scope. A freight section was included under Task 9.0, replacing most of the previous text. The revised section now includes big data, truck movements, and the compilation of updated plans as research elements. Truck parking technology and scenarios such as platooning were incorporated as well. More changes are expected before a final draft is sent out.

Mr. Campobasso stated that a workshop will be scheduled at the Broward MPO offices in January 2022. This will be an in-person workshop, possibly with a virtual option. He strongly encouraged attendance at this meeting. The draft UPWP breakdown will be sent to the members in January 2022 and may or may not be available for the workshop. The scope is set to be adopted by RTTAC and SEFTC in February.

Ms. Bush requested that the latest version of the scope, including the slides from the presentation showing changes already made, be provided to the members for any final

comments before the workshop. Mr. Calvaresi urged caution in undertaking a potential further round of comments.

Chair Cross proposed that the final scoping workshop be scheduled for January 19, 2022. Adoption of the scope will be an Action Item at the RTTAC's February 9, 2022 meeting, after which time it will be sent to SEFTC for approval on February 25, 2022. He strongly recommended that any additional comments at this time be only refinements, and that they be sent to Mr. Campobasso as soon as possible.

### **3. South Florida Rail Corridor Sustainability Study Discussion**

Chair Cross advised that this item arose from a discussion of resiliency. There have been two preliminary meetings between the Broward MPO, SFRTA, and FDOT District 4 to discuss the desirability and feasibility of preparing a study to identify resiliency and sustainability-related improvements on this rail corridor, as well as identification of unique projects and cost estimates that could be included in either the RTP or the individual transportation agencies' plans. This proposal was met with positive feedback. Chair Cross stated that most likely in the first quarter of 2022, this will be opened up to participation from the Miami-Dade and Palm Beach agencies as well.

Ms. Cargill reported that SFRTA, District 4, and the Broward MPO plan to meet within the next two weeks to plan a scoping effort for this proposed study. Chair Cross noted that regular updates will be provided to the RTTAC.

Ms. Bush noted that a climate pilot project was conducted for the four South Florida counties, including both rail and the regional transportation network. Chair Cross stated that this document is a foundational piece of all analyses, but noted that it does not identify potential mitigations. Ms. Bush also offered to provide the sea level rise/storm surge scenario work from this project.

### **4. Federal Notice and Request for Information (RFI) on "Development of Guidance for Electric Vehicle Charging Infrastructure Deployment" Discussion**

Mr. Calvaresi introduced Jad Salloum of Broward MPO Staff, who will assist in the presentation of this Item.

Mr. Salloum explained that in November 2021, President Joe Biden signed the most recent transportation reauthorization package, which represents a significant increase over the previous reauthorization in overall funding totals. This includes a \$515 billion increase for infrastructure, with a 49% increase over baseline for the Federal Highway Administration (FHWA), which is a major funding source for MPOs. This will hopefully assist in the realization of more projects, as well as providing the capacity for more Staff to implement and plan these projects.

Newer discretionary programs received a boost in funding, including both transit and large-scale infrastructure grant programs. The bill also includes a greater focus on climate change and safety.

One major component of the legislation is that most increases in new programming come in the form of discretionary grants rather than formula programs. The Broward MPO is taking this opportunity to reassert and re-center its grant application strategy and encourage all partners within Broward County to focus on collaboration, with the MPO serving as a “middleman” to help the region secure some of the new funding.

MPO member governments are encouraged to apply for grants based on their long-term plans, and to plan these projects well in advance of funding opportunities. The federal government wishes to see the MPO’s MTP when evaluating a grant application to ensure that all projects seeking funds have been federally approved, locally vetted, and provide cost estimates. The MPO hopes that all partner agencies will be engaged in this process.

Another of the Broward MPO’s roles is to avoid conflict. Mr. Salloum recalled that during a recent grant funding cycle, multiple Broward County area municipalities made grant requests, which resulted in no grant award to any of these municipalities. The MPO hopes to encourage more collaboration and a more focused approach in which the region prioritizes and packages some of these grant applications together.

Mr. Salloum continued that the federal transportation legislation includes a \$7.5 billion investment in electric vehicle (EV) infrastructure. The FHWA has released a request for input (RFI) seeking comment from interested agencies on the implementation of the new formula and discretionary grant programs. The Broward MPO’s mobility team has put together a number of comments for submission. They hope to take any additional comments from the RTTAC under advisement before submitting their final comments to FHWA.

The FHWA has provided a number of categories in which comments may be submitted. The first addresses the distances between publicly available EV charging infrastructure. The MPO encourages state and federal Departments of Transportation (DOTs) to optimize the distance between these stations during planning in order to increase convenience and ameliorate “range anxiety” among EV drivers who may be making long trips. The MPO feels both the state and federal governments have roles to play in both the planning and the implementation of EV charging infrastructure that is correctly spaced for convenience.

The second category addresses connections to the electrical grid, including electrical distribution upgrades. This is a major issue for EV infrastructure, as charging stations require a great deal of electrical power. EVs include not only personal vehicles, but buses and commercial vehicles with larger batteries as well, which may require higher voltage. The only specific comment provided by the Broward MPO, aside from working

with energy providers, is a statement of support for net metering, which is the concept of selling excess/surplus electricity back to the grid by private investors with access to alternative means of energy.

While there are efforts on the state level to ban or tax the process of selling electricity back to the grid, the MPO opposes these efforts, and encourages federal entities to ban or oppose net metering at the state level. This could also encourage investment in renewable energy by the private sector.

The next category addresses the proximity of existing off-highway travel centers, retailers, and smaller businesses to EV charging infrastructure. The MPO's main concern on this topic addresses support for allowing EV charging stations at interstate highway rest stops. Current federal law prohibits most commercial activities on interstates, including rest stops. The change would allow privately run EV charging stations to be built or operated at these locations.

The next category considers the need for publicly available EV charging stations in rural corridors or underserved/disadvantaged communities. The MPO has expressed concern that many programs, including EV discretionary programs, require an 80/20 split of federal to local matching funds. Because some of these projects would be concentrated in low-income areas, the 20% local match may be cumbersome to these municipalities. They encourage additional help for these municipalities, or for the U.S. Department of Transportation (USDOT) to use its discretion to provide more than 80% of the federal match limit to build EV charging infrastructure.

Regarding the long-term operation and maintenance of publicly available EV infrastructure, the MPO has requested clarification of the party responsible for the long-term operation and maintenance of publicly funded EV charging stations. They have also asked for clarification of the useful life of EV infrastructure, as this would affect maintenance costs and possibly commitments by local recipients of funding.

The administration has requested examples of best practices for EV planning, as well as for other alternative sources of energy and their infrastructure at the state and local levels. The MPO has submitted FDOT's new Electric Vehicle Master Plan as well as Southeast Florida Clean Cities' examples of best practices.

To address guidance on the project development of EV charging infrastructure, the MPO has encouraged the federal government to prioritize renewable options and sources of electricity for this infrastructure, primarily solar and wind power over fossil fuels in order to address climate goals.

The Broward MPO has also offered suggestions for the administration of competitive grants related to EV infrastructure, including encouragement of the federal government to make it easier for underserved or marginalized communities to apply for these grants and meet local matching requirements.

Mr. Salloum concluded that any comments or questions raised by the RTTAC can be added to the Broward MPO's comment package.

Chair Cross advised that there is a great deal of new federal legislation, much of which is accompanied by requests for comments. He explained that one goal of today's presentation is not to focus entirely on EV infrastructure, but to check in with Miami-Dade and Palm Beach to determine whether or not they are also interested in providing regional responses to these federal requests.

Mr. Edmonson stated that he felt responding as a region would be a good idea. He wished to check with his supervisors at the Miami-Dade TPO to determine how they would like to go about responding before coordinating with Mr. Calvaresi. Mr. Campobasso agreed that a team effort would be a good way to proceed, and advised that he would also need to discuss the issue further with other Palm Beach representatives.

It was determined that Mr. Calvaresi would act as the point of contact for regional responses.

Ms. Bush asked if mobile EV is addressed in the categories, pointing out that this would be useful in the event of evacuations. Mr. Salloum replied that this can be added to the regional comments.

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

#### **1. Modeling Subcommittee – Tewari Edmonson**

Mr. Edmonson reported that FDOT's Central Office will no longer support the Cube platform, which meant the Modeling Subcommittee was asked to choose a new platform for its Southeast Florida Regional Planning Model (SERPM) versions 8 and 9. The SERPM 8 model will be transformed to the vZOOM platform and SERPM 9 will be developed on that platform. SERPM 9 development is currently in its final stages and will be completed by early 2022.

The Subcommittee is currently in the process of geographically allocating 2020 employment data from throughout the region, which is expected to be complete by February 2022. SERPM 8 material is also being converted to the ActivitySim platform. Next steps include calibration targets and counts, as well as MAZ and TAZ population and employment. Data from the 2020 U.S. Census will not be available before March 2022. The team is working with the consultant to ensure that delay does not hamper the production process.

#### **2. Public Participation Subcommittee – No Update**

None.

**3. TSM&O Subcommittee – No Update**

None.

**ADMINISTRATIVE ITEMS**

**1. Member Comments**

Chair Cross reiterated that the Miami-Dade workshop will be hosted by the Broward MPO on January 19, 2022, with a time of day yet to be determined.

Ms. Vilches advised that during a past TSM&O Subcommittee meeting, member Alexandra Lopez was elected as Chair and Greg Gabriel was elected Vice Chair. Chair Cross recommended that these new officers be invited to the February 2022 RTTAC meeting to provide brief updates.

With no other business to come before the Committee at this time, the meeting was adjourned at 3:54 p.m.

**NEXT RTTAC MEETING: February 9, 2022**

**NEXT SEFTC MEETING: February 25, 2022**