



AGENDA
**Regional Transportation Technical Advisory
Committee**

Wednesday, February 9, 2022 1:30 p.m.

**100 West Cypress Creek Road,
6th Floor, Suite 650**

Fort Lauderdale, FL 33309-2181

https://us02web.zoom.us/webinar/register/WN_VW-CtK3qTdGVdVwdOd7TSw

REGULAR ITEMS

(All Items Open for Public Comment)

1. Call to Order, Roll Call and Recognition of Quorum
2. [Approval of Minutes 2021](#)
3. Approval of Agenda
4. Public Comments
5. Comments from the Chair

ACTION ITEMS

1. Motion to **Recommend Approval** of the Transportation Regional Incentive Program FY23-28 priorities list
2. Motion to **Recommend Approval** of the 2050 Regional Transportation Plan Scope

NON-ACTION ITEMS

1. 2050 Regional Transportation Plan Schedule
2. Review of the February 25, 2022 Southeast Florida Transportation Council Agenda

COMMITTEE REPORTS - no discussion

ADMINISTRATIVE ITEMS

1. Member Comments

NEXT SEFTC MEETING: February 25, 2022

NEXT RTTAC MEETING: April 13, 2022

***MOTION TO ADJOURN**

* Motion Requested

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

2.

Meeting Date: 02/09/2022

SUMMARY:

[Approval of Minutes 2021](#)

Attachments

February 2021 Minutes

April 2021 Minutes

June 2021 Minutes

August 2021 Minutes

October 2021 Minutes

December 2021 Minutes



DRAFT

MEETING MINUTES
BROWARD METROPOLITAN PLANNING ORGANIZATION
Regional Transportation
Technical Advisory Committee (RTTAC) Meeting
Wednesday, February 10, 2021 1:30 PM
100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181

Members Present

Acting Chair Bill Cross, Broward MPO*
Sabrina Aubery, Florida Department of Transportation District 4
Jie Bian, Miami-Dade County Department of Transportation and Public Works
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*
Ken Jeffries, Florida Department of Transportation District 6*
Christina Miskis, South Florida Regional Planning Council
Nicolas Sofoul, Broward County Transit*
Andrew Uhlir, Palm Beach TPA*
Maria Vilches, Miami-Dade TPO

*physically present for quorum

Broward MPO Staff

Paul Calvaresi
Paul Flavien
Peter Gies
Carol Henderson
Erica Lychak
Darci Mayer
Andrew Riddle
Rebecca Schultz

Also Present

Caryn Gardner-Young, Florida Department of Transportation
Jessica Josselyn, Kittelson and Associates
Neil Lyn, Florida Department of Transportation
Victoria Williams, Florida's Turnpike Enterprise
Lisa Tayar, Recording Secretary, Prototype, Inc.

REGULAR ITEMS
(All Items Open for Public Comment)

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

Acting Chair (A/Chair) Bill Cross called the meeting to order at 1:38 p.m. As this was a hybrid meeting, he thanked the individuals who were physically present in order to meet quorum requirements.

2. Approval of Minutes October 2020 & December 2020

Motion made by Mr. Uhlir, seconded by Mr. Edmonson, to approve the October 2020 minutes. The **motion** passed by unanimous consent.

Motion made by Ms. Bielawska, seconded by Mr. Edmonson, to approve the December 2020 minutes. The **motion** passed by unanimous consent.

3. Approval of Agenda

Motion made by Mr. Uhlir, seconded by Mr. Sofoul, to approve the Agenda. The **motion** passed by unanimous consent.

4. Public Comments

None.

5. Comments from the Chair

None.

ACTION ITEMS

1. Adoption of FY 2021-FY 2026 Transportation Regional Incentive Program (TRIP) List

A/Chair Cross recalled that this list is adopted once per year and shared with partners at the Florida Department of Transportation (FDOT) for programming purposes.

Paul Calvaresi of Broward MPO Staff reviewed the list, which shows projects for which FDOT has requested TRIP funding. Over the years, Regional Transportation Technical Advisory Committee (RTTAC) members have asked that the list include more information about projects. These requests are reflected in the current list.

Mr. Jeffries requested that fully funded projects be moved to a separate list for clarity.

Mr. Uhlir recommended that different types of requests, such as programmed, new, or future projects, be delineated with underlining or other identification. He also proposed that the costs of each project be broken down, identifying any projects that require matching funds.

Mr. Calvaresi advised that the TRIP list does not reflect any funding for projects after fiscal year (FY) 2026. All new requests are reflected in a single column with the notation "added 2021." There are also two projects for which funding is requested in FY 2024.

Mr. Sofoul addressed the ranking of projects, asking if this was based on their county of location or on the individual merits of each project. Mr. Calvaresi replied that theoretically, FDOT districts prefer that TRIP funding be broken out by district and prioritized; however, in practice, all TRIP funding within FDOT District 6 is dedicated to Miami-Dade, which uses its own priority list. In FDOT District 4, TRIP funding is divided among counties. Prioritization is individual to each county.

A/Chair Cross added that the original intent of TRIP legislation was supposed to direct this funding to regional organizations, which is part of the reason the RTTAC and Southeast Florida Transportation Council (SEFTC) were created to prioritize projects for the region. However, FDOT has not programmed TRIP funding according to this model for a number of years, which resulted in the funding being organized among the three transportation entities.

Ms. Cargill recommended a revision to the language of the South Florida Regional Transportation Authority's (SFRTA's) rolling stock projects, requesting that these items be identified as "additional rolling stock to meet the needs of increased capacity and expansion."

A/Chair Cross clarified that the language accompanying some items on the TRIP list was intended to specifically address the Broward MPO's intent to use other funds to match TRIP funding in lieu of having SFRTA provide matching dollars. As there are three SFRTA projects of this type, one in each county, he proposed that the language Ms. Cargill had provided be used at the beginning of the descriptions of all three items.

Ms. Aubery noted that two projects are funded in FDOT's current Draft Tentative Work Program, and requested that this be reflected on the TRIP list. A/Chair Cross agreed that this language should be consistent and acknowledge the projects' inclusion in the Work Program.

Mr. Sofoul noted two requests from Broward County Transit (BCT) prioritized at #16 and #17, pointing out that these projects were requested in 2020. He requested clarification of their funding status. Ms. Aubery replied that these projects are listed for funding in the current Draft Tentative Work Program in FY 2024. FDOT had coordinated with BCT through the Office of Modal Development to fund them earlier than requested, as funds

were available through that Office. She recommended moving these to the fully funded portion of the TRIP spreadsheet.

Mr. Edmonson requested clarification of whether or not a Tri-Rail station project should be completely removed from the list, as well as which entity is now in charge of the project. Ms. Aubery stated that based on current information, it is believed the station project is moving forward; however, SFRTA is no longer taking the lead on that project, which is being accelerated as part of the Northeast Corridor. She concluded that this project has been placed on hold and rolling stock has been prioritized instead.

Ms. Bush advised that there is history of the TRIP list reflecting the application of a regional project prioritization process which was developed through the RTTAC. She suggested that for next year's list, a brief narrative could be added to explain some of the methodology used in preparing the document, which might provide a clearer understanding of how the list works.

Mr. Calvaresi agreed with Ms. Bush's proposal, recalling that a version of this same discussion typically occurs each year in the RTTAC when the TRIP list is presented. There are often edits made from the dais, tables added or amended, additional data requested, and other changes. He felt if a narrative were attached, it would be easier for all members to know what the list does and does not include. He reiterated that the document was left open to edits by each agency.

A/Chair Cross summarized that SFRTA now prefers to focus any local funds on rolling stock rather than the Northeast Corridor project. He asked if there is a downside to removing this project altogether. Mr. Jeffries noted that the rolling stock is requested in FY 2026 and no local funding would be provided by SFRTA to the station project. Ms. Cargill suggested retaining the Northeast Corridor project at this time, and SFRTA and Miami-Dade County would further discuss the issue of matching funds.

Mr. Uhlir asked if the process could permit applications to be submitted at the end of February and the list prioritized at a later date. He pointed out that the final list of prioritized TRIP projects is not due to FDOT until August. This would allow for new applications to be prioritized in the new fifth year for funding and the list to be reviewed and adopted by the RTTAC before August.

A/Chair Cross recalled that in the last two cycles, the TRIP list has been brought before RTTAC twice: once in draft form and once in final form. The combination of the COVID-19 pandemic and the accelerated time frame requested by FDOT, however, has resulted in the final document coming before the Committee today. He emphasized that the RTTAC would determine a way to move the Item forward with a vote at today's meeting, and to revise the document before it is sent to SEFTC. He felt there should be a team consisting of the three transportation entities as well as FDOT that will sit down together and collaboratively review the TRIP approval process, including its timing.

Mr. Calvaresi and A/Chair Cross reviewed the changes necessary to prepare the TRIP document for presentation to SEFTC on February 19, 2021:

- BCT requests that projects be shown in the years in which they are funded rather than the years in which they were originally requested
- Palm Beach TPA requests that newly added projects be underlined
- Revise language to provide consistency with the additional rolling stock to meet needs for increased capacity and expansion; notes section should reflect that a project is programmed in the Draft Tentative Work Program FY 2022-FY 2026
- Palm Beach TPA confirms that Item 8 may be deleted from the list
- Add note on programming in the Draft Tentative Work Program to fully funded Miami-Dade projects as well
- SFRTA requests minor edits to “improvements” column specifying the construction of a new commuter rail station
- No changes to the grouping of rankings for this year’s list

It was determined that the spreadsheet would be updated and sent to the RTTAC members in advance of the February 19, 2021 SEFTC meeting so they have time to be comfortable with the document when it is presented. Some recommendations may be more easily applied to next year’s list.

Motion made by Mr. Uhlir, seconded by Mr. Jeffries, to approve the TRIP list as amended through discussion over the last 30 minutes and as summarized by Mr. Calvaresi. The **motion** passed by unanimous consent.

A/Chair Cross requested volunteers for an ad hoc working group to assist in making the TRIP list approval process easier for all parties. Ms. Bian, Mr. Calvaresi, Mr. Edmonson, Mr. Jeffries, and Mr. Uhlir offered to participate.

NON-ACTION ITEMS

1. Draft Southeast Florida Transportation Council (SEFTC) Agenda

A/Chair Cross advised that the Committee is seeking consensus on the Agenda. Two of the three SEFTC members must be present in person at the meeting, which will be held at the Broward MPO offices using social distancing and safety measures.

2. 2045 Regional Transportation Plan Outreach Update

Mr. Calvaresi recalled that SEFTC adopted the 2045 Regional Transportation Plan (RTP) in August 2020. The document included a number of policy recommendations, including:

- Regional transit-supporting infrastructure
- Identification of new revenue sources
- Flexible revenue spending

- Complementary land use

Taken together, these recommendations would create a more enhanced transportation system throughout South Florida.

On a parallel track, FDOT created the Florida Transportation Plan (FTP), which includes its own strategies, goals, and objectives. This document was very comprehensive, considering first/last mile connections up to regional connections. By contrast, the RTP focused more closely on regional transportation. The FTP and RTP were compared to one another with regard to the following topics:

- Safety and security
- Structural mobility
- Increasing service
- Improvement of transportation system connectivity
- Mobility and freight
- Increasing land use

The two documents recognize both the need for additional funding as well as the need for greater flexibility within current funding to deliver transportation systems.

Erica Lychak of Broward MPO Staff provided an outreach update for the RTP, stating that the website MoveFloridaForward.org has been completed. A standardized PowerPoint presentation was developed for use by the three transportation entities and finalized in December 2020. The Southeast Florida Transportation Summit was also held at the end of 2020 and garnered significant support for outreach efforts.

The State Legislature is currently in session and the outreach team hopes to have conversations regarding budget decisions with elected officials. Communication technology meetings have become the norm due to the COVID-19 pandemic and are expected to continue in 2021.

3. SERPM 9.0 Update

Mr. Edmonson advised that the Southeast Florida Regional Planning Model (SERPM) 9.0 remains under the cone of silence at present. Negotiations have been completed and the item will be brought forward at the February 2021 Miami-Dade TPO meeting. Once it has been approved, it will be brought to the RTTAC as well.

4. 2050 Regional Transportation Plan Scoping Update

Mr. Uhlir reported that a working group has been established to address how regional funding for the 2050 RTP is shown. The group will continue to meet throughout 2021 to discuss tasks, including commenting on the most recent revenue forecast and developing a table of regional revenue sources. The working group also requests a volunteer member from one of the three transit agencies.

5. Unified Planning Work Program / Funding Coordination

A/Chair Cross noted that the FY 2020-2021 fiscal year is nearly halfway through, and requested that Mr. Calvaresi regularly bring this Item back before the RTTAC for review. The next key item is data procurement. Paul Flavien of Broward MPO Staff stated that the intent was to await finalization of the SERPM procurement process by the Miami-Dade TPO. The data procurement process is on schedule. Other upcoming items include:

- 2045 RTP Consultant Contract
- 2050 RTP Development
- Regional Unified Financial Forecast
- 2050 Metropolitan Transportation Plan (MTP) Development

Ms. Bush recalled that the last two scoping cycles for the 2045 and 2050 RTPs included group meetings and discussions of best practices. She proposed that this discussion could be included in pre-work for the scoping process.

COMMITTEE REPORTS (no discussion)

None.

ADMINISTRATIVE ITEMS

1. Member Comments

There being no further business to come before the Committee at this time, the meeting was adjourned at 3:20 p.m.

NEXT SEFTC MEETING: February 19, 2021

NEXT RTTAC MEETING: April 14, 2021



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
6th 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



DRAFT

**MEETING MINUTES
BROWARD METROPOLITAN PLANNING ORGANIZATION
Regional Transportation**

Technical Advisory Committee (RTTAC) Meeting

Wednesday, June 9, 2021 2:00 PM

100 West Cypress Creek Road

6th 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

Conor Campobasso, Palm Beach TPA

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

Broward MPO Staff

Paul Calvaresi

Paul Flavien

Peter Gies

Rebecca Schultz

Also Present

Thomas Hill, Florida Department of Transportation Central Office

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 2:00 p.m.

2. Review of Agenda

It was noted that no Action Items are scheduled for discussion at today's meeting.

3. Public Comments

None.

4. Comments from the Chair

None.

NON-ACTION ITEMS

1. SERPM 9.0 Update

Mr. Edmonson reported that the Modeling Subcommittee is working on the base network, which gathers together all roadways and roadway attributes, compiles transit data, and includes traffic counts. The team is following all dedicated timelines and making headway.

The next items to be addressed are the 2020 Census tracts and transportation analysis zones (TAZ) conflations, which have an internal deadline of June 30, 2021. All teams have received 2020 Census geographies and have been tasked with ensuring that none of the TAZ systems in the Southeast Florida Regional Planning Model (SERPM) 9.0 bisect or cross any 2020 Census tracts. A second step in this process is a full review of the TAZ system to determine which boundaries need to be changed or which TAZs must be divided.

Another next step is a platform workshop, which is tentatively scheduled for June 28, 2021. This workshop will be used to decide which platform will be used with SERPM 9. The team is currently reviewing pros and cons of each potential system. Attendees are being finalized for the workshop in order to ensure a robust discussion from agencies, consultants, and the transportation field as a whole. Mr. Edmonson concluded that all aspects of SERPM 9 are proceeding on schedule and the Committee is in a good position.

Mr. Uhlir asked if the TAZ review will require Staff to perform centroid connector updates. Mr. Edmonson replied that this is not necessary, as it will be part of the model development. If TAZs are too large, it may be necessary to split them depending upon the development in the area. The Committee is not tasked with developing centroid connectors. The model is expected to be ready by June 2023.

Thomas Hill of the Florida Department of Transportation's (FDOT's) Central Office asked if TAZ splits are based on production or population. Mr. Edmonson replied that it will be a combination of both. The first step in this process is to make sure that the current TAZ system conflates with the Census tracts; TAZ splits are the second step.

It was noted that the Central Office has issued a whitepaper demonstrating how to properly perform TAZ splits between the three transportation entities. This document can be used as guidance.

A/Chair Cross asked if FDOT currently has a statewide contract with a software vendor. Mr. Hill replied that there are three such vendor contracts at present, including one that is being phased out over a two-year time frame. There is also a primary vendor and a flexible alternative vendor.

2. Big Data Update

Paul Flavien of Broward MPO Staff stated that this item remains in a cone of silence until Thursday, June 10, 2021, when the MPO Board is expected to approve the agreement for acquisition of “big data.” The procurement process is complete and a vendor has been selected to provide all the data necessary for the following:

- Update the travel demand model
- Undertake other planning and performance measure activities, including economic data

Additional information is expected to be available at the next meeting.

Mr. Uhlir asked if an update is available on employment data to be provided by the state for 2019-2020. Mr. Flavien replied that this data is expected to be provided later in June 2021.

Mr. Hill explained that in 2020, FDOT purchased Dunn and Bradstreet employment data for the state of Florida; however, they were concerned with the impacts of the COVID-19 pandemic on employment, particularly on the service industry, and purchased two additional sets of data for 2020. The expected declines were not shown across these three data sets as expected, so FDOT worked closely with the vendor to determine why this was not reflected. Because the algorithm used to estimate the majority of employment data did not take the pandemic into account, FDOT worked with the Department of Economic Opportunity to bring in unemployment data and make adjustment factors by job classification codes.

Mr. Hill also noted that a “big data for transportation” training workshop is tentatively scheduled for October 2021. This will specifically look at how to apply this data to travel demand models, verify it, and use it within the modeling environment.

3. 2050 Funding Coordination Update

Mr. Uhlir reported that a number of RTTAC members met to discuss the scoping for funding the 2050 Regional Transportation Plan (RTP). A scope has been drafted for the RTP. He noted, however, that one potential area of difficulty may be determining the source of long-range funding forecasts, including capacity and non-capacity programs.

FDOT is not certain when these forecasts will be available. The scope includes direction for a consultant to look more deeply into these sources if all necessary information is not provided as part of the FDOT forecasts.

4. 2050 Regional Transportation Plan Update and Discussion

Mr. Campobasso provided an update on the 2050 RTP, stating that approximately six months of scoping work remain before the procurement process for RTP development begins. Key aspects of this scoping are building consensus and implementing a vision, which will build upon the 2045 RTP with some adjustments. These are expected to be achieved by increasing tools for public engagement, focusing on previous successes, moving to different paths of implementation, and reviewing the roles of stakeholders and implementation resources.

The structure of the 2045 RTP was used for the new scope. Some tasks are expected to remain the same, such as project management and data. The project team has also highlighted a number of tasks that can be improved upon, including public involvement. More interactive materials will be introduced on the RTP's website and more resources for implementation will be provided for stakeholders. Additional feedback will also be sought through the Public Participation Subcommittee as the process continues.

Regarding goals, objectives, and measures, the focus will be on reviewing and refining the 2045 policies. For financial resources and projections, the intent is to track funds from sources all the way to long-range programs with consistent funding codes and programs between the three transportation agencies. This will be done using a summary template similar to the one used for the 2045 RTP, beginning earlier in the process to provide a more concise and organized way of viewing the information.

The team is also considering what can be done to add to the three entities' Long Range/Metropolitan Transportation Plans. This starts with a summary of federal, state, and local restrictions on eligibility. Potential revenue sources and financing tools will also be reviewed. New scenarios will be considered, such as Autonomous Collected and Electric Shared (ACES) vehicles and telework/telehealth scenarios.

The scope of the 2045 RTP included an interim cost-feasible or desires run, which was intended to take place in 2035 or 2040 to see the progression. The team hopes to add value by including a desires run in the 2050 RTP. There will be significant emphasis on greenhouse gases and other climate change factors, as well as safety and accessibility, mode splits, travel times and delays, and environmental justice. Mr. Campobasso noted that environmental justice is still in the process of being defined.

The implementation of the 2050 RTP begins with building consensus, establishing roles for different stakeholders, setting up for competitive funding options, and determining the final path to construction. The costs of this RTP remain within the confines of the previous RTP, which had a \$900,000 price point for its scope. Palm Beach TPA Staff

will administer both the Southeast Florida Transportation Council (SEFTC) and RTTAC beginning in 2023, which will require RTTAC meetings to be hosted in West Palm Beach.

Mr. Campobasso concluded that the scope of the 2050 RTP is expected to be sent to the other transportation agencies by June 10, 2021. This will include an RTP share point established by the Palm Beach TPA.

Ms. Bush observed that there was no mention of performance metrics or measurements in the scope of the 2050 RTP, and noted that the document provides an opportunity for collaborative work on these measurements. She hoped that the three entities could reach an agreement on both regional and local key factors to be measured. She recalled that performance measures for the 2045 RTP forecasted values for a number of these metrics, which could also provide a good way to communicate progress to the public.

A/Chair Cross advised that the scope can be brought back to the next RTTAC meeting and discussed further if necessary. He encouraged members with comments on the scope to reach out to him or to Mr. Calvaresi to ensure they are placed on the agenda to provide comments.

Peter Gies of Broward MPO Staff stated that he was interested in reviewing the regional unified financial forecast, which is typically available toward the end of the RTP development process. He pointed out that once the Broward MPO, for example, receives their revenue forecast from FDOT, they immediately begin working on the financial forecast for the Broward MPO's Metropolitan Transportation Plan (MTP). As part of the scope, this work may be moved up on the schedule to ensure that this template is ready to go when the state revenue forecasts are available. Mr. Uhlir observed that this work would begin as soon as a consultant has been brought on board through the procurement process.

It was also suggested that it could add value for the regional consultant to prepare individual tech memos for financial resources for the three transportation entities, rather than having the three agencies prepare these memos individually.

A/Chair Cross recalled that concerns were raised during the public involvement aspect of the 2045 RTP with regard to confusion between the three different plans. He recommended that the team emphasize clarity within their public involvement plan. He also noted that a new federal transportation bill is anticipated prior to the 2050 RTP, and recommended reviewing this bill to identify any funding opportunities that may be included. Mr. Calvaresi noted that the scope requires the consultants to review this bill and provide a report.

A/Chair Cross continued that the word "resiliency" could be added along with the reference to climate change in the 2050 RTP. He spoke positively about the new ideas

in scenario planning, pointing out that this will not simply repeat the scenarios reviewed in 2045. He felt it could be helpful to provide a set of standards with regard to greenhouse gases and emissions, and suggested that this area could benefit from creation of a separate subcommittee in the future.

A/Chair Cross also addressed performance measures, stating that since the 2040 RTP, a set of federal performance measures have been provided. While he did not oppose adding more regional performance measures, he felt any new metrics should be added in the context of what is already being done to meet federal requirements.

Mr. Uhlir noted that information on greenhouse gas emissions has been requested from the cities, as some local efforts are underway to pass resiliency plans. He agreed that this information could add value to the RTP process. A/Chair Cross reiterated that a working group could be developed to determine how to use the results generated by the model in conjunction with other performance measures.

Ms. Bush noted that research continues toward the development of multimodal performance measures at the federal level. This multimodal system productivity measure has been tested in Southeast Florida and arose from initial research conducted by the Federal Highway Administration (FHWA), and is expected to be tested again. It may be added to the other federal measures once development is complete.

Ms. Bush continued that there are also new processes for identifying projects that will be included in the RTP. These may include dynamic adaptive policy pathways (DAPP), which consider short-term actions as well as long-term options that could be taken to address changes such as sea level rise. These will affect how transportation projects are identified, framed, and implemented.

A/Chair Cross advised that a number of prototypes for how to move forward in Broward were identified in the MPO's 2045 MTP. The MPO is working cooperatively with FDOT to determine the best way to manage these. He stated, however, that the identification of short-term adaptive solutions is problematic considering the seven-year funding cycles. It is better to come up with ways to identify projects further into the future.

Ms. Bush further clarified that short-term actions are being applied, for example, to a State Road (SR) A1A tidal flooding study that is underway in Hollywood. They include seawalls and collaborative pump investments that involve FDOT, County, and local government. The development of longer-term solutions is an ongoing conversation as underlying circumstances continue to change. The process by which changes are implemented may not follow a typical linear order depending upon ongoing changes in the environment.

A/Chair Cross concluded that the same budget is anticipated for fiscal year (FY) 2021-2022 as in FY 2020-2021.

5. Miami-Dade TPO Telecommute Study

Mr. Edmonson explained that he was the lead investigator for the Miami-Dade TPO Telecommute Study, which was sponsored by TPO Board member Rebeca Sosa and has been unanimously adopted by the Board. Partners in the study included FDOT, Florida International University (FIU), and South Florida Commuter Services. The goal of this study was to determine whether or not telecommuting can continue as a long-term strategy to reduce congestion in South Florida.

The study asked questions of a number of participants and received over 2300 responses to this survey effort, of which roughly 1300 came from the state and national levels. Over 900 came directly from the South Florida region. The sample population consisted of employers, employees, and students, and considered a range of industries from construction and manufacturing to entertainment and hospitality. 50% of respondents were male and 50% were female.

Workforce telecommuting trends show that pre-COVID-19, an approximate 30/70 split existed between telecommuters and non-telecommuters. This switched to a 60/40 split during the pandemic. After the pandemic is over, employers expect that 50% of the workforce will telecommute either part- or full-time. South Florida's responses are similar to the state and national responses.

Responses from students identified remote learning trends during the pandemic. 90% of classes transitioned to online learning, with the remaining 10% being cancelled. Over 50% of students indicated a desire to telecommute more than they had before the pandemic. Over three-fourths of employees indicated a desire to telecommute more than they had at pre-COVID-19 levels.

The study team also considered benefits and challenges of telecommuting. Top benefits perceived by all three respondent groups included a better work/life balance, while challenges identified by all three groups included work space, socializing, and productivity.

The top areas identified by the survey to help incentivize telecommuting as a long-term strategy include:

- Implementation of County-wide wifi for training and support
- Tax incentives, bonuses, stipends, grants, and other funding
- Discounted parking and transit fees
- Reduced development fees
- Office sharing

The study team also worked with the Greater Miami Chamber of Commerce (GMCC) to conduct a roundtable discussion with executives from multiple industries. The roundtable addressed both benefits and challenges of telecommuting.

Once the study was complete, the team determined the TPO's main policy recommendations, which include:

- Adoption of telecommuting as a long-term policy
- Designating telecommuters as a recognized commuter group for transportation and land use plans
- Plan and advance broadband infrastructure
- Create a regional telecommuting program

Mr. Edmonson noted that the second recommendation in particular would help the transportation agencies dedicate transportation funds to this specific commuter group.

The TPO is working with South Florida Commuter Services on a 12-month pilot program that hopes to attract new and additional telecommuters. This will help identify any barriers this group may be facing. The team is working to promote and define telecommuting as its own mode and identify resources that can be provided to further increase telecommuting.

Ms. Bush asked if the study indicated a reason for the dramatic increase in vehicle miles traveled (VMT), although this measure had decreased significantly at the beginning of the pandemic when telecommuting became common. Mr. Edmonson replied that this is still being explored. He noted that a large number of optional transit riders were lost during the pandemic; in addition, some transportation facilities were affected more than others. Telecommuting also depends upon the jobs that employees work: facilities that serve a working population concentrated in hospitality or retail, for example, showed less variation in telecommuting numbers.

Mr. Uhlir observed that it will be interesting to see how proposed new federal legislation may provide funding at the federal level. He cited County-wide wifi as an example, asking if the study identified steps toward implementation. Mr. Edmonson clarified that the study takes a high-level overview. The survey included a question on how the County could incentivize telecommuting as a mode of transportation.

Mr. Flavien requested additional information on what identification of telecommuting as a mode would allow the TPO and Miami-Dade County government to accomplish. Mr. Edmonson replied that several modes of transportation, including bicycle/pedestrian, transit, and micromobility, all have specific dedicated funding sources. The TPO hopes to add telecommuting as a mode in order to secure dedicated funding sources as well. The sources themselves have not yet been identified. He cited examples from the city of Atlanta, which provides employers with tax credits if a certain percentage of their employment base telecommutes. Employees may receive discounts on transit and/or stipends for in-home training and telecommuting equipment.

Mr. Edmonson continued that even a 10% decrease in VMT resulted in significantly less traffic on the highways. If VMT can eventually be metered, this will provide the working public with more options, including having employees come to the office post-rush hour.

In addition, it has been confirmed throughout the last year that telecommuting works to mitigate traffic congestion.

6. Review July 2021 Southeast Florida Transportation Council Agenda

A/Chair Cross advised that there is no business scheduled to come before SEFTC at their July 30, 2021 meeting. It was determined by consensus to cancel this meeting. The RTTAC will meet again in August 2021.

COMMITTEE REPORTS (no discussion)

None.

ADMINISTRATIVE ITEMS

1. Member Comments

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: August 11, 2021
NEXT SEFTC MEETING: October 30, 2021



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
6th 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 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



DRAFT

MEETING MINUTES
BROWARD METROPOLITAN PLANNING ORGANIZATION
Regional Transportation
Technical Advisory Committee (RTTAC) Meeting
Wednesday, October 13, 2021 1:30 PM
100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181

Members Present

Acting Chair Bill Cross, Broward MPO
Sabrina Aubery, Florida Department of Transportation District 4
Lois Bush, Florida Department of Transportation District 4
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
Tom Lanahan, Treasure Coast Regional Planning Council
Natalie Yesbeck Pustizzi, South Florida Regional Transportation Authority

Broward MPO Staff

Hannah Bourgeois
Paul Calvaresi
Carl Ema
Paul Flavien
Rebecca Schultz

Also Present

Conor Campobasso, Palm Beach TPA
Lisa Colmenar, Miami-Dade TPO

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. Approval of Minutes – June 10, 2021 & September 9, 2021

The minutes were approved by unanimous consent.

3. Approval of Agenda

This Item was not addressed.

4. Public Comments

None.

5. Comments from the Chair

None.

ACTION ITEMS

None.

NON-ACTION ITEMS

1. 2050 Regional Transportation Plan (RTP) Revenue Review and Discussion

Conor Campobasso, representing the Palm Beach TPA, provided an update on the scope of the 2050 Regional Transportation Plan (RTP). The scoping phase of the RTP is nearly done, and the team is nearing the procurement and development phases. In June 2021, the first draft of the RTP was sent to partner agencies, and comments from those agencies were incorporated into the document. A workshop was held in August for discussion of the second draft, after which comments were also incorporated from the agencies. A third draft has just been completed the previous week.

The mission is a shared RTP that summarizes the region's needs, gathers support for adopted policies, and creates a blueprint for implementation. It advocates for flexible and equitable reallocation of funds to implement regional priorities, and will focus on the changing needs of the region, including emerging technologies, resilient infrastructure, transportation options, and harmonious land uses. The 2045 RTP builds on the accomplishments of the 2040 Plan, updating deliverables as needed and focusing on project delivery, outreach, and education.

There are 10 tasks associated with the 2045 RTP, some of which are administrative. These include:

- Beta testing and goals/objectives/measures
- Revenue and finance: a section including initial analysis of Florida Department of Transportation (FDOT) forecasts has been removed, and local revenues, such as surtaxes, will also be considered
- Language modified to ensure coordination between the RTTAC and the three transportation agencies in different scenarios

Peter Gies of Broward MPO Staff recalled that at a previous meeting, the Committee had discussed the incorporation of themes such as freight, resiliency, safety, and technology, for which he had hoped to see more robust tasks to support local MPOs. He pointed out that these are regional issues not limited to the three counties, and suggested that the scope include a more “built out” plan related to specific issues, which would be supportive of the tasks the three agencies are undertaking.

Ms. Bush advised that equity also be considered as an additional theme to be incorporated. She encouraged the review of a broad range of plans that relate to transportation, housing, and economic development. While this will require a larger budget, the result will likely be a more closely aligned plan.

Ms. Bush continued that there are plans for a regional needs assessment in conjunction with planning for Strategic Intermodal Systems (SIS) in 2050, and suggested that the process could examine how needs assessments are done to coordinate the three agencies’ work. A/Chair Cross advised that the Committee would welcome a presentation on SIS.

Mr. Lanahan suggested that a visitor/tourism component could be considered as well, as this is a major pillar of the South Florida economy. Another consideration is evacuation concepts for hurricanes and other types of emergencies.

Mr. Calvaresi observed that there may be efficiencies and cost savings that can be realized by incorporating information from previous RTPs rather than doing this work again from the beginning. He felt the primary goal is to determine what the Plan is trying to do as an overall document, and to address any issues from the previous Plan that may remain unfinished.

Mr. Edmonson advised that he would like to see identification of the one key item it is hoped the RTP will accomplish for 2050. He referred to the strong case for more flexible funding in the 2045 RTP as an example.

The mission statement accompanying the RTP’s scope establishes the charge for the document, summarizing regional needs, gathering support for adopted policies, and creating a blueprint for implementation. It also states that the RTP advocates for a flexible and equitable reallocation of funds to implement priorities. Ms. Delaney explained that this leads to a conclusion that flexible funding is an overarching theme of the 2045 RTP.

The next part of the mission statement addresses where the region is going by referring to the changing needs of the region, including emerging technologies, resilient infrastructure, transportation options, and harmonious land uses. Ms. Delaney emphasized that land use needs to be brought up to a par with the other considerations.

A/Chair Cross agreed that this is generally true, although he suggested that “transit-supportive” may be a more accurate term than “harmonious.” He pointed out that the previous plan identified the economic impacts of transit-supportive land use surrounding major transit investments. Ms. Delaney noted that the land use aspect of the RTP should be fleshed out further to address some of these concerns.

Ms. Bush added that there is a difference between scenario planning that considers where a region wants to go and scenario planning that explores what might happen. She felt the RTP should address the latter scenario, which relates to resiliency and other considerations as well. She was also in favor of adding equity to the mission statement.

A/Chair Cross observed that the mission statement refers to the equitable reallocation of funds, pointing out that the primary tool of the transportation agencies is the funding of projects. He felt specific recommendations of what should be addressed would be more helpful. Ms. Bush proposed a closer focus on accessibility, including the ability to reach desired destinations, pointing out that this access to transportation is not equitable across the board.

A/Chair Cross also noted that while he was not in favor of significantly more scenario planning after so much had been done in preparation for the 2045 RTP, he felt there were new areas that should be incorporated into the 2050 RTP. He was particularly supportive of further exploring accessibility, including best practices and how accessibility can be applied to the agencies’ individual LRTPs.

Mr. Gies recalled that current transportation models have outputs that allow for the calculation of accessibility. He advised that this could be undertaken using current models, as this may be able to supplement or complement what is already gained from transportation models using a level of service perspective. He concluded that he was supportive of looking at this task as proposed by A/Chair Cross in lieu of further scenario planning.

Ms. Delaney referred to the goals and objectives of the 2045 RTP, as the scope of the 2050 document is clear in its reliance on looking at the goals and objectives of prior Plans. She reiterated that the 2045 RTP focused on flexible funding, which was not a popular area of focus but an honest identification of what is needed. It may be that equitable access to transportation is similarly positioned. This could be tested in the modeling of different scenarios.

Lisa Colmenar, also representing the Miami-Dade TPO, suggested additional discussion of the resilience of infrastructure. A/Chair Cross requested feedback on whether the term “sustainability” should be replaced by “resiliency.” Ms. Delaney felt resiliency could become a major goal of the RTP, addressing emergency operational impacts, sea level rise, and other considerations. It was noted that this would build on the foundation laid by the 2045 RTP.

Mr. Fernandez expressed concern that the RTP and the three agencies' LRTPs will need to reflect some of the same priorities. Because the LRTPs' scopes are not yet prepared, he cautioned that there is no connection to be made between the documents at this time. He emphasized that the documents must be able to support one another.

Ms. Delaney asked how the schedules might be adjusted to address this timing issue. Mr. Fernandez replied that representatives of each agency could be asked to give an assessment of where their respective LRTP scopes are in terms of development. These will also need to be reflected in the Unified Planning Work Program (UPWP) with identified costs.

A/Chair Cross noted that this Discussion Item will come back before the RTTAC in December 2021 as an Action Item, and will then be presented to SEFTC in February 2022 for formal endorsement. This means the scopes of the LRTPs will need to be finalized over the next one to two months in order to ensure that they reflect the same goals as the RTP, unless the RTTAC endorsement can be pushed back to January 2022. It was determined that the latest meeting at which the RTTAC scope can be presented for approval would be February 2022.

Mr. Calvaresi stated that the RTTAC schedule is currently set to meet every even-numbered month; however, this can be changed if necessary. He concluded that a date will be set for the next meeting, and encouraged the Committee members to be flexible in their schedules and to encourage similar flexibility from their elected officials in SEFTC as well.

A/Chair Cross advised that the RTTAC would plan to meet in January 2022, with a date yet to be determined, and send the RTP scope to SEFTC in February 2022 as planned. It was suggested that the Palm Beach TPA host the February 25, 2022 SEFTC meeting.

Mr. Calvaresi noted that there is also a procurement schedule to be followed. Mr. Campobasso replied that he did not foresee any issues with procurement.

Ms. Delaney asked if the Committee wished to review slides addressing the scope, as this could provide guidance on where these issues would best be included. It was noted that Task 4 of the scope includes review and refinement of prior RTP goals. The Committee agreed by consensus that resiliency could be added under this task, while truck and freight circulation and distribution could be included under objectives that deal with the economy.

A/Chair Cross asked for more information on the deliverable of a legislative policy summary. Mr. Campobasso replied that this would be an update to legislative policies addressed in the 2045 RTP, based on ongoing legislative discussions. A/Chair Cross advised that he was not certain the best action in this case was updating previous information, pointing out that the previous focus was on legislative funding flexibility. He

recommended instead providing a comprehensive review of any new federal transportation bill that might be prepared before the 2050 RTP is begun. The RTP could collect this data and review any implications that would affect the three agencies in the development of their individual plans as well as the RTP. She characterized this as the RTP providing legislative information as a service to the individual agencies.

Mr. Edmonson advised that another aspect of the scope that should be emphasized is support for the RTTAC by SEFTC. This would include support services by the Palm Beach TPA that are similar to the support services provided to SEFTC and its subcommittees by the Broward MPO during the previous RTTAC cycle. A/Chair Cross clarified that this is listed under the Tasks. It was noted that this is intended to cover updates and interim progress reports to the RTTAC.

Ms. Bush commented that the list seems to have moved from a library of measures of effectiveness for regional goals and objectives to actually clarifying these measures and setting targets for them. Ms. Delaney replied that the scope as presented has been in production for some time, resulting in detailed and measurable objectives and targets as part of the development of the RTP.

Ms. Bush continued that she had understood the regional transit network in the 2045 RTP to be for scenario purposes only, and asked if the 2050 RTP will include this network as well. A/Chair Cross advised that there will be a transit network in the Plan, although what it will look like may be dependent upon what is available to be incorporated.

Ms. Delaney noted that there has not been significant discussion on revenue and finance, and that the three counties have different statuses with regard to potential funding sources. The scope as drafted addresses the establishment of new as well as existing surtax resources. Mr. Calvaresi noted that Task 5.1 calls for the consultant to create a financial resource and record a technical memorandum, both of which were part of the 2045 RTP. He recalled that this was addressed in the previous document, and if there is a nexus between revenue sources and their allocation to funding programs, it is very difficult to find. As a result, the previous RTP looked at transportation programs to arrive at the conclusion that flexible funding should be “the way to go” and new sources were only needed as dedicated funding sources, such as Broward’s transportation surtax.

A/Chair Cross stated that there is the possibility that a new federal transportation law will include significant changes from what has been included in the last several transportation bills. He proposed that the 2050 RTP be updated to reflect these prospective changes. In addition, FDOT is currently updating its SIS program, which is one of the key targets for a discussion of flexible funding. He expected that by the time the 2050 RTP is underway, new guidance on SIS will be available from FDOT. He encouraged having the consultant closely review the new SIS guidelines and report back to the Committee on any changes.

Mr. Lanahan suggested that the new federal legislation and the flexibility afforded by the new SIS be specifically mentioned in the 2050 RTP. Ms. Bush added that leveraging should also be considered as a theme, pointing out that billions of dollars are allocated for resiliency funding at the state, federal, and local levels. She emphasized the importance of leveraging investments across these entities to increase resiliency.

Ms. Delaney next addressed development of the transportation network. Mr. Calvaresi advised that this is a required task of SEFTC, as it is the transportation network used to program Transportation Regional Incentives Program (TRIP) funds. This may also be incorporated into future SIS funding. He recommended that no changes be made to this section.

A/Chair Cross observed that one item discussed as part of the Broward MPO's 2050 Metropolitan Transportation Plan (MTP) is considering where resiliency funds are allocated. They did not wish to use these funds broadly across the area, as it is likely that every road cannot be saved, but instead recommended focusing on where resiliency investments could do the most good. He suggested the Committee determine whether they would like to come up with a version of the regional transportation network that focuses on resiliency by addressing key roadways.

Mr. Gies advised that there has been previous work done on this topic, some of which may need to be updated through the South Florida Climate Change Vulnerability Assessment. This would build upon existing work. A/Chair Cross advised that the first step is determining the network of roadways that should be saved, followed by determining where the impacts of climate change are most likely to affect this network and should be mitigated.

Ms. Delaney pointed out that there are equity implications embedded in this process, and asked how a regional methodology would be developed to make this determination. She continued that there may be some cover available due to objective analysis, with the RTP establishing a methodology that is somewhat removed from the politics of this discussion. This objective view could be used by the three transportation agencies as well.

A/Chair Cross advised that this could raise a number of discussions, pointing out that sometimes saving an individual roadway could result in harming its surrounding neighborhood. Ms. Bush added that in terms of the resiliency of the regional transit network, the intensification of high-capacity transit corridors may require greater analysis, as it may be necessary to relocate or attract residents to less vulnerable areas.

Ms. Bush continued that when the South Florida Climate Change Vulnerability Assessment was undertaken by the Broward MPO, FDOT was asked to provide a supplemental study that considered how storm surge in combination with sea level rise

would disrupt the transportation network. FDOT used a regional travel demand model as well as a sea level rise projection to determine areas with the potential for disruption. She advised that this information could help in determining economic consequences, including lost trips and increased delays.

Ms. Delaney continued that scenario planning can take different forms: it can be reactive, such as testing the number of individuals who would be affected by a transit investment, or proactive, such as recommending land use policies that locate individuals in specific areas in order to support the efficiency of moving these residents from place to place. She requested input from the RTTAC on this topic, noting that Regional Planning Councils typically prefer proactive planning while MPOs have more experience with both reactive and proactive planning.

Mr. Gies recalled that at a recent Association of Metropolitan Planning Organizations (AMPO) conference, there was discussion of how MPOs typically carry out their scenario planning. He noted that the tendency of MPOs to undertake more reactive planning may be related to the need to maintain a link between proposed investments and the impact of those investments on the overall network. He pointed out, however, that the accessibility aspect the Committee has discussed may be able to provide a more proactive method in which a scenario that increases accessibility is considered.

A/Chair Cross stated that he did not feel more land use scenario planning would be helpful, as the Committee has shown conclusively the importance of supportive land use surrounding a transit network. He felt additional consideration of land use would be repeating what has already been done, and preferred to focus on climate change, resiliency, telecommuting, and other new issues not previously addressed.

Paul Flavien of the Broward MPO recommended consideration of electric vehicles as part of any resiliency scenario. He pointed out that these vehicles are becoming more common, and noted that electric vehicle technology is more fully developed than automated and/or connected vehicles and should be considered separately from them.

Mr. Calvaresi observed that the Committee can consider output in terms of level of service, and suggested that they consider output in terms of accessibility as well. Ms. Bush emphasized that accessibility measures combine transportation and land use, and noted that the key difference between sustainability and resilience is that resilience is related to disruptions. The RTP could focus on mitigation by considering the reduction of greenhouse gas emissions and their potential impacts, as well as adaptation to the impacts that do occur. Mr. Flavien added that electrification of the transit fleet could be one such consideration.

Ms. Delaney noted that the scope calls for up to six alternative scenarios, and suggested that the definition of these scenarios may require additional work. A/Chair Cross advised that scenario planning tends to be a significant driver of costs for regional planning, based on the 2045 RTP's negotiations. He felt it is important to only ask for

the development of scenarios that are necessary. He recommended that if further research is desired, this not be included under scenarios, but instead to be separate direction for consultant research.

Ms. Delaney reviewed some of the proposed scenarios, including sustainability, transit-supportive land use as a baseline, and a default scenario. A/Chair Cross reiterated that he felt a focus on land use and scenario planning was “the wrong path,” as these have already been done; in addition, each of the three agencies will run a land use scenario for their individual plans.

Mr. Edmonson agreed that scenario planning should remain as minimal as possible in an attempt to keep costs low. He advised that for Miami-Dade, telecommuting and automated, connected, electric, and shared (ACES) vehicles are two scenarios from which they can draw information and use it in their plan. It was noted that the telecommuting scenario can be seen as tying into accessibility measures.

Mr. Flavien addressed technology and ACES, stating that little data is available on these issues. This means when a scenario is developed, it would be difficult to determine whether the output is positive or negative.

Ms. Delaney concluded that this leaves only two potential scenarios in addition to the existing/default scenario as a baseline. Mr. Campobasso stated that ACES should remain as a scenario unless it is ultimately determined that the output is worth less than the cost of running the scenario.

A/Chair Cross recommended replacing the telecommuting scenario with accessibility, as telecommuting can be considered one aspect of an accessibility scenario. He continued that the ACES/technology should remain, and a sustainability scenario could be added, resulting in three scenarios. Mr. Campobasso agreed with this proposal.

Ms. Bush stated that the definition of resiliency can be modified to include mitigation, reduction of greenhouse gas emissions, and adaptation efforts. Sustainability, however, is a broader term. She recommended caution in how these two terms are used, as they are not interchangeable.

Ms. Delaney listed the following scenarios:

- Sustainability, focused on carbon dioxide emissions reduction and electrification of the transit fleet
- Accessibility, including telecommuting and telehealth
- ACES technology

She asked if a potential resiliency scenario should consider what might happen to the transportation network when different filters of resiliency investment are applied to it.

A/Chair Cross asked if any specific roads are projected to be underwater by 2050, and whether a scenario should be created to reflect the prospective loss of this infrastructure. He proposed that this be listed as a fourth optional scenario that has not yet been fully defined, as this provides some flexibility for future discussion. It was noted that the addition of a fourth scenario, however, could significantly increase costs.

Ms. Bush emphasized the importance of considering mitigation and adaptation as two aspects of resiliency. Unified sea level rise projections are based on assumptions about greenhouse gas emission levels. She characterized this as a way to advocate for transportation that would minimize these emissions while promoting walkability and transit-supportive areas.

Ms. Delaney continued that the 2050 RTP scope discusses coordination with the RTTC's Modeling Subcommittee, as well as the engagement of the consultant with the Subcommittees. One regional model will be used for all three LRTPs/MTP, which is a requirement of SEFTC. This is a necessary fixed cost for the RTP. Under the category of models for scenario testing, the Committee agreed that this will change from five to four scenarios, as previously discussed.

Task #9 addresses development of the RTP itself, including multiple modes of transportation, as well as references to the Climate Change Action Plan and Regional Freight Plan. Modes include transit, with the development of a transit network as a result of the RTP. A/Chair Cross noted that Broward County Transit (BCT) currently has a major Transit System Plan underway, which should be reflected in the document. Palm Tran also has an updated transit plan, and Miami-Dade has recently approved its Better Bus Network, which is scheduled for implementation in 2022.

Regarding freight, Ms. Delaney advised that the concerns raised earlier in the meeting could be addressed by the 2050 Southeast Florida Regional Freight Plan. Mr. Flavien noted, however, that there is no interest among freight providers to create this Plan, which would require the rewording of references to this document. Mr. Gies added that there are other issues that have arisen throughout the region, including truck parking, "truck platooning," and others, which will be addressed through a separate Action Plan. This Plan could make up the freight element of the RTP.

It was noted that the most recent Regional Freight Plan adopted was in 2014 as part of the 2040 RTP forecast. Mr. Flavien recalled that the last Regional Freight Plan was created by the three transportation agencies in partnership with FDOT, with FDOT providing the majority of funding. In 2045, the agencies approached FDOT regarding an update, but it was also determined at that time there was no appetite to update the Regional Freight Plan.

Mr. Flavien continued that the Truck Parking Action Plan and any additional appropriate documents can be incorporated into the 2050 RTP. The project list from the 2040

Regional Freight Plan can also be updated, as many of the facilities suggested in that Plan have likely been built by now.

The discussion moved on to ACES, resiliency and equity, with the Committee noting that this includes background research and analysis, but little new work to be undertaken. Mr. Calvaresi noted that the RTP document is the culmination of work done on several tasks as well as an examination of where South Florida is as a region and where it is going.

Ms. Delaney concluded that she has received significant direction for the revision of the scope based on today's discussion, and will list these edits for the Palm Beach TPA. The changes are likely to result in cost reduction as well as a more focused scope.

Ms. Bush requested clarification of what else is needed from the RTTAC members, such as additional feedback on the scope once the document has been circulated. It was clarified that Mr. Campobasso will integrate the comments from today's input into the scope, with some edits, to further refine it. The revised scope will then be shared with the Committee for further review, with the intent of presenting the scope to the RTTAC for approval in January 2022 and to SEFTC in February 2022.

A/Chair Cross asked if the members felt an intermediate RTTAC meeting, possibly in December 2021, would be necessary for further discussion of the scope. Ms. Delaney noted that today's discussion has been very thorough, and pointed out that further discussion could overburden a regular RTTAC Agenda. She suggested distributing the revised scope to the members in November 2021, which could be followed by a virtual meeting in December, as no action would be needed. Mr. Calvaresi noted that a standing RTTAC meeting has already been scheduled for December, which could be changed to a workshop meeting.

Mr. Edmonson asked at what point the Palm Beach TPA will be able to provide costs associated with the proposed scope, or if plans are going forward under the impression that the changed scope will remain within the \$900,000 traditional funding cost of the RTP. Mr. Campobasso replied that at present, the assumption remains that the work will cost \$900,000 or less. Tasks have been removed from other areas of the document, which will result in some cost savings. The time frame by which firmer costs must be calculated has not yet been determined.

A/Chair Cross commented that the \$900,000 budget assigned to the previous RTP cycle was very tight, resulting in challenging negotiations with the consultant and the elimination of some elements to reduce costs. He was not certain that the current cycle would fall within this limit, particularly regarding inflation and other fiscal concerns. He recommended consideration of raising this figure to \$1 million.

Mr. Edmonson noted that while additional aspects may be added to the scope, there should be monitoring of how additional hours will affect the RTP's costs. He advised

that this will be part of the contractual relationship between the Palm Beach TPA and the consultant team. A/Chair Cross reiterated that more funds should be set aside for the RTP in the event that the costs cannot be negotiated to below \$900,000.

It was asked when the Palm Beach TPA expects to send out an RFP for consultant procurement. Mr. Campobasso replied that a six-month procurement process has been planned, with the understanding that this could be extended by another two months. Because the timeline has shifted during discussion of the scope, this time frame will need to be reevaluated. It was noted that this amended time frame remains consistent with the Unified Planning Work Program (UPWP).

Mr. Fernandez stated that he would recommend waiting until all three UPWPs are approved by their respective boards, and a memorandum of understanding (MOU) to this effect could be drafted. A/Chair Cross advised, however, that when the Broward MPO oversaw the 2045 RTP, the first six months of the contract were paid solely by Broward MPO funds, as they were aware the other two agencies' contributions would show up in the next UPWP cycle. He also noted that it is possible to go through the procurement process, including negotiations, without issuing a notice to proceed until July, by which time all three agencies should have adopted their UPWPs. He concluded that moving forward with procurement is a low-risk step.

Mr. Flavien noted that the scope of the RTP typically goes to SEFTC for approval. Mr. Fernandez asserted that the MOU forms the basis of the agencies' respective UPWPs before they are approved. Mr. Calvaresi advised that he did not recall requirement of MOUs for previous RTPs, as the inter-local agreement that created SEFTC states that SEFTC must provide an RTP.

Ms. Delaney thanked all present for their contributions to the discussion of the scope, and concluded that she would forward her notes to Mr. Calvaresi for distribution to the full Committee.

2. 2050 Long Range Plan Update

Ms. Colmenar reported that she and other RTTAC members from Miami-Dade have already reviewed how they hope to structure and outline their LRTP. These activities are already being incorporated into the UPWP, along with funding. They are awaiting official guidance from FDOT's Central Office and the FHWA to complete scope development.

Mr. Campobasso advised that the Palm Beach TPA has finalized the timeline for its LRTP and is developing a structure and reviewing different elements that may be included in the scope.

Mr. Gies stated that the Broward MPO has begun writing the scope for its MTP and has a good idea of the budget. They hope to finalize the scope in January 2022 and

advertise for a consultant in March, with a notice to proceed after the start of the new fiscal year. They will issue a call for projects and needs assessment from late 2022 into 2023.

3. TRIP Program

Mr. Calvaresi advised that he and Mr. Edmonson worked to establish rules for creating the current TRIP list, including dividing funds according to each county and ranking the projects within their counties. Other information can be pulled into the TRIP list from the Transportation Improvement Program (TIP). It was determined that the TRIP document did not have to reflect a history of previous projects that have been funded through the TIP in the past, but to reflect what will be funded with TRIP dollars moving forward.

Two documents will be produced for RTTAC: a redlined version, which shows deletions and changes that will be noted in a working draft, and a clean version, which will ultimately be presented for RTTAC approval.

Mr. Jeffries stated that FDOT is coordinating between Districts 4 and 6 to provide the TRIP list before the end of October 2021. He noted that the year for which funds are requested will show for new projects.

A/Chair Cross noted that the draft TRIP list is proposed to be presented at the December 2021 RTTAC and then to SEFTC at its February 2022 meeting for adoption. He emphasized the importance of finalizing the document in December.

Ms. Pustizzi requested clarification of the deadline for the call for TRIP projects. A/Chair Cross clarified that the call for projects is currently open.

4. SIS Policy Update

Mr. Calvaresi thanked the three agencies for their coordination on a joint letter to FDOT, noting that the document was well-received. The message from the 2045 RTP regarding greater flexibility in funding is making its way to the state level, as FDOT is now considering the use of SIS funds for off-SIS facilities to increase movement along the network. There was also significant discussion of the term “inter-regional,” as FDOT is considering a much broader definition. Next steps include sending the policy to the MPO Advisory Council (MPOAC), which will seek approval at the state level for policy changes. He concluded that the RTTAC has influenced policy that will be adopted by the state.

Mr. Edmonson asked if the three agencies are submitting individual comments regarding SIS funding, or if comments will be sent only from RTTAC as a group. A/Chair Cross replied that joint comments have been sent due to the timing of the request. He added that the comments may be seen as more meaningful when they come from the

three agencies in combination rather than from individual entities. He encouraged any additional comments to be coordinated among agencies for greater effectiveness.

Ms. Bush advised that when FDOT Districts present to the agencies and their advisory bodies and boards, they take notes on comments received, which are submitted to FDOT's Central Office for tracking. Any input from individual meetings is being captured and shared.

5. Draft Southeast Florida Transportation Council (SEFTC) Agenda

Mr. Calvaresi noted that while there is a SEFTC meeting scheduled for October 29, 2021, the only action item that could be presented at that meeting is a Resolution for the FDOT SIS policy update. He was not certain that this Resolution was necessary, as there has already been a response. If this action item is removed, the meeting may not be necessary.

It was determined by consensus that the October 2021 SEFTC meeting would be cancelled. Non-action items will be moved to the February 2022 meeting, along with RTP scope review, approval of the TRIP list, and election of new SEFTC officers.

COMMITTEE REPORTS (no discussion)

1. Modeling Subcommittee

Mr. Edmonson stated that this network has been 90% completed. All agencies are currently working on their 2020 job allocation process, which is scheduled to be complete by January 2022. The Subcommittee has decided to proceed with an open source modeling platform rather than a proprietary model.

2. Public Participation Subcommittee

None.

3. TSM&O Subcommittee

None.

ADMINISTRATIVE ITEMS

1. Member Comments

With no other business to come before the Committee at this time, the workshop was adjourned at 5:01 p.m.

NEXT RTTAC MEETING: November 11, 2021



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
6th 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



Regional Transportation Technical Advisory Committee (RTTAC)

1.

Meeting Date: 02/09/2022

REQUESTED ACTION:

Motion to **Recommend Approval** of the Transportation Regional Incentive Program FY23-28 priorities list

WHAT THIS ACTION ACCOMPLISHES:

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

SUMMARY EXPLANATION/BACKGROUND:

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

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

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

ADDITIONAL INFORMATION/PREPARER:

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

Attachments

Draft FY 23-28 TRIP List

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST

Fiscal Years (FY) 23-28

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

DRAFT

County-Rank	Proj. #	Year Added	New / DTWP / TIP	Project	Location	Improvement	Upcoming Transportation Improvement Programs						Notes		
							Current Year	Next Year							
							FY 22	FY 23a	FY 24	FY 25	FY 26	FY 27		FY 28	
MDC	443861-1	2022	New	Golden Glades Interchange Ped Bridge project	Golden Glades Interchange	Pedestrian Bridge over SR 9			LF \$ 2,500 TRIP \$ 2,500						This is for design and construction cost to replace the pedestrian bridge connecting the GGMTF over SR 9. The PD&E phase of the project will be done under 443861-1 (Golden Glades Bike and Pedestrian Connector "Sunshine Station" Project)
MDC		2022	New	SMART Signals Upgrades	Countywide	SMART signal upgrades throughout Miami-Dade County to improve systemwide mobility			LF \$ 7,701 TRIP \$ 7,701						
MDC		2022	New	Downtown Intermodal Terminal	Government Center Metrorail Station	To design and build a Downtown Intermodal Terminal to serve as the end-of-line terminal for existing bus routes as well as proposed premium BRT routes such as the SMART Plan East-West and Flagler Corridor BRT.						LF \$ 5,904 TRIP \$ 5,904	LF \$ 5,904 TRIP \$ 5,904		This terminal is proposed to be integrated with TOD development in the Government Center Area, which will also provide an intermodal connectivity with Metrorail, Metromover systems and MiamiCentral station. Total project cost is estimated to be \$35M. The project can use more state funding if available
MDC		2022	New	Beach Express North	I-195 (Sr 112)	Capital to purchase 6 40' electric buses and begin service				LF \$ 3,254 TRIP \$ 3,254					With planned implementation in 2027, buses will be procured in 2026. Need 18 articulated electric buses for this route. The total cost of the buses is \$23.4M. The project can use more state funding if available
MDC		2022	New	Waterborne Transportation	Haulover Park to Downtown Miami	Waterborne Transportation - NEPA and Design			LF \$ 600 TRIP \$ 600						
MDC		2022	New	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.							SU \$ 2,500 TRIP \$ 2,500		
MDC	444622	2021	TIP	Bus on Shoulder I-195 (SR 112)	I-195 (Sr 112)	Temporary Project on Outside shoulder	LF \$ 3,189 TRIP \$ 3,189								
MDC	447413.1	2020	TIP	SOUTH DADE TRANSITWAY SW 112 AVE PARK & RIDE LOT	SW 112 Ave	Park and Ride Lot	LF \$ 608 TRIP \$ 434 TRWR \$ 174			LF \$ 2,249 TRIP \$ 1,138 TRWR \$ 1,111					
MDC	447414.1	2020	TIP	SOUTH DADE TRANSITWAY SW 296 ST PARK & RIDE LOT	SOUTH DADE TRANSITWAY & SW 296 ST	PARK & RIDE LOT		LF \$ 892 TRIP \$ 892							
MDC	447415	2020	TIP	SOUTH DADE TRANSITWAY SOUTHLAND MALL PARK & RIDE LOT	SOUTH DADE TRANSITWAY & SOUTHLAND MALL	PARK & RIDE LOT	LF \$ 1,073 TRIP \$ 1,073								
MDC	447416.1	2020	TIP	PICKUP/DROP OFF LOCATIONS FROM SW 344 ST TO DADELAND	SW 344 ST TO DADELAND	PICKUP/DROP OFF LOCATIONS	LF \$ 625 TRIP \$ 625			LF \$ 2,224 TRIP \$ 2,224	LF \$ 1,614 TRIP \$ 1,614				
MDC	447417.1	2020	TIP	SOUTH DADE TRANSITWAY - MARLIN RD PARK & RIDE LOT	SOUTH DADE TRANSITWAY & MARLIN RD	PARK & RIDE LOT				LF \$ 1,765 TRIP \$ 442 TRWR \$ 1,323					
MDC	447418.1	2020	TIP	SOUTH DADE TRANSITWAY SW 264 ST/BAUER DR PARK & RIDE LOT	SOUTH DADE TRANSITWAY & SW 264 ST/BAUER DR	PARK & RIDE LOT				LF \$ 893 TRIP \$ 893					
MDC	447419.1	2020	TIP	MOUNT SINAI MULTIMODAL SMART TERMINAL	MOUNT SINAI	MULTIMODAL SMART TERMINAL	LF \$ 232 TRIP \$ 232	LF \$ 1,555 TRIP \$ 1,555							
MDC	449501.1	2021	TIP	SOUTH DADE TRANSITWAY PARK & RIDE LOT DADELAND SOUTH	SOUTH DADE TRANSITWAY & DADELAND SOUTH	PARK & RIDE LOT				LF \$ 2,480 TRIP \$ 2,080 TRWR \$ 400					
MDC	449641.1	2021	TIP	UNITY STATION TRANSIT-ORIENTED DEVELOPMENT TERMINAL	UNITY STATION	TRANSIT-ORIENTED DEVELOPMENT TERMINAL				LF \$ 1,344 TRIP \$ 720 TRWR \$ 624					
BC	446200.1		DTWP	RESURFACING	SR-820/PINES BLVD FROM I-75 NORTH ON-RAMP TO E OF NW 118TH AVE	MPO ADDED SCOPE: SHARED USE PATH, PEDESTRIAN LIGHTING, AND TRANSIT FEATURES AT BUS STOPS. SAFETY FEATURES TO INCLUDE INTERSECTION WIDENING, SIGNALS, AND PED LIGHTING AT NW 142 AVE/SW 145 AVE			SU \$ 749 TRIP \$ 341 TRWR \$ 407						2022 FDOT added TRIP/TRWR to this project DTWP.
BC	448102.1	2021	DTWP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.				TRIP \$ 322	SU \$ 2,500 TRWR \$ 1,781 TRIP \$ 397				2022 TRIP Value increased from \$397 to \$719
BC	431756.1	2018	TIP	University Drive	NW 40th St to Sawgrass Expressway	Widen from 4 to 6 lanes	SU \$ 100 TRIP \$ 3,801 TRWR \$ 2,741	SU \$ 56 TRIP \$ 3,801 TRWR \$ 2,741							Fully funded as of 2021. 2022 DTWP does not show funding.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST

Fiscal Years (FY) 23-28

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

DRAFT

County-Rank	Proj. #	Year Added	New / DTWP / TIP	Project	Location	Improvement	Upcoming Transportation Improvement Programs						Notes			
							Current Year	Next Year								
							FY 22	FY 23a	FY 24	FY 25	FY 26	FY 27		FY 28		
BC	436980.1	2019	TIP	Pembroke Rd	Douglas Rd to University Dr	Widen from 4 to 6 lanes			SU \$116 SA \$596 TRIP \$777	SU \$500 SA \$1,096 TRIP \$777					2022 funding moved to FY24 in 23-27 DTWP	
BC	448104.1	2020	TIP	Griffin Rd. Bus Service	Griffin Rd. Tri-Rail (Dania Beach) to Sunrise (Sawgrass Mills Mall)	New local bus route along Griffin Rd., operating seven days a week. TRIP request supports purchase of five new buses needed for new service.			LF \$3,408 TRIP \$3,408						TRIP funding combined from 448105 Sunrise Blvd Bus service. Sunrise Blvd TRIP request to be deleted.	
BC	448105.1	2020	TIP	Sunrise Blvd. Enhanced Bus Service	Sunrise (Sawgrass Mills Mall) to A1A	Weekday and Weekend headway improvements. TRIP request supports purchase of five new buses needed to operate expanded service.			LF \$1,695 TRIP \$1,695						BCT Request 2020 BCT to implement EV vehicles. The cost is approximately double previous cost estimates. Project funding request to be combined, and other funding to be reapplied in out years.	
BC		2022	New	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.				SU \$2,500 TRIP \$2,500		SU \$5,000 TRIP \$5,000	SU \$2,500 TRIP \$2,500		Added 2022 to utilize TRIP reserves in 2025, 2027, 2028	
PBC-01	448103.1	2021	TIP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.				SU \$2,500 TRIP \$2,500						
PBC-02	446098.1	2020	TIP	US 1	Camino Real to Indiantown Road	Purchase electric buses and charging stations to add transit capacity and support introduction of corridor-based BRT			SU \$2,168 TRWR \$2,168						Full SU priority is \$3,772,000. Provide full match amount of TRIP. Additional funding would go towards purchase of more buses.	
PBC-03	438386.4	2018	TIP	US 1	Palmetto Park Rd to Northlake Blvd (SR-850)	Construct 22 enhanced transit shelters within existing ROW				SU \$2,276 TRIP \$1,165 TRWR \$1,028						
PBC-04	448103.1	2021	TIP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.							SU/LF \$2,500 TRIP \$2,500			
Notes:							Total TRIP Funding Request									
1. For each project, the TRIP funding request is equal to the identified matching funds in each year.							\$5,727	\$8,989	\$24,276	\$9,216	\$12,605	\$10,904	\$13,404			
2. <u>Bold Underlined text</u> = request for new project and/or new funding																
3. LF - Local Funds; SU - Surface Transportation Funds (STP), Urban Areas > 200K																



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D6: Ken Jeffries
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SEFTC: Paul Calvaresi
calvaresip@browardmpo.org

Non-Programmed TRIP Funding Summary (\$1,000's)	Fiscal Year	FY 22	FY 23a	FY 24	FY 25	FY 26	FY 27	FY 28b	TOTAL
	FDOT D4			\$3,553	\$90	\$2,442	\$344	\$8,732	\$8,732
FDOT D4 419282.1 Reserves: TRIP			\$690	\$0	\$1,119	\$264	\$5,835	\$5,835	\$13,742
FDOT D4 419282.1 Reserves: TRWR			\$2,862	\$90	\$1,323	\$81	\$2,897	\$2,897	\$10,151
FDOT D6				\$10,801	\$0	\$3,254	\$5,904	\$5,904	\$25,863
Total		\$0	\$3,553	\$10,892	\$2,442	\$3,598	\$14,635	\$14,635	\$16,887

*a. FY 23 reserves cannot be programmed.
b. FY 28 projection based on FY 27 allocations*



Regional Transportation Technical Advisory Committee (RTTAC)

2.

Meeting Date: 02/09/2022

REQUESTED ACTION:

Motion to **Recommend Approval** of the 2050 Regional Transportation Plan Scope

WHAT THIS ACTION ACCOMPLISHES:

Approval of this action allows staff to submit a scope of services to the Southeast Florida Transportation Council for approval.

SUMMARY EXPLANATION/BACKGROUND:

Following the 2000 Census, portions of Miami-Dade, Broward, Palm Beach, and Martin counties were officially defined by the Census Bureau as the “Miami Urbanized Area” (UZA). Only a small portion of southern Martin County was included in the UZA and to the extent deemed appropriate by RTTAC will be considered throughout the RTP process. Following this designation, the Governor and the Miami-Dade Transportation Planning Organization (TPO), Broward Metropolitan Planning Organization (MPO), and the Palm Beach Transportation Planning Agency (TPA) agreed to maintain the three existing MPOs and their respective transportation planning processes to address the mobility of people and goods in the Miami UZA, commonly referred to as Southeast Florida. The Southeast Florida Transportation Council (SEFTC) was created by the three MPOs to specifically address and coordinate regional transportation issues on behalf of the residents of this large and diverse region.

One of SEFTC’s most important responsibilities is developing and implementing its Regional Transportation Plan (RTP) in coordination with other regional and local plans, while moving toward an agreed-upon vision for transportation in South Florida. The overall purpose of regional planning is to support identification and implementation of a unified vision. Updating of the RTP provides not only for adapting to changes but also for anticipating/shaping changes, pursuing opportunities, and addressing other influential activities occurring at the local, regional, state, and federal levels.

SEFTC is now initiating an update of their 2045 RTP to extend the planning horizon to 2050. The 2050 Plan will focus on increasing the tools and visualizations to inform the public and stakeholders of the implementation of the high-capacity transit system priorities and the adopted unified policies.

By mutual agreement, responsibility to lead the RTP rotates between the three MPOs; the Miami-Dade TPO will be the lead agency for the 2050 RTP. Endorsement of the 2050 RTP by the SEFTC is anticipated in June of 2025.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions, please contact Franchesca Taylor at (305) 375-1738 or Franchesca.Taylor@miamidade.gov.

Attachments

FINAL DRAFT 2050 RTP Scope

Southeast Florida Regional
Transportation Council
**2050 Regional Transportation
Plan**

Scope of Services

EXHIBIT A

SCOPE OF SERVICES

DRAFT 6

Following the 2000 Census, portions of Miami-Dade, Broward, Palm Beach, and Martin counties were officially defined by the Census Bureau as the “Miami Urbanized Area” (UZA). Only a small portion of southern Martin County was included in the UZA and to the extent deemed appropriate by RTTAC will be considered throughout the RTP process. Following this designation, the Governor and the Miami-Dade Transportation Planning Organization (TPO), Broward Metropolitan Planning Organization (MPO), and the Palm Beach Transportation Planning Agency (TPA) agreed to maintain the three existing MPOs and their respective transportation planning processes to address the mobility of people and goods in the Miami UZA, commonly referred to as Southeast Florida. The Southeast Florida Transportation Council (SEFTC) was created by the three MPOs to specifically address and coordinate regional transportation issues on behalf of the residents of this large and diverse region.

One of SEFTC’s most important responsibilities is developing and implementing its Regional Transportation Plan (RTP) in coordination with other regional and local plans, while moving toward an agreed-upon vision for transportation in South Florida. The overall purpose of regional planning is to support identification and implementation of a unified vision. Updating of the RTP provides not only for adapting to changes but also for anticipating/shaping changes, pursuing opportunities, and addressing other influential activities occurring at the local, regional, state, and federal levels.

The Southeast Florida region is the most populous urbanized area in the State of Florida, with a 2020 population estimate of over 6.2 million, an increase of 12% over the past decade. The regions population is expected to continue this trend, reaching a total of 7.4 million people by 2045. This growth presents both challenges and opportunities for how to collaboratively plan for regional multimodal transportation needs.

In 2020, SEFTC adopted the 2045 RTP that includes a regionally connected, high-capacity transit (such as rail transit or Bus Rapid Transit) and multimodal system that serves the needs identified in the adopted 2045 Long Range Transportation Plans (LRTPs) of the three MPOs, and identifies desired transportation, land use, and funding policies to support anticipated growth and long-term mobility for the region.

SEFTC is now initiating an update of their 2045 RTP to extend the planning horizon to 2050. The 2050 Plan will focus on increasing the tools and visualizations to inform the public and stakeholders of the implementation of the high-capacity transit system priorities and the adopted unified policies.

By mutual agreement, responsibility to lead the RTP rotates between the three MPOs; the Miami-Dade TPO will be the lead agency for the 2050 RTP. Endorsement of the 2050 RTP by the SEFTC is anticipated in June of 2025.

The Mission

A Regional Transportation Plan (RTP) that addresses the changing needs of our region including emerging technologies, resilient infrastructure, ensuring transit supportive land uses, and more transportation options providing access to desired destinations. This Plan will summarize regional needs, gather support for adopted policies, and refine the blueprint for implementation. The RTP advocates for a flexible and equitable reallocation of funds to implement the priorities of the region.

FINAL DRAFT

Proposed 2050 RTP Process

The SEFTC is committed to continued improvement and innovation in delivery of the Regional Transportation Plan for Southeast Florida. The 2050 RTP will focus on greater coordination between government agencies, elected officials, and the public, while fully adhering to the guiding principles enumerated in the SEFTC Interlocal Agreement.

Managed by the Miami-Dade TPO with an assigned Project Manager (PM), the 2050 RTP will be developed with support by consultant services (Consultant). The Consultant will provide regional services on behalf of the Miami-Dade, Broward, and Palm Beach MPOs. The 2050 RTP will be closely coordinated and supportive of the individual county-wide LRTPs. The 2050 RTP will efficiently leverage resources at all levels to create a plan that benefits the overall region and supports the development of local LRTPs by minimizing duplicative efforts at the county-wide and regional levels.

Proposed RTP Budget

Costs for the 2050 RTP will be shared equally among the three MPOs. The individual MPOs will program funding in their Unified Planning Work Program (UPWP) to fund these consultant services.

Roles & Responsibilities

By agreement of the Executive Directors of the three MPOs, the Miami-Dade TPO will provide administrative support for SEFTC, the Regional Transportation Technical Advisory Committee (RTTAC) and its subcommittees for a period of five (5) years, starting January 1, 2023.

SEFTC will be the decision-making body for the 2050 RTP. SEFTC will be expected to: endorse the 2050 RTP Scope; establish the vision; adopt the goals, objectives, and measures; and endorse the final 2050 RTP, including the Cost Feasible and Finance Plan elements. SEFTC will support implementation of the 2045 RTP during the development of the 2050 RTP. After its completion, SEFTC will support the implementation of the 2050 RTP.

The RTTAC serves in a technical advisory role to the SEFTC. RTTAC is anticipated to serve as the 2050 RTP Steering Committee. As such, the RTTAC will provide technical guidance throughout the 2050 RTP development process, review and provide input into key interim deliverables, and will be asked to provide an endorsement of materials prior to presentation to SEFTC.

The RTP is a schedule driven process that relies upon timely review by RTTAC. It is important that RTTAC members review all provided materials in advance of meetings, regularly attend all meetings, provide timely responses to action items resulting from the meeting summaries, and collaboratively work with the Project Manager, Consultant, and MPO staff to successfully complete the RTP.

The Miami-Dade TPO will procure and act as Project Manager (PM) for the RTP Consultant and will be responsible for procuring, negotiating fees, invoicing, managing, and coordinating all Consultant services for the 2050 RTP. Scope and budget will be mutually agreed upon by those paying for the Consultant services. The Consultant Selection Committee will include one representative each from the Miami-Dade TPO, Broward MPO, Palm Beach TPA, Florida Department of Transportation (FDOT) District 4, FDOT District 6, and the South Florida Regional Transportation Authority (SFRTA).

The Consultant will support the three MPOs and SEFTC through timely completion of various work tasks identified in the scope of services.

FINAL DRAFT

Scope of Work

Task 1 – Project Management

Task 2 – Project Schedule and Coordination

Task 3 – Public Participation

Task 4 – Regional Goals, Measurable Objectives and Targets

Task 5 – Revenue and Finance

Task 6 – Regional Transportation Network

Task 7 – Scenario Development and Analysis

Task 8 – Model Support

Task 9– Regional Transportation Plan

Task 10 – SEFTC Support Services

Task 1. Project Management

The Consultant will be responsible for overall project management necessary to ensure the satisfactory completion of the 2050 RTP, according to the established schedule and budget. The Consultant will be expected to ensure the consultant team is properly managed, adequate resources are available, submittals are of high quality and submitted on time, and disadvantaged business enterprise (DBE) firm(s) is/are utilized for maximum benefit and paid in a timely fashion.

All documentation will be delivered to the PM for approval prior to Consultant distribution to the RTTAC in electronic form. The 2050 RTP reports, supporting documents, and technical memorandums will be presented to the RTTAC and SEFTC for approval and adoption. The Consultant will present to the individual MPO Boards and relevant subcommittees.

Whenever possible, all documents will be prepared and shared electronically to minimize costs and waste associated with paper copies.

Task 1.1: Project Coordination

The Consultant will work closely with the RTP PM to ensure strong communication and coordination through the life of the contract. Communication will include mandatory written monthly progress reports with an updated actual schedule versus planned schedule, task progress, identification of critical path tasks, and actual expenditures versus budget report. Beyond normal phone and email communication, the Consultant and RTP PM will generally be expected to meet in person monthly to review the progress report and monitor progress.

The Consultant will submit monthly invoices in a form and with documentation acceptable to the RTP PM within 15 business days following the end of each month throughout the life of the contract. Invoices must include a monthly progress report. The Consultant may request approval from the RTP PM, in writing, to skip a monthly invoice if no activity occurs during the month or for other reasons.

Task 1.1.1 Deliverable: Monthly progress reports (to be provided within 15 business days following the end of each month throughout the life of the contract).

Task 1.1.2 Deliverable: Monthly invoices (Consultant may request to skip a monthly invoice if no activity occurs during the month or for other reasons).

Task 2. Project Schedule and Coordination

Task 2.1: Schedule Coordination

The Consultant will develop and maintain, through the life of the contract, a detailed schedule on a web-based platform. This schedule will include 2050 RTP tasks, sub-tasks, external tasks that feed into and/or affect the project or schedule (i.e., FDOT's revenue projections and Southeast Regional Planning Model (SERPM)), identification of responsible agency or person, key partner agency meetings, deadlines, SEFTC and RTTAC meetings, and other details helpful to the management of the RTP. The Consultant will create an initial "base" project schedule to which all subsequent project schedules will be compared to assist in project management and identification of "critical path" tasks and associated responsible party.

The Consultant is expected to use the project schedule as an important management tool to identify schedule issues, critical dates, early start items, provide feedback on impacts of proposed schedule changes or late delivery of key deliverables or inputs, and convey project status and issues to the RTP PM and the RTTAC. The Consultant will use the web-based platform to develop reports and figures as needed to support the RTP PM, prepare project progress reports, facilitate coordination with partners, etc.

The Consultant will be responsible for developing and adhering to a schedule that allows SEFTC adoption of the 2050 RTP no later than June of 2025, recognizing certain tasks will be completed earlier to support individual LRTP efforts.

Task 2.1.1 Deliverable *The development and maintenance of a web-based project schedule.*

Task 2.2: Agency and Committee Coordination

The Consultant will ensure coordination of the 2050 RTP with the efforts of the three MPOs' LRTP development efforts to ensure consistency. The Consultant will identify gaps and complementary tasks in the various planning efforts to avoid duplication of effort, maximize use of existing resources, share results, coordinate activities, and minimize schedule conflicts. The Consultant will also identify potential scope and/or schedule conflicts, develop suggested solutions, and present these to the RTP PM for resolution and clarification.

The Consultant will coordinate with FDOT, the three MPOs, and their consultants responsible for the development of key 2050 RTP inputs. These inputs include but are not limited to SERPM 9 files, socio-economic data, and revenue projections.

The RTTAC will serve as the 2050 RTP steering committee and will be tasked with providing guidance and assistance throughout the duration of the contract. Key decisions on all aspects of the plan will be shared by the Consultant with RTTAC and SEFTEC at regularly scheduled meetings and when possible, reach consensus before proceeding. The Consultant will also provide interim or progress presentations as requested to RTTAC and SEFTEC. The RTTAC will work to ensure strong coordination and open lines of communication between individual MPO LRTPs and the 2050 RTP. Potential areas of conflict will be identified by the Consultant as early as possible to ensure timely resolution through the RTTAC.

Task 3. Public Participation

The Consultant will support a public participation program for the 2050 RTP that ensures citizen and private sector active participation by the general public in the Southeast Florida region. The Consultant will also support the continued outreach from the 2045 RTP. This effort will be led by the SEFTC's RTTAC-Public Participation Subcommittee, referred to as the PPS. The Consultant will work closely with the PPS, including regular attendance at meetings, as public participation is a key element throughout the duration of the RTP process. Public involvement will build upon the 2045 RTP and regional visioning initiatives currently underway. Subtasks and deliverables include:

Task 3.1: Interactive Online Tool and Website Management

The Consultant will develop applicable survey questions with guidance from both the PPS and RTTAC to engage the general public at key milestones during the development of the 2050 RTP. The survey questions will be provided via an approved online survey platform and hyperlinked on both the SEFTC.org and movefloridaforward.com websites.

Task 3.1.1 Deliverable: *Develop online surveys at key milestones and maintain both SEFTC websites.*

Task 3.2: Implementation Resources

The Consultant will develop and provide implementation resources (i.e., adopted 2050 RTP policies) to stakeholders, including local governments, economic development entities, community-based organizations, and citizens.

Task 3.3: 2050 RTP Informational Video

The Consultant will prepare a short video highlighting the regional vision and how to get involved.

Task 3.3.1 Deliverable: *2050 RTP informational video.*

Task 3.4: Social Media

The Consultant will develop right-sized graphics and applicable verbiage for each 2050 RTP milestone post. The information will then be posted on the three MPOs' applicable social media platforms, by respective MPO staff, with uniform hashtags and agency handles.

Task 3.4.1 Deliverable: *Right-sized graphics and verbiage for milestone posts.*

Task 3.5: Public Outreach Materials

The Consultant will develop and provide applicable outreach materials for the 2050 RTP to be distributed/shown/displayed during the respective MPOs' LRTP public outreach activities, which may be held in person and/or virtually.

Task 3.5.1 Deliverable: *2050 RTP Milestone Outreach Materials*

Task 3.6: Presentation Templates

The Consultant will design and develop two presentation templates, utilizing PowerPoint or another PPS approved software. The first presentation, prepared at the beginning of the project, will introduce the 2050 RTP effort. The second presentation, prepared near the end of the

process, will summarize the 2050 RTP purpose and results. The purpose of these templates is for the Consultant and individual stakeholders to use while presenting the RTP.

Task 3.6.1 Deliverable: 2050 RTP introductory presentation.

Task 3.6.2 Deliverable: 2050 RTP summary presentation.

Task 3.7: Regional Public Participation Summary

The Consultant will develop a summary writeup regarding the regional public participation activities to then be included in both the 2050 RTP's Executive Summary and final document. This summary should analyze the effectiveness of regional public participation activities.

Task 3.7.1 Deliverable: Regional Public Participation Summary

Task 4. Regional Goals, Objectives and Targets

Task 4.1: Transportation Policy and Plan Review

The Consultant will collect reports, plans, studies, state and federal statutes, guidance, and programs that pertain or impact Southeast Florida's regional transportation system. The RTTAC will be consulted to help identify all appropriate studies and documents. Documents may include, but are not limited to, enacted federal and state transportation legislation, FHWA and FTA's 2021 Planning Emphasis Areas, the Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Plans, the FDOT Source Book, Multimodal Mobility Performance Measures Source Book, airport master plans, seaport master plans, inland port/intermodal logistic center studies, the SFRTA strategic regional transit system plan, transit operating data, local and statewide freight and goods movement studies, transit development plans, congestion management plans, Integrated Corridor Management Study, Miami-Dade TPO's Strategic Miami Area Rapid Transit (SMART) plan, Palm Beach TPA's 561 Plan, Broward MPO's Vision 2100 Plan, the Southeast Florida Regional Climate Change Action Plan, other resiliency reports and action plans, transportation system management, transit development plans, etc.

The Consultant will provide a draft list of resources to TPA Staff for review. Once approved by TPA Staff, the Consultant will summarize all plans and policy documents related to long range transportation planning, focusing on newly adopted policies and enacted legislation since the 2045 RTP adoption, including new federal transportation bill legislation. A primary purpose of the summary is to provide a clear understanding of new requirements or federal, state, or regional goals and policies that may refine the currently adopted SEFTC Goals and Objectives.

Task 4.1.1 Deliverable: Summary of relevant federal, state, and other relevant policies, reports, and plans related to long range transportation planning

Task 4.2: Review and Refine RTP Goals

The Consultant will consolidate and refine the adopted 2045 RTP Policy Recommendations on page 65 and the adopted Goals 2045 RTP Goals on page 45 into 2050 RTP Goals. The Consultant will ensure the goals reflect the established vision developed by SEFTC. The Consultant will also place an emphasis on resiliency and equity while refining the Goals. The Goals will be imperative (starting with a verb). The Consultant will consider any new policies identified in Task 4.1. The Regional Goals will be endorsed by SEFTC.

Task 4.2.1 Deliverable: Refined regional goals for inclusion in 2050 RTP

Task 4.3: Measurable Objectives and Targets

The purpose of this task is to revise and update the regional Objectives to support the regional Goals, to ensure measurability, and to compile existing targets or select appropriate targets that advance the regional Goals for the 2050 RTP.

The Consultant will create measurable objectives with targets that fit within the adopted Goals of Task 4.2. The measurable objectives will also include the federally required performances measures with a focus on accessibility. The regional Objectives and Targets will be endorsed by SEFTC.

The Consultant will ensure pedestrian, bicycle, telecommuting, transit, freight, greenways, waterborne transportation, Automated Connected Electric and Shared Vehicles (ACES), and other emerging technologies are fully considered and incorporated. The Consultant shall also consider impacts to transportation equity, housing affordability, access, age-friendly initiatives, land use, freight/goods distribution, economic development, greenhouse gas emissions, extreme weather, and resiliency.

The Consultant will work closely with the RTTAC to ensure the Objectives and Targets fit within the Goals of the region and are fully coordinated with the MPO's respective LRTPs. To the extent possible, objectives will be quantitatively measured as feasible using readily available data and information. However, it is understood qualitative measures may be necessary or appropriate in some cases and may be used to the extent acceptable to RTTAC. The Consultant will calculate current values for all measurable objectives.

Task 4.3 Deliverable: *Regional Measurable Objectives and Targets (starting from pages 46-47 of 2045 LRTP modified to be measurable objectives, supporting outcomes on page 65 of 2045 LRTP modified to be measurable objectives, and federally required performance measures placed under appropriate regional goals)*

Task 5. Revenue and Finance

The intent of the task is to consistently summarize all federal, state, and local funding that is invested in transportation in the Southeast Florida region within each individual MPO area. The Consultant will coordinate with the MPOs to ensure each agency is abiding by an RTTAC agreed-upon template for displaying federal, state, and local revenue projections and expenditures.

Task 5.1: Financial Resources Technical Memorandum

The Consultant will update a Financial Resources Report Technical Memorandum that summarizes each federal, state, and local funding source and the transportation programs receiving the funds. The intent of the technical memorandum is to provide an understanding of how funding is allocated to transportation programs, starting from the point of collection, from both a county and regional perspective. The descriptions of the transportation programs will include the eligible uses and restrictions.

The Consultant shall use the FDOT Revenue Forecasting Guidebook for the capacity and non-capacity programs that consist of federal and state funding sources. The Consultant will include detailed review of new SIS policy and opportunities for SEFTC. The Consultant shall also compile revenue forecasts for local programs, as determined by RTTAC, that are not included in the FDOT programs (e.g., a local roadway capital program and a local roadway operations and maintenance program). The technical memorandum will include a summary of federal, state, and local sources being available for transportation investments within each County.

Task 5.1.1 Deliverable: *Financial Resources Technical Memorandum.*

Task 5.2: MPO Financial Forecast Template and Revenue Projection Consistency

The RTTAC will create a list of local funding codes and a list of local capacity and non-capacity Programs for all MPOs to utilize when reporting financial forecasts and programming of projects.

The Consultant will create a template to summarize the programs and funding sources by County for the final 2050 RTP document. The Consultant will coordinate with the MPOs to ensure consistency in the funding codes, programs, and the general assumptions made for each. Inconsistencies will be noted by the Consultant for consideration by the MPOs.

Task 5.2.1 Deliverable: *List of local funding codes and programs to be used in LRTPs.*

Task 5.2.2 Deliverable: *Summary Template to be used for the 2050 RTP.*

Task 5.2.3 Deliverable: *Summary of LRTPs' and 2050 RTP's inconsistencies and recommended fixes.*

Task 5.3: Potential Project Funding Sources and Financing Tools

The Consultant will examine potential project funding sources and innovative financing tools that could be used to leverage additional transportation funding from local, state, and federal sources. The authorizing agency will be identified. Potential revenue and financing examples include but are not limited to: innovative funding and finance, state grant programs, transit capital grants (e.g., Section 5309 New Starts and Small Starts), state and federal resiliency funding, tolling strategies (e.g., managed lanes), public-private partnerships, revenue generated by Vehicles Miles

Traveled (VMT) based systems (e.g. VMT payment system, road user charge or fee), value capture, and local funding options, such as infrastructure surtax, toll revenues, bond issues, impact fees, mobility fees, and ad valorem taxes.

The Consultant will identify financial areas at the federal, state, and local levels that may create impediments to large, urbanized regions meeting their mobility needs. Impediments could include program rules, policies, legislation, or other limitations that create impediments to large, urbanized regions in Florida, intentional or not. This effort should consider the results of Task 5.1 and mismatches between where and how revenues are collected from the Southeast Florida region and the region's needs. The Consultant will consider specifically if some locally generated funds, by policy, should be repurposed to better align with large urban area needs.

The Consultant will develop a plan of action describing the steps necessary to enact some of the proposed sources, particularly those that require local action, including building support and consensus among the legislature and the voters. The Consultant will create a matrix of funding options based on ease, revenue, and applicable uses.

Task 5.3.1 Deliverable: Document of potential revenue sources and financing tools.

Task 6. Regional Transportation Network

The purpose of this task is to review and refine the definitions and criteria used to develop and adopt a Regional Transportation Network. The network will consist of corridors, intermodal hubs, and major facilities for all transportation modes.

Task 6.1: Transportation Network Development

The Consultant will begin this activity early in the RTP process by reviewing and assessing the previous work performed by the RTTAC in the preparation of the 2050 RTP. Consideration will be given to any changes in the criteria and designation of SIS facilities, updates to emergency evacuation plans, critical infrastructure to improve resiliency, and infrastructure to focus on regionally connected, high-capacity transit system. Draft Scenario Regional Transportation Networks will be developed in support of the various scenarios. The results will be presented to the RTTAC.

The Consultant is responsible for the development of maps appropriate for review by RTTAC, public input, website, and other purposes.

Subtasks and deliverables included, but may not be limited to:

Task 6.1.1 Deliverable: *Draft Regional Transportation Networks.*

Task 6.1.2 Deliverable: *Regional Transportation Network Report.*

Task 6.1.3 Deliverable: *Regional Transportation Map and GIS files*

Task 7. Scenario Development

Task 7.1: Scenario Development

The Consultant will work with the RTP PM and RTTAC to develop and analyze an “existing trend” scenario and up to four additional “alternative” scenarios. The Consultant will look to national best practices and the work of earlier tasks to develop the proposed scenarios. The Consultant will collect and organize the Unfunded Needs projects and Cost Feasible projects from the MPOs to use in the Scenario Development.

Scenario analysis will be based on SERPM 9 and include Goals, Objectives, and Targets, and additional analysis as necessary to help provide clear quantitative and qualitative evaluation of the benefits of various elements of the scenarios. The analysis is intended to support and drive decision making on various innovative solutions to meeting 2050 RTP Goals, Objectives and Targets. The Consultant will develop innovative maps and other “dashboard” type materials to facilitate discussion and reveal differences between scenarios for varied audiences that may include the public, elected officials, and RTTAC.

Some possible example scenarios include:

- **ACES and Technology** – assumes the existing + committed transportation network but a percentage of VMT as autonomous, connected, electric, and/or shared.
- **Resiliency** – assumes the existing + committed transportation network but a certain level environmental impacts including but not limited to sea level rise, rising surface temperatures, storm surge, rising ground water levels and greenhouse emissions.
- **Disruptions and Opportunities** - assumes the existing + committed transportation network but with an assumed level of freight movements, as well as, telehealth, telecommute, and other forms of virtual accessibility.

All scenarios will be evaluated against the measurable objectives identified in Task 4.

Task 7.1.1 Deliverable: Proposed “alternative” scenario model descriptions, inputs, and results data sets.

Task 7.2: Scenario Report

The RTTAC will establish the specific scenarios and the Consultant will be responsible for development of all data sets, networks, analysis, funding, and other materials necessary to perform the analysis necessary to fully evaluate the impact to the region’s transportation system of the scenarios and, based on those impacts, identify regional recommendations including policy changes beneficial to the Southeast Florida region. The consultant will examine and explore urban design guidelines, development strategies, and financial incentives to reinforce the linkage between land use and transportation planning. The proposed strategies should address the efficiency of the transportation system and opportunities for improving transit use, reducing auto trips and trip length, coordinating freight movements, encouraging non-motorized travel, improving micro-mobility, enhancing bicycle and pedestrian infrastructure, and other active modes.

The development of the socioeconomic data for scenarios is the responsibility of the Consultant in cooperation with the RTTAC. The Consultant will use the socioeconomic data developed under each alternative to test the proposed transportation improvements and demonstrate the relation

of efficient transportation investments, land use, and socioeconomic growth.

The Consultant will prepare a Scenario Report that compares the various scenario strengths, weaknesses, MOE/PMs, applicability to the region, etc. Key elements of this report will be the reasoning behind the selected scenario for the 2050 RTP and identification of recommended policy changes necessary to support the regional Goals, Objectives and Targets.

Task 7.2.1 Deliverable: *Scenarios Report.*

FINAL DRAFT

Task 8. Model Support

The Consultant is responsible for performing necessary regional travel demand modeling, which includes some development and synthesizing of socio-economic data files and transit/roadway networks necessary to support scenario analysis, execution of the Southeast Regional Planning Model (SERPM), setting standards, and performing associated analysis.

The Consultant will establish and maintain strong communication and coordination between the three MPO LRTP staffs and their respective consultants. To the extent possible given RTP schedule requirements and other project requirements, the Consultant will avoid duplication of LRTP work and providing complimentary tasks when possible. Development of the 2050 RTP schedule will identify key RTP and LRTP modeling due dates to ensure timely support from both the MPOs and their consultants and the Consultant.

The Consultant will work closely with the RTTAC Modeling Subcommittee, including regular attendance at meetings, as modeling-related decisions are made throughout the duration of the project. Modeling review work for the Consultant will generally focus on the regional transportation network and external travel.

The following describes, for the RTP “trend” scenario, “alternative” scenarios, and the final RTP scenario, the roles and responsibilities of the modeling process unless specified otherwise:

Task 8.1: Accessibility

Accessibility refers to people’s ability to reach desired services and activities, and reflects the primary goal of most transportation activity and provides a contrast to the traditional approach of evaluating mobility. The goal of this subtask is to evaluate the use of accessibility measures as an alternative to the traditional modeling approach (LOS) in an effort to determine the performance of the transportation network from an accessibility lens. As a foundation, the CONSULTANT shall utilize the adopted Goal, Objectives, and Targets as well as the inputs from the Southeast Regional Planning Model (SERPM) to develop an automobile and transit accessibility measure for the model network. Additional measures to calculate bicycle and pedestrian accessibility should be explored, if possible. The CONSULTANT will be responsible for researching and developing measures of accessibility for the region, applying accessibility measures to the regional transportation network, and evaluating the final output. The CONSULTANT will coordinate with the RTTAC to ensure consistency at the TPA/MPO/TPO level.

Task 8.1.1 Deliverable: Accessibility Technical Memorandum

Task 8.2: Modeling for the Needs Assessment

The local MPOs will provide their 2050 socioeconomic data and committed project information to the Consultant for the Existing plus Committed (E+C) or “trend” alternative.

The Consultant will prepare draft external passenger and truck trip forecasts using the Statewide Model, SERPM, other regional models, and traffic count trends, and then provide these numbers to the MPOs, FDOT Districts 4 and 6, and ultimately to the RTTAC for concurrence. The Consultant will also update to 2050 special generator trips for airports, seaports, and other major logistic centers.

The Consultant will prepare a regional demographic profile of base and horizon year statistics and ratios obtained from each MPO. The Consultant will also review and coordinate with other

transportation-related needs assessment efforts relevant to the Southeast Florida region (e.g., D4 2050 regional needs assessment supporting development of its section of the SIS 2050 Multimodal Unfunded Needs Plan).

The Consultant will code and run the E+C 2050 network. The outputs will be distributed to the local MPOs for their alternative testing. The MPOs and their consultants will review and conduct quality control of SERPM network coding for the 2050 E+C network.

The Consultant will coordinate a meeting of the RTTAC Modeling Subcommittee to ensure continued communication during the development of the alternatives. During this meeting, it will be determined what baseline network will be used by each MPO as they develop their own alternatives.

The local MPOs will develop “existing trend” (baseline) Needs scenario on the 2050 E+C network and conduct their Needs Assessment on the baseline Needs network. This will serve as the “trend” alternative and will not be one of the five other scenarios. The baseline network will be determined by the RTTAC Modeling Subcommittee, with the assistance of the Consultant. This baseline will be necessary to ensure all counties are developing their alternatives in a consistent manner. Once the alternatives are finalized and the Needs are identified, the three MPOs will submit the highway and transit project coding information to the Consultant for a QA/QC review.

The Consultant will code the 2050 Regional Needs Assessment based on the information submitted by the local MPOs and run the regional model. The model outputs will be supplied to the local MPOs for review. Revisions and updates will be made where necessary. The Consultant will review the travel demand forecasts and MPO network alternatives in the vicinity of county line crossings and large regional intermodal facilities.

The Consultant will analyze the 2050 Regional Needs Assessment to determine, from a regional perspective, what projects on the regional transportation network from each local alternative plan should be developed/alterd to determine a regional network alternative.

The Consultant will run the regional network alternatives (if additional projects/project alterations are developed) and revise where necessary based on the RTTAC’s review.

The Consultant will prepare and summarize the 2050 Regional Needs Assessment network model statistics for performance measure reporting and present to the RTTAC.

Task 8.2.1 Deliverable: “Trend” E+C Network Report

Task 8.2.2 Deliverable: Regional Demographic Profile report

Task 8.2.3 Deliverable: External Trips and Truck tables

Task 8.3: Modeling for Scenario Testing

The Consultant will utilize socioeconomic data sets developed by the Consultant in Task 6, Scenario Development and Analysis, to run the model on the E+C network to identify needs and deficiencies to begin development of the “alternative” scenarios.

The Consultant will code up to four 2050 Regional “alternative” scenarios and perform a Needs Assessment based on the information submitted by the local MPOs and run the regional model. The model outputs will be supplied to the local MPOs for review. Revisions and updates will be made where necessary. The Consultant will review the travel demand forecasts and MPO network

alternatives in the vicinity of county line crossings and large regional intermodal facilities.

The Consultant will analyze the model results to determine, from a regional perspective, what projects from the “alternative” scenarios should be incorporated into the Regional Cost Feasible Plan.

Task 8.3.1 Deliverable: “Alternative” Scenario Networks and Results Report

Task 8.4: Modeling for the Regional Cost Feasible Plan

The local MPOs will conduct an analysis of local alternatives to develop their local LRTPs. Following these analyses, the local MPOs will provide the Consultant their LRTP Cost Feasible Plan project coding information.

The Consultant will conduct a QA/QC review of the three counties LRTP Cost Feasible project information. The Consultant will code the 2050 Regional Cost Feasible Plan, run the SERPM model, and supply the model outputs to the local MPOs and their consultants for review. Revisions and updates will be made where necessary.

The local MPOs will review the 2050 Regional Cost Feasible model outputs.

The Consultant will prepare and summarize the 2050 Regional Cost Feasible Plan network model statistics for performance measure reporting. The 2050 Regional Cost Feasible Plan will be presented to the RTTAC for approval and the SEFTC for endorsement.

The Consultant will prepare interim year networks based upon the project prioritization and phasing from the adopted Cost Feasible Plans.

Any changes related to the modeling portion of this project must be approved by the RTP PM and the RTTAC Modeling Subcommittee prior to conducting the work.

Task 8.4.1 Deliverable: Cost Feasible Network and Model Statistics Report

Task 9. 2050 Regional Transportation Plan

The purpose of this task is to create the final RTP document that includes:

- SEFTC Organization History and Structure
- Summary of Population, Demographic, Employment, and Other Trends
- Transportation and Travel Trends
- Regional Transportation System and Regional Network Map
- Public Participation
- Goals, Objectives, and Targets
- Needs Plan and Scenarios with Summary of System Performance
- Financial Resources and Revenue
- Cost Feasible Plan and System Performance
- Implementation Plan

The purpose of this task is to combine and integrate the results of the “final” 2050 RTP scenario analysis with other regional analyses, plans by others including the MPOs’ L RTPs, other modes, strategies, and funding issues that cannot be adequately captured by traditional long range transportation demand modeling. This is to develop a comprehensive and inclusive 2050 RTP, which is consistent to the extent possible with the three MPO L RTPs. The development of the 2050 RTP will consider the effects of programs to implement Transportation Demand Management (TDM) and Transportation System Management and Operations (TSM&O) programs at the regional level. The 2050 RTP will incorporate highways, transit, rail, waterway, pedestrians, bicycles, and other relevant modes recommended by RTTAC when determining movement of people and goods. The development of the 2050 RTP will also consider measures to reduce transportation pollution (e.g., greenhouse gas emissions) and mitigate future impacts of extreme weather and coastal and inland flooding on the transportation system.

The 2050 RTP for Southeast Florida will be based upon transportation and mobility solutions consistent with the approved regional Goals, Objectives and Targets. Input from the Regional Freight Plan, the Regional Greenways and Trails Plan, and other regional planning activities, as per the RTTAC, will be included in the development of the 2050 RTP. The recommendations from the Southeast Florida Regional Climate Change Action Plan, including associated transportation system vulnerability assessments, will be consulted in evaluating needs. The Consultant will identify the recommendations impacting the development of the 2050 RTP and present the results to the RTTAC. Scenario development and regional modeling will be closely coordinated and linked with this task.

The Consultant must consider the following during the development of the 2050 RTP Plan:

Transit

In identification of potential regional transit improvements to support the various scenarios, the Consultant will focus on, but is not exclusively limited to, existing transit plans such as the 2045 RTP, the Miami-Dade TPO’s SMART Plan, Broward MPO’s Vision 2100 Plan, Palm Beach TPA’s 561 Plan, SFRTA Strategic Regional Transit Plan, Transit Development Plans, BCT Transit Systems Plan, Palm Tran RPM, MDT Better Bus Network, and other documents and plans identified in Task 4. The Consultant will consider regional transit solutions appropriate for the various scenarios with a focus on addressing service deficiencies defined by travel markets, land use, and ability to

maximize overall system Goals, Objectives and Targets for a particular scenario.

Regional Non-Motorized Transportation and Micromobility

The Consultant will incorporate non-motorized and micromobility transportation modes into the overall 2050 RTP. Various local and regional planning activities for bicyclists and pedestrians are under development or have been completed. The Consultant will incorporate the latest non-motorized and micromobility transportation plans into the 2050 RTP and, as necessary for specific scenarios, identify new needs.

Freight

The Consultant will analyze commercial truck data, specifically truck movement/freight bottlenecks, truck parking supply and demand, as well as technology advancements such as platooning. This data and documentation should be reflected in the freight section. The Consultant will assess the current capacity at, and accessibility to existing inland ports and the feasibility for additional inland port terminals. The Consultant may be asked to supplement and/or modify the freight section to support individual scenarios.

Automated Connected Electric and Shared Vehicles (ACES)

The Consultant will investigate how the integration of emerging technologies could impact and benefit the regional transportation system. The Consultant will also consider infrastructure needs and improvements required to support such technologies.

Resiliency, Climate Change, and Environmental Impacts

With the Atlantic Ocean to the east and the Everglades to the west, one of Southeast Florida's largest risks is sea level rise. With the understanding of the compounding effects of storm surge, higher ground water, and the ever-increasing sea levels; the implementation of resilient infrastructure and practices is key for the region. The Consultant will consider resilient infrastructure, CO2 emissions, extreme weather impacts, and best practices when mitigating for climate change throughout the development of the 2050 RTP.

Equity

Title VI of the Civil Rights Act of 1964 states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance." This plan should incorporate Title VI, environmental justice, and transportation equity into all aspects of the plan, including performance measures, scenario planning, and cost feasible projects. The plan should also seek input from all interested parties, regardless of cultural identity, background, or income level to ensure a process for true inclusive decision-making.

Other Considerations

The Consultant will consider Transportation Demand Management (TDM) measures that reduce demand on the regional transportation network, Transportation System Management and Operations (TSM&O) measures that maximize the efficiency of the regional transportation network. New and emerging technologies, and other solutions that may support one or more scenarios will be considered by the Consultant. Coordination with the individual MPO LRTP teams will occur to ensure consistency and reduce duplication in relation to shared mobility and future

technologies.

Regional Policy Considerations

The Consultant will document, in the 2050 RTP, any policy considerations that helped shape the plan. Support and limiting policies will be identified and recommendations made for areas where specific policy changes would strengthen Southeast Florida's ability to ensure a strong transportation future consistent with the adopted Goals, Objectives and Targets.

The Consultant will prepare an executive summary and draft 2050 RTP final report with a prioritized list of projects fully consistent with that of the individual MPO LRTPs. Upon adoption of all MPO LRTPs, the Consultant will update and finalize the map.

Task 9.0.1 Deliverable: 2050 RTP Final Plan – Draft

Task 9.0.2 Deliverable: 2050 RTP Executive Summary

Task 9.0.4 Deliverable: Adopted 2050 RTP - Final

Task 10. SEFTC Support Services

The Miami-Dade TPO, as the designated host MPO for the 2023-2027 five-year period and consistent with the Interlocal Agreement, will perform the administrative and meeting host support duties for SEFTC and its subcommittees. Duties include organizing, advertising, preparing for, and holding meetings for the SEFTC, RTTAC, and RTTAC subcommittees and may include the preparation of meeting agendas, creation of meeting minutes or summaries, coordination with presenters, ensuring necessary electronic equipment (i.e., laptops, recording materials, etc.) is available, providing a virtual/hybrid meeting platform, assisting with room reservations, and meeting notices. The Miami-Dade TPO will prepare a “combined” annual meeting schedule for SEFTC, RTTAC, and RTTAC subcommittees for RTTAC’s approval in the 4th quarter of each calendar year.

The Consultant will host and maintain the SEFTC website during the life of the contract, and is responsible for on-going maintenance and posting of relevant materials such as meeting notices, schedules, 2050 RTP materials, etc. The Consultant will transfer all existing SEFTC web-related materials from the prior consultant team and ensure the domain name(s) are paid throughout the entire contract period without lapse. This maintenance will include adding appropriate infographics and other applicable content. The SEFTC website will provide links to each MPO website and FDOT website, as well as other applicable links, which may include specific projects links as deemed appropriate by RTTAC. An update of the website, including layout, color, schemes, etc. will be performed by the Consultant upon SEFTC endorsement of the 2050 RTP.

The Consultant is expected to attend SEFTC, RTTAC, and RTTAC subcommittee meetings, project management meetings, and other meetings as necessary throughout the life of the contract, as mutually agreed to by the Consultant and the RTP PM. Consultant attendance at meetings will be limited to those with an active role in the meeting.

The Consultant will support the Miami-Dade TPO and SEFTC for other miscellaneous needs relevant to the 2050 RTP as mutually agreed to by the Consultant and the RTP PM.

Task 10.0.1 Deliverable: Website Updates



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

2.

Meeting Date: 02/09/2022

SUMMARY:

Review of the February 25, 2022 Southeast Florida Transportation Council Agenda

Attachments

DRAFT SEFTC Agenda 2-25

DRAFT



AGENDA

Southeast Florida Transportation Council

Friday, February 25, 2022 9:30 a.m.

Miami-Dade Transportation Planning Organization

150 West Flagler Street

Suite 1900

Miami, Florida 33130

REGULAR ITEMS

(All Items Open for Public Comment)

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

ACTION ITEMS

1. **MOTION TO ELECT OFFICERS**, Chair & Vice Chair to Serve for the Next Year, February 2022 through January 2023
2. **APPROVAL** of the FY 2022 - FY 2027 Transportation Regional Incentive Program (TRIP) List
3. **APPROVAL** of the 2050 Regional Transportation Plan Scope

NON-ACTION ITEMS

1. Legislative Update

COMMITTEE REPORTS - no discussion

ADMINISTRATIVE ITEMS

1. Member Comments

NEXT MEETING: April 22, 2022

***MOTION TO ADJOURN**

* Motion Requested

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Carl Ema, Title VI Coordinator at (954) 876-0033/0052 or emac@browardmpo.org (or via Florida Relay at 711) at least seven days prior to the meeting.

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