

**MEETING MINUTES
BROWARD METROPOLITAN PLANNING ORGANIZATION
CITIZENS' ADVISORY COMMITTEE
VIRTUAL MEETING**

Wednesday, March 22, 2023, 6:00 p.m.

Present

Chair: Ken Reinhardt

Vice Chair – Gregory Gayle

Luz Negron-Alvarez, Darren Badore, Philip Busey, Nazbi Chowdhury, Chad Dashnaw, George Davis, Marc Fermanian, Paul Girello, Fern Goodhart, Brandon Johnson, Christine McKay, John Perez, Wallis Peterson, Bob Schankweiler, Michael Smith, Doris Span, Marc Weiss

Broward MPO Staff

Dr. Jihong Chen, James Cromar, William Cross, Carl Ema, Peter Gies, Christopher Restrepo, Rebecca Schultz

Attendees

Anna Bielawska

Major Jeff Cirminiello

Ian Debnam

A virtual workshop meeting of the Broward Metropolitan Planning Organization Technical Advisory Committee was held via Zoom at 6:00 p.m. on March 22, 2023.

WORKSHOP ITEMS

Chair Reinhardt called the workshop to order at 6:00 p.m.

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

5. Report from Partner Agency – Broward Sheriff's Office (BSO) – Florida East Coast (FEC) Safety Data

Broward Sheriff's Office (BSO) Major Jeff Cirminiello, member of the MPO's Technical Advisory Committee (TAC), presented information on crashes involving trains on the Florida East Coast (FEC) Corridor in Broward County. In 2023, the Federal Railroad Association (FRRRA) provided the Broward MPO with a list of train crashes which occurred on this rail system inside the County. These crashes took place during the same time frame as discussions of removing Broward's quiet zones, which prohibit the use of train horns at railroad crossings.

BSO pulled Police reports related to the crashes in the FRRRA's list and analyzed several of their components, including location, time of day, day of the week, and crash types, as well as recommended safety changes. Of the 64 incidents analyzed by BSO,

24 occurred in Pompano Beach, which has a long stretch of the County's railway. This city was followed by Hollywood, Deerfield Beach, and Fort Lauderdale for the greatest number of crashes. Major Cirminiello explained that while there were more than 64 incidents in the last year, not all of these crashes could be analyzed, as some investigations are ongoing.

There were crashes at five of the top seven locations identified by FRRRA. The most common location was the crossing at 33rd Street and Dixie Highway in Deerfield Beach. 24 of the crashes occurred between 9:30 a.m. and 4 p.m., and the most common day on which crashes took place was Tuesday. The fewest occurred on Sundays.

The data from FRRRA was separated according to the mode of transportation involved in crashes, which could be vehicles, pedestrians, or cyclists. Roughly half of all crashes involved vehicles. Major Cirminiello pointed out that vehicles are only involved in crashes which take place at railroad crossings; pedestrian and cyclist crashes can occur anywhere along the rail line, and half took place between vehicular crossings.

50% of vehicle crashes did not involve injuries. 10.9% of the crashes were determined to be suicide-related, and most of these involved pedestrians. Major Cirminiello pointed out, however, that in order for a crash to be ruled a suicide, there must be evidence such as a note. Video evidence for pedestrian crashes suggests that this percentage may actually be two to three times higher.

The most common age group for crashes was the 25 to 64 range, with the youngest victim aged 17 and the oldest aged 94. 66% of victims were male and 28% female. 55 of the individuals involved in crashes were Broward County residents. Not all bodies of crash victims have been identified.

BSO undertook education campaigns to address this issue, primarily using enforcement efforts to stop vehicles from driving around arm gates at crossings. The first campaign issued 328 tickets, the second 540 tickets. Citations were issued for blocking intersections, stopping on tracks, walking or driving around or through closed arm gates, and entering grade crossings. While Brightline crashes were temporarily reduced following these campaigns, the reductions did not last.

The installation of plastic lane delineators has had the most significant effect on safety so far. These have been installed at several major railroad crossings, and have prevented vehicles driving around gates and across the tracks. Major Cirminiello emphasized that rail services have not been at fault in any of the incidents. Secondary crossing arms have also been implemented and have had some effect on crashes. Pedestrian crashes, however, are more difficult to address, as railroad tracks run through many local Broward communities and pedestrians are used to crossing them on foot. Additional discussions are needed to determine how to improve pedestrian safety.

Mr. Perez asked if crash statistics are available for Tri-Rail. Major Cirminiello replied that this examination was specific to the FEC line, as there is discussion of removing quiet zones on that corridor. Mr. Perez commented that the rail lines should keep these statistics on their own.

Mr. Johnson asked if all gates descend at the same time at different intersections, or if the rate of descent varies from one crossing to another or is related to the volume of traffic. Bill Cross of MPO Staff explained that crossing gates are standardized and operate in the same manner across the country. They are programmed to provide the same amount of warning time from one crossing to another, regardless of the speed of the approaching train. The amount of vehicular traffic at a crossing does not affect this programming.

Mr. Dashnaw asked if there would be any comparison of train-related pedestrian deaths to other pedestrian deaths. Major Cirminiello explained that train-related pedestrian deaths are more difficult to address. One warning option that is being discussed is an LED lighting system on the tracks themselves, as many pedestrian deaths involve mental illness and/or drug/alcohol use. He reiterated that many of these deaths are likely suicides but cannot definitively be considered as such due to lack of evidence.

1. 2050 Metropolitan Transportation Plan (MTP) Updates:
<http://routeto2050.org>

Peter Gies of MPO Staff explained that the 2050 Metropolitan Transportation Plan (MTP) is a long-range transportation plan which is required by law and updated every five years. The update cycle for the 2050 MTP began at the start of 2023, and the document is expected to be adopted by December 2024.

Mr. Gies gave an overview of the MPO's process for developing the MTP, including general outreach to its member governments and partner agencies as well as to the public. The MTP's goals, objectives, and indicators are developed early in the planning process to provide guidance, and are followed by project prioritization.

Tasks in the MTP process include public outreach, particularly in the beginning of the process. The MPO then opens the call for projects, in which partner agencies are asked to submit projects for inclusion in the MTP.

Outreach is performed through workshops and presentations at community events and meetings, as well as encouraging individuals to respond to a survey. The goal is to gain public input and determine what residents would like to see in the future.

Meetings with partner agencies as part of the call to projects process have begun. Municipalities and technical staff have been introduced to an MTP submission tool they will use to submit projects to the MTP. Mr. Gies noted that 16 meetings have been held thus far, and others are scheduled through the end of April.

2. 2050 Metropolitan Transportation Plan (MTP) Goals, Objectives, and Indicators & Project Prioritization Update

Mr. Gies next addressed the 2050 MTP's goals, objectives, and indicators, explaining that a project prioritization process will be applied to all projects submitted for inclusion in the MTP.

A. Draft 2050 Goals, Objective, and Indicators

Mr. Gies recalled that when the 2045 MTP was developed, these items were called goals, objectives, and measures. The term "indicators" has replaced "measures" in order to distinguish these from the federal performance measures required of the MPO as part of their federal reporting requirements. He acknowledged that there is overlap between the two: some of the federal performance measures will be included in the draft goals, objectives, and indicators. Indicators are intended to show the progress that is being made with respect to goals and objectives.

For the 2050 MTP, the term "goal" is defined as an achievable outcome that is typically broad and long-term. They are typically visionary in nature rather than specific. Objectives are measurable or specific actions which support goals, and often include time frames and qualifiers such as "increase," "decrease," and "implement." Indicators are data sets used to measure and track the objectives and, ultimately, the goals. Each objective should have one or more indicators which are used to measure it.

Different references are used to develop the MTP's goals, objectives, and indicators. These include the Code of Federal Regulations, which states that MPOs are responsible for the management of state and federal funds on transportation systems, as well as for studying the long-term vision of that system in the MPO's area. This may include congestion management, multimodal investments, and supporting transit, among other responsibilities.

Other reference documents include the Federal Highway Administration's (FHWA's) planning emphasis area, which is published every four to five years and includes up-to-date topics in transportation. The emphasis area in the current cycle includes automated, connected, electric, and shared (ACES) vehicles, resiliency efforts, and Complete Streets.

The Florida Department of Transportation (FDOT) also has its own planning emphasis areas, which include issues such as resiliency and sea level rise. The Florida Transportation Plan (FTP) is another reference document, as is the 2045 MTP, which is the previous iteration of the Metropolitan Transportation Plan. There is also the Regional Transportation Plan (RTP), which spans Broward, Miami-Dade, and Palm Beach Counties, and the U.S. Department of Transportation's (USDOT's) Safe Systems Approach, which is a high priority for the current Presidential administration. The latter offers a comprehensive approach to planning, designing, and implementing projects.

Mr. Gies noted that the draft goals, objectives, and indicators are likely to have more indicators than objectives, which is by design: there are multiple data sets which can be used to track the progress of objectives. Before the goals, objectives, and indicators are presented for adoption in April 2023, Staff will determine exactly which indicators are intended to measure each objective.

The 2050 MTP will retain the three main goals set forth in the 2045 MTP:

- Safely move people and goods
- Create jobs
- Strengthen communities

Mr. Gies pointed out that in the 2045 MTP, the first goal referred only to moving people and goods. The reference to safety is explicitly included in the 2050 MTP goals in order to emphasize that it is being addressed as part of the overall plan. It was incorporated into the goal addressing movement of people and goods in order to ensure that future plans will contribute to a safer environment: a transportation system that moves efficiently and well should not do so at the expense of safety. The movement aspect will be balanced with the safety aspect.

Objectives related to the first goal include eliminating transportation-related fatalities and serious injuries, as well as reducing the number of crashes with an emphasis on the most vulnerable system users. This is consistent with the Broward MPO's Vision Zero approach, as well as with existing federal performance measures. The first two indicators directly address the number and rate of fatalities.

The next objective ensures adequate funding to maintain and operate the existing transportation system. This means pavements, road signs, and traffic signals must be maintained in good condition. The next set of indicators address this objective by determining the percentages of bridges, pavements, and transit assets in good or poor condition.

The next objectives address increasing alternatives to single-occupancy vehicular travel. One of the primary objectives of the 2045 MTP was the promotion of multimodal options for both residents and visitors. The objective of improving travel time and

reducing delay does not focus on the level of service or speed of roadways, but instead on travel time reliability, which is a more realistic measure and does not focus on unsafe aspects of moving people and goods. Maintaining a reliable travel time from one location to another at a particular time of day is a more useful measurement than moving users quickly from one point to another. Another consideration is reducing delays which may occur due to accidents, road work, and other disruptions to travel time reliability.

The next objective addresses the implementation of transportation technologies that improve safety, promote efficiency, and meet the changing needs of travelers. This objective addresses ACES technologies, leveraging these over the 25-year span of the MTP and accommodating them when new roadway improvements are implemented as part of the plan.

The final objective is increasing opportunities for federal discretionary grant funding. This is a direct result of the bipartisan infrastructure law passed in 2022: 50% of new transportation funding will be made available in the form of discretionary grant funding.

The second goal, creating jobs, serves as a proxy for economic vitality and development. The MPO wishes to ensure its investments will become tangible improvements in the community, including impacts on the daily movements of residents and visitors. The first objective related to this goal addresses travel times to major activity centers, which include sports venues, transit hubs, employment centers, and other major destinations.

The next objective addressing the second goal is supporting transportation investments consistent with smart growth and transit-oriented development (TOD) principles. It is tied directly to land use, as transportation investments must recognize and encourage the right types of land use. This may include mixed-use development which encourages pedestrian and cyclist activity.

The next objective is increasing multimodal access to activity centers and tourist destinations. In addition to maintaining and/or reducing travel time to these places, multimodal access such as transit, walking, and cycling should also be increased. A third indicator addressing truck travel time reliability would also support reliable freight movement in South Florida, including freight access to the airport and seaport.

The final objective for this goal is support of the development of renewable and alternative fuel infrastructure, which includes discussion of electric vehicles. The transportation industry is making significant investments in this and other alternative fuel technologies, such as hydrogen power and natural gas. The MTP must take these evolving technologies into consideration as well.

The third and final goal, strengthening communities, includes several quality of life indicators, such as acknowledgement of equity, resiliency, and historic, natural, and cultural assets. They include inclusive growth through the promotion of equitable transportation investments from both a geographic and a demographic perspective, taking historically disadvantaged and vulnerable populations into consideration and making transportation investments to support them.

The reduction of per capita transportation-related air quality pollutants and greenhouse gas emissions directly addresses environmental sustainability and resiliency. The federal government is currently revisiting its calculations for the designation of non-attainment areas, which may include Broward County in the near future. This will require the monitoring and measurement of air quality.

The planning and funding of transportation facilities that protect natural, cultural, and historic resources will mean disruptions to surrounding communities are minimized, and plans ensure that these investments will provide value to the communities. Increasing the resiliency of the transportation system acknowledges sea level rise. Increasing multimodal access to essential destinations is another quality of life indicator.

Ensuring transportation investments are coordinated with current and future affordable housing is a new component of the bipartisan infrastructure law. The federal government, and USDOT in particular, has recognized the link between transportation and housing from both cost and transportation relationship perspectives. MPOs are asked to look at the impact of transportation on housing, including how transportation investments can support connections between work and housing.

Next steps include obtaining feedback from the Citizens' Advisory Committee (CAC), TAC, and the MPO Board, as well as the Broward MPO's other advisory entities. The 2050 MTP goals, objectives, and indicators will also be presented to the Freight Transportation Advisory Committee and the Complete Streets Advisory Committee (CSAC) for additional feedback. In April, Staff will seek a recommendation for adoption of the goals and objectives from the TAC, CAC, and MPO Board.

Mr. Fermanian asked how the collected data will be kept. Mr. Gies replied that some of the indicators will most likely be trimmed back in order to lessen the amount of data that will need to be collected. The MPO maintains a federal performance measures dashboard on its website. He also noted that the MPO does not collect all of this data itself, but relies on partner agencies such as FDOT, the Department of Revenue, and the U.S. Department of Labor, among others.

Ms. Alvarez asked how the MPO will determine which indicators will be scaled back. Mr. Gies advised that the intent is to ensure the data sets for each indicator are reliable and

are updated consistently, on at least an annual basis. It can be difficult to measure the progress of data that is not regularly updated.

B. Project Prioritization Update

Mr. Gies next addressed project prioritization, which determines how projects are ranked and will receive funding. This is ideally an objective process, although some subjectivity is unavoidable. Staff hopes to work with the TAC and CAC to develop project prioritization methodology.

For the 2045 MTP, the MPO considered six planning factors which guided the prioritization of projects. Each of these factors relates to the goals and objectives identified for the MTP. The planning factors carried forward from the 2045 MTP are as follows:

- Mobility, focusing on longer trips and understanding that improvements to certain facilities should be ranked according to trip length
- Accessibility, including providing more multimodal access and encouraging different land uses
- Safety
- Equity, including both geographic and demographic equity and ensuring that any impacts to communities are fairly distributed
- Environment, including air quality, resiliency, and climate change
- Economy, focusing on the movement of freight and goods as well as other economic development activity

Staff feels that these six planning factors provide a strong high-level starting point. Over the next two months, metrics or indicators will be assigned to each of these factors so the projects can be measured. Ideally, this would mean every project submitted to the 2050 MTP will be evaluated according to these six planning factors, and each of the factors would have three to four metrics associated with them.

Mr. Gies again emphasized the importance of an objective and defensible methodology. This begins with geographic information systems (GIS) data, which is reflected on a map. GIS data helps measure the impacts and the needs of each project. The plan must also consider modal differences, which may require a different prioritization process depending upon the type of project. For example, a roadway capacity project may be measured differently from a transit project.

For the 2045 MTP, a multimodal prioritization process was used, which weighted each of the six planning factors based on input from the MPO's advisory bodies. This process was applied to all projects regardless of their modes. For the 2050 MTP, however, it has been acknowledged that each mode of transportation may require a different weight under each planning factor.

Another consideration is project needs versus project outcomes. The intent of the prioritization process is to have a balance of metrics that focus on the need of the area for which a project is proposed as well as on project outcomes. This balance may not always be possible, as there may be a great deal of data on the needs side but little data with which to quantify the outcomes of the project.

Next steps related to project prioritization include identification of metrics for the six planning factors, as well as establishment of funding programs and which funding sources will be available to the MTP. Project prioritization workshops will be scheduled throughout summer 2023.

3. Locally Funded Regionally Significant Projects for Fiscal Year (FY) 2024-2028 Transportation Improvement Program (TIP)

Christopher Restrepo of MPO Staff announced that the MPO has begun the development of the fiscal year (FY) 2024-2028 Transportation Improvement Program (TIP), which is one of the MPO's core products. This document shows the funding commitments for transportation projects over the next five years.

The MPO has requested that partner agencies begin preparing projects within their municipalities which are 100% locally funded and are regionally significant. This means the projects include a nexus to connect both within and outside the region. They include connections to areas such as sports complexes, activity centers, malls, transportation terminals, and any other development of regional significance which could be used in regional modeling of traffic.

MPO Staff has asked the TAC members identify these projects and provide them to the MPO for incorporation into the TIP. This is to ensure planning consistency among various local partners as well as with the MPO, FDOT, and federal entities.

4. Federal Grants Update

Mr. Cross provided an update on federal grants, noting that members are invited to scan and enter a QR code that would add them to the list of invitees to the MPO's monthly Grants Coordination Meeting. This meeting is open to the public and provides a forum for partner agencies and member governments who may be interested in pursuing federal grants to talk collaboratively and identify opportunities to team up in order to meet local funding requirements.

Of the new money available through federal legislation, a large amount will be made available through new nationally competitive grants. Mr. Cross emphasized the importance of coordination when seeking these grants.

Mr. Cross briefly reviewed the Safe Streets for All program, which will focus on how safety is addressed within the County. This grant was a joint application between the Broward MPO and Broward County: the MPO is eligible for the full \$5 million planning funds, while Broward County can provide the required matching funds. This was one of the two largest grants awarded nationwide. The MPO will identify safety improvement projects and opportunities on state, County, and off-system or local roads.

The MPO has also applied for the Railroad Crossing Elimination Program as part of its commitment to improve the safety of the rail corridors. While the Broward MPO was not awarded a SMART grant this year, they may reapply for this grant the next year, as it would build a unified database to support all types of regional data.

Mr. Cross advised that the MPO has designed a grant preparation checklist that can be used by its municipal partners. This checklist can be used by member governments which may be less familiar with the rules accompanying many of the new grants. He encouraged these partners to contact the MPO and ask them questions. The MPO has member government-funded federal advocates in Washington, D.C. who can also help municipalities make good decisions with regard to grants.

Mr. Cross pointed out that one grant which has generated local interest is for the Charging and Fueling Infrastructure Grant, which supports electric vehicle (EV) charging. The MPO is working with partners to develop a strategy for this grant, which requires a 20% local match. Because the MPO uses only federal dollars, they may not use them toward a match for a federal grant, which means they will need to identify a partner or partners in order to pursue this grant.

Mr. Gayle asked if the MPO is considering strategic locations in Broward County at which EV charging stations may be provided, such as major roadways, County parks, schools, or similar areas. Mr. Cross recalled that there is interest from the private sector as well as governments to leverage the Charging and Fueling Infrastructure Grant and implement EV infrastructure. The MTP team is working to develop an EV Plan for the region, including identification of the best targets for early investment. Mr. Gayle requested that the MPO continue to provide updates on this process.

COMMITTEE REPORTS – no discussion

- 1. Citizens' Advisory Committee (CAC) Actions of the February 22, 2023 Meeting**
- 2. Broward Metropolitan Planning Organization Actions of the March 9, 2023 Meeting**

ADMINISTRATIVE ITEMS

1. Member Comments

None.

2. 2023 Participation Record

3. Notice of Two Administrative Modifications to the Fiscal Year (FY) 2023-2027 Transportation Improvement Program (TIP)

4. 2023 Federal Certification – April 11, 2023

Chair Reinhardt advised that the MPO's 2023 federal certification is scheduled for April 11, 2023.

There being no further business to come before the Committee at this time, the workshop was adjourned at 7:21 p.m.

NEXT MEETING: APRIL 11, 2023