



MEETING MINUTES
BROWARD METROPOLITAN PLANNING ORGANIZATION
Regional Transportation
Technical Advisory Committee (RTTAC) Meeting
Wednesday, February 12, 2020 1:30 PM
100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181

Members Present

Acting Chair Bill Cross, Broward Metropolitan Planning Organization
Jie Bian, Miami-Dade Department of Transportation and Public Works
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 Transportation Planning Organization
Ken Jeffries, Florida Department of Transportation District 6
Jonathan Roberson, Broward County Transit
Andrew Uhlir, Palm Beach Transportation Planning Agency

Staff

Sabrina Aubery, Florida Department of Transportation
Paul Calvaresi, Broward Metropolitan Planning Organization
Paul Flavien, Broward Metropolitan Planning Organization
Peter Gies, Broward Metropolitan Planning Organization
Jessica Josselyn, Kittelson and Associates
Michael Ronskavitz, Broward Metropolitan Planning Organization Deputy Director
Michael 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) Cross called the meeting to order at 1:49 p.m. Roll was called and it was noted a quorum was present.

2. Approval of Minutes – January 15, 2020

Motion made, seconded by Mr. Edmonson, to approve. In a voice vote, the **motion** passed unanimously.

3. Approval of Agenda

Motion made, seconded by Mr. Edmonson, to approve. In a voice vote, the **motion** passed unanimously.

4. Public Comments

None.

5. Comments from the Chair

A/Chair Cross noted that only a few Regional Transportation Technical Advisory Committee (RTTAC) meetings remain, with a target end date of June or July 2020.

ACTION ITEMS

1. Adoption of FY 2020 – FY 2026 Transportation Regional Incentive Program (TRIP) List

A/Chair Cross noted that there are several Transportation Regional Incentive Program (TRIP) projects planned during this cycle. The Committee is asked to arrive at a consensus on this document before sending it to the Southeast Florida Transportation Council (SEFTC) prior to the submittal deadline.

Mr. Edmonson advised that Miami-Dade has coordinated closely with the South Florida Regional Transportation Authority (SFRTA) as well as Florida Department of Transportation (FDOT) District 6. He did not anticipate any changes to the TRIP list would be submitted by Miami-Dade.

Mr. Uhlir noted an item related to additional rolling stock for the SFRTA corridor, pointing out that SFRTA is applying for matching funds through Palm Beach TPA's competitive process. In the past, they have required SFRTA to provide a letter that commits to providing a local match. Ms. Cargill confirmed that this was acceptable to SFRTA. She also recommended a change to the description of additional rolling stock to refer to meeting needs for increased capacity and expansion. She clarified that "rolling stock" may refer to either passenger or freight cars.

Mr. Jeffries suggested that the first TRIP list item for Miami-Dade, which is a Midtown station, be reviewed in greater detail, including whether or not it is broken down into phases. Mr. Edmonson replied that funds in fiscal year (FY) 2021 would go toward design, followed by construction costs broken down over two separate years. Construction costs are \$6.17 million for each of the two years. Miami-Dade is coordinating with SFRTA to ensure that their application aligns with these funding requests.

Mr. Calvaresi explained that a question arose during compilation of the TRIP list regarding how to list projects that might have, for example, only one quarter of their funding provided

through TRIP funds. For this reason, the sum of the table listed in the document should add up to the entire project cost.

A/Chair Cross noted that some projects reflect the inclusion of local funds while others do not. Ms. Cargill pointed out that there is a reference to “Total TRIP Funding Request” in the document, which should include other funding sources in the table. It was determined that both matching and TRIP funds should be listed. Ms. Delaney suggested that the list show both total project cost and total TRIP funds request for greater clarity.

Mr. Roberson suggested that because the transportation agencies’ Transportation Improvement Programs (TIPs) reflect local funding for these items, their governing boards will know the amount of this funding. A/Chair Cross agreed this may be the best way to show use of TRIP, local, or other funds. It was determined that the line item for “Total TRIP Funding Request” would still be reflected in the document’s tables, as members found this information to be helpful, even if the amount available from FDOT has not yet been determined.

Mr. Calvaresi requested that any revisions to the spreadsheet be sent to him by the next day so he can send out the SEFTC agenda.

A/Chair Cross asked if there was any further discussion of specific projects included on the TRIP list, including their overall ranking. Mr. Calvaresi recalled that ranking was not discussed at the January 2020 meeting, and noted that the Committee may change the ranking order if they wish.

Mr. Jeffries added that money allocated to FDOT District 6 can be spent only in that District and on Miami-Dade County alone, as the only other county in this district is not eligible for the funds. An exception could be made for a significant regional project.

Mr. Roberson noted that the Griffin Road route mentioned in the TRIP list is the last corridor in Broward County that does not have a fixed bus route serving a Tri-Rail station. The request is for five additional buses to support this route. He emphasized the need to rank this project higher in the 2026 time period, with a local funding guarantee coming from Broward County surtax revenue, as it will be a major regional connector.

Mr. Edmonson asked if Miami-Dade will need to re-prioritize its projects in coordination with the other agencies, or if their prioritization process will stand by itself. A/Chair Cross explained that the TRIP program was set up to fund regional projects and was not intended to be District-based. He emphasized that the purpose of the RTTAC was to coordinate regional projects using the regionally based TRIP program.

Motion made, seconded by Mr. Edmonson, to approve. In a voice vote, the **motion** passed unanimously.

Mr. Calvaresi thanked the Committee for its input on the TRIP list and help in streamlining this process.

NON-ACTION ITEMS

1. Draft Southeast Florida Transportation Council (SEFTC) Agenda

Mr. Calvaresi stated that because this will be the first SEFTC meeting of 2020, new officers will be elected at the February meeting. Broward MPO Chair and former SEFTC Chair Bryan Caletka has resigned from his position at SEFTC, and will be replaced on that Committee by Broward County Commissioner Beam Furr. While the position of Chair has traditionally rotated among the three counties, this is not codified in the Council's By-laws. The remaining two SEFTC members will have had one year's experience.

The Committee approved the SEFTC Agenda by consensus.

2. 2045 Regional Transportation Plan Update

Mr. Calvaresi advised that there are approximately six months remaining until the 2045 RTP is approved. The newest and most significant portion of the document's scope is its policy section: all data and research were used to arrive at these policy standpoints. Next steps include the RTP's messaging. In March 2020, the RTTAC will take action on the document, followed by SEFTC action on the policies in April.

Mr. Calvaresi reminded all present of an April 22, 2020 meeting, where the RTP's policies will come before a tri-county assembly of business leaders, Chamber of Commerce representatives, and both regional planning councils. The goal is to determine which policies will work best for South Florida.

Jessica Josselyn, representing consultant Kittelson and Associates, explained that the RTP's policy recommendations have been updated based on feedback from SEFTC. The project team has also worked on a brochure update based on feedback from the January 2020 RTTAC meeting. The brochure will address the need to develop a multimodal regional system over the next one to two decades.

By March 2020, the team will have prepared a revenue memorandum regarding the approximately \$59 billion in collective revenue that is expected for the region over the next 25 years. They are also developing a prioritization summary, which will assess how funds are prioritized across the three regional counties and determine if there are any inconsistencies.

The 2045 RTP will look different from the 2040 document, as it will be physically shortened by approximately 20 to 30 pages as well as by page size. A cost feasible model network was completed and is currently being updated with information from Miami-Dade.

There have been few changes since the team presented policy areas and supporting topics to SEFTC in October 2019. SEFTC's comments included the following:

- Do not restrict the RTP only to funding transit, but expand it for the opportunity to fund any improvements beyond highways, such as first/last mile connectivity
- Change language stating "shift existing highway resources to transit" to language indicating greater flexibility with all revenue resources

Ms. Josselyn noted that the language change will allow for some resources to be used toward infrastructure that supports transit. It was recommended that any further adjustments to the brochure's language be submitted as soon as possible. Mr. Calvaresi recommended that the language remain succinct.

3. Mobile Event Approach Discussion

Ms. Josselyn continued that the 2040 RTP was rolled out with a major event on Tri-Rail, which connected the three participating counties. For 2045, the team will participate in regional meetings that are already planned. The audiences they most hope to partner with are elected officials and business leaders. Because the public is typically invited to these meetings, this would provide a platform for members of the public to gain exposure to the RTP, although the target audience remains elected officials. The team is working closely with the Public Participation Subcommittee on this goal, and will help determine more officials, meetings, and groups to be contacted after the RTP's adoption.

A/Chair Cross noted that the kickoff event is tentatively planned for the Urban Land Institute (ULI) meeting in April 2020, and encouraged the RTTAC members to attend. Ms. Cargill recommended prioritizing the SFRTA's regional governing board, which consists of elected officials and members of the business community, for a presentation as well.

4. Regional Planning Unified Planning Work Program (UPWP) Coordination

Paul Flavien of MPO Staff advised that the Unified Planning Work Program (UPWP) serves as an MPO's two-year business plan. The UPWP currently in development will apply to FY 2021-2022. It will include all of the agency's planning activities for the next two fiscal years. Because the RTP is a regional entity on which the three transportation agencies work together, its projects must be included in the UPWP, and language and funding must be consistent across the two documents.

Mr. Flavien cited the example of development of Southeast Florida Regional Planning Model (SERPM) 9, which will be the responsibility of the Miami-Dade TPO. Funds will be transferred from Broward and Palm Beach to FDOT and then to Miami-Dade for the development of this model.

Mr. Flavien explained that there is already a five-year work plan to develop and maintain this model. The suggestion is that a similar work plan be created for regional activities so

the agencies will know what is coming up in the next three years after the UPWP. He recalled that the Palm Beach TPA's 2015-2016 UPWP included a five-year work plan.

The Broward MPO is currently seeking information related to a major data acquisition, which was done at the request of the RTTAC Modeling Subcommittee (MS). Three firms responded to this request and have been invited to give presentations to Broward MPO on March 3, 2020. This will be followed by a memorandum of understanding (MOU) through which the MPO agrees to purchase this data as a group including other parties interested in this information. Broward County is also interested in purchasing this information in relation to the surtax.

Mr. Edmonson stated that one goal for which the acquired data will be used is determining performance measures for the agencies' Long Range Transportation Plans (LRTPs). He emphasized that the data will have more than one use. Ms. Bush commented that securing this data may allow for more efficient use of resources by the three agencies, as it may be simpler to collaborate and share expertise rather than bringing in a consultant.

A/Chair Cross requested more information on signatories that are expected to participate in the data-related MOU. Mr. Flavien replied that this will include the three agencies and two FDOT districts, as well as Broward County and possibly Palm Beach County. He recommended extending an invitation to Palm Beach County representatives to attend the presentations by responding firms. There was also discussion of Miami-Dade having a presence at the March 3, 2020 meeting.

Mr. Flavien reiterated that the three agencies' UPWPs should use the same language regarding regional activities. When funds are transferred to other agencies, it should be clearly explained that one MPO is sending these dollars to another in a given fiscal year.

Ms. Bush stated that FDOT District 4 has been working with both Broward County and the FDOT Central Office to develop a "high-resolution elevation data project," which begins with a pilot project in Broward County. Use of this type of data requires a certain level of expertise in order to be carried out properly.

Ms. Delaney asked if employment data is a category within the purchased data. Mr. Flavien stated that the travel demand model is updated every five years, including employment data for a base year.

COMMITTEE REPORTS (no discussion)

1. Modeling Subcommittee

Mr. Edmonson reported that this Subcommittee has finalized the SERPM 8 network. The 2050 network was recently finalized and will be followed by the 2045 network, which will be released on Tuesday, February 18, 2020. The procurement process for SERPM 9 development has already begun in order to avoid unexpected delays.

2. Public Participation Subcommittee

None.

3. TSM&O Subcommittee

Mr. Calvaresi advised that this Subcommittee is working to consistently integrate their processes into all levels of the planning process throughout both FDOT Districts.

ADMINISTRATIVE ITEMS

1. Member Comments

Ms. Delaney commented that impact fees have been the focus of discussion in Palm Beach County, as some municipalities have recently adopted mobility fees. The result is significant dialogue between the County and these cities, as the County also collects impact fees.

Ms. Cargill requested clarification of the timing of and funding match to the Boca Raton Brightline station connectivity project on the TRIP list. Mr. Uhlir advised that the funding and timing is being pursued by the City of Boca Raton in a similar way to the SFRTA TRIP project; the Brightline connectivity project is anticipated to be an application through the TPA's competitive funding program to serve as the TRIP match. If the City of Boca Raton does not pursue the TPA's funds, they will be required to use their own local funding match. The match would be in the most outer year of the TRIP.

There being no further business to come before the Committee at this time, the meeting was adjourned at 3:02 p.m.

NEXT RTTAC MEETING: March 11, 2020

NEXT SEFTC MEETING: February 21, 2020 @ Broward MPO Office