



MEETING MINUTES
SOUTHEAST FLORIDA TRANSPORTATION COUNCIL
Friday, August 7, 2020, 9:30 a.m.
Virtual Meeting

Board Members Present

Oliver G. Gilbert III, Chair, Miami-Dade TPO
Maria Marino, Vice Chair, Palm Beach TPA
Beam Furr, Broward MPO

Also Present

Steven Abrams, Executive Director, SFRTA
Aileen Boucle, Executive Director, Miami-Dade TPO
Hannah Bourgeois, Broward MPO
Bryan Caletka, Councilmember, City of Davie
Paul Calvaresi, Broward MPO
David Clark, Broward MPO
Bill Cross, Broward MPO
Tewari Edmonson, Miami-Dade TPO
Paul Flavien, Broward MPO
Erica Lychak, Broward MPO
Franco Saraceno, Kittelson and Associates
Greg Stuart, Executive Director, Broward MPO
Nick Uhren, Palm Beach TPA
Jamie Opperlee, Recording Secretary, Prototype, Inc.

Regular Items

(All Items Open for Public Comment)

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

Vice Chair Gilbert called the meeting to order at 9:30 a.m. Roll was called and it was noted a quorum was present.

2. Approval of Minutes – February 21, 2020

Motion made by Mr. Furr, seconded by Vice Chair Marino, to approve. In a voice vote, the **motion** passed unanimously.

3. Approval of Agenda

Motion made by Mr. Furr, seconded by Vice Chair Marino, to approve. In a voice vote, the **motion** passed unanimously.

4. Public Comments

None.

5. Comments from the Chair

Vice Chair Gilbert thanked all present for accommodating the change to the meeting's start time.

ACTION ITEMS

1. ADOPTION of the 2045 Regional Transportation Plan

Franco Saraceno, representing consultant Kittelson and Associates, showed a PowerPoint presentation on the 2045 Regional Transportation Plan (RTP). The RTP has been extensively reviewed with the assistance of planning partners. In addition to the final RTP, the project team has developed a series of technical memoranda, which are available on the SEFTC website.

The RTP documents the process used in its development, including the public involvement and technical analysis phases. Mr. Saraceno advised that he would focus on four key milestones:

- Defining the regional network
- Vision, goals, and objectives
- Technical scenario planning process
- Priorities and policy statements

Definition of the regional network is a core function of SEFTC, as this network will be eligible for certain revenue sources, such as Transportation Regional Incentives Program (TRIP) funds. It consists of approximately 1600 miles of roadways across Broward, Miami-Dade, and Palm Beach Counties, as well as nearly 400 miles of railroads, over 300 miles of waterways, and 32 hubs including airports, seaports, and other intermodal transfer facilities.

The vision, goals, and objectives of the RTP serve as a guide that led to the development of the Plan. Its vision is to create a shared regional document that identifies regional needs, funding, and policies that serve and benefit the entire region. The goals are as follows:

- Provide accessible and efficient multimodal transportation that is integrated with land use

- Protect regional health and the environment for a safer and more secure transportation system for all users
- Optimize and expedite investment strategies that will support an expanding regional economy
- Provide a fair and equitable plan that provides transportation options for all users

Mr. Saraceno noted that revisions to the RTP document include a more explicit description of the Federal Highway Administration's (FHWA's) equity and environmental justice requirements, all of which were followed during the planning process.

The RTP addresses three broad challenges:

- South Florida's growing population: this is expected to increase by 30% between the present and 2045: this growth is accompanied by more traffic congestion, pollution, and other issues that must be addressed
- Mismatched investments: while public transit is a priority in the region, it has not been possible to match the level of investment in transit with this priority
- Limited access: only 5% of South Florida residents can walk to high-capacity or premium transit service, which can be addressed through network infrastructure improvements as well as land use policy

The technical methodology developed and implemented in support of the RTP included scenario planning built around infrastructure, funding, and land use. The team developed the following three scenarios:

- Scenario 1: continue the current investment trend, which focuses on roadways
- Scenario 2: shift a number of funds historically used for roadways to build the high-capacity transit network, but maintain the status quo in terms of land use
- Scenario 3: invest in the transit network while clustering development and growth around high-capacity transit corridors

Daily transit ridership is expected to triple under Scenarios 1 and 3, with nearly 700,000 boardings anticipated each day if the RTP's plan is implemented. Walking access to premium transit from residents' homes would become available to 35%, which represents a 500% increase. Access to jobs through high-capacity transit would increase by 50% under these proposed scenarios.

While the RTP is intended to serve as a visionary plan, it also represents an aggregate of the three South Florida transportation agencies' Long Range Transportation Plans (LRTPs), including a 73% increase in the investment in transit and a 12% increase in roadway miles. While this would be a significant change, Mr. Saraceno pointed out that 76% of transportation dollars will continue to be invested in roadways and 18% in transit, with the remainder in systems management and multimodal improvements.

Mr. Saraceno emphasized again that transit has been a major priority in the South Florida region for several years. A Regional Plan developed in 2013, which used a similar scenario planning process to the one used in the 2045 RTP, found that 73% of

individuals who weighed in on the proposed scenarios supported a “region in motion” scenario, which is similar to today’s Scenario 3. Similar results were found in 2020 in all three counties, which have made the following commitments to transit:

- Miami-Dade TPO: the Strategic Miami Area Rapid Transit (SMART) Plan is the number-one transportation priority in this county
- Broward MPO: the 2045 Metropolitan Transportation Plan (MTP) allocates 45% of funds to transit and multimodal transit-supportive improvements
- Palm Beach TPA: allocates 80% of discretionary funds to transit and multimodal transit-supportive improvements, with only 14% dedicated to roadway projects

Mr. Saraceno noted, however, that the agencies’ discretionary funds represent less than 5% of their LRTP/MTP funding. Further evidence of the commitment and improvements the agencies have made in recent years includes the Broward County and Miami-Dade Transportation Surtaxes. Funds have also been leveraged toward physical improvements with the assistance of private industry, such as Brightline/Virgin Trains, as well as transit-oriented development (TOD) and the Tri-Rail extension into Downtown Miami.

Mr. Furr commented that he hoped these partnerships will be integrated into SEFTC’s vision for transportation in South Florida. He noted that Brightline/Virgin Trains has shown some willingness to allow Tri-Rail access to their tracks from Miami-Dade through to Palm Beach County, and asserted that this should be one of SEFTC’s priorities as well.

Steven Abrams, Executive Director of the South Florida Regional Transportation Authority (SFRTA), advised that he speaks with Brightline/Virgin Trains regularly with respect to operation of Tri-Rail trains on Brightline tracks. At present, Brightline is negotiating a Memorandum of Understanding (MOU) with Miami-Dade County Staff, which would be a first step toward a partnership that would permit commuter services on Brightline/Virgin Trains tracks.

Mr. Furr pointed out that economies of scale related to access rights will change with the addition of Broward and Palm Beach Counties. He recommended that SEFTC reach out to Brightline/Virgin Trains as one body, as this would result in a stronger negotiating position for the three agencies and the region.

Mr. Saraceno returned to the presentation, stating that the culmination of the RTP includes a set of policy statements, which were compiled in February 2020. These statements were:

- Build up regional transit infrastructure while maintaining the region’s roadways and focusing on first- and last-mile connections
- Create a land use policy statement that can provide technical assistance to local government partners in order to promote a land use policy that complements a high-capacity transit system

- Improve flexibility in funding policies to allow some of the majority of funding that goes toward roadway improvements to be flexed to transit systems
- Identify new revenues and encourage the commitment of more transit dollars from federal funding

Vice Chair Marino commented that she would like to see the incorporation of mobility fees rather than impact fees, as was recently done in Miami Gardens. She pointed out that mobility fees may be implemented more broadly than impact fees, and can allow municipalities to act as partners with Brightline/Virgin Trains and Tri-Rail by investing in rail stations and other priorities.

Motion made by Mr. Furr, seconded by Vice Chair Marino, to adopt. In a voice vote, the **motion** passed unanimously.

2. APPROVAL of Travel Demand Model Memorandum of Understanding

Paul Flavien of Broward MPO Staff showed a PowerPoint presentation on the travel demand model Memorandum of Understanding (MOU), which is an agreement between the three South Florida transportation entities, Broward County government, and Florida Department of Transportation (FDOT) Districts 4 and 6. The MOU outlines the responsibilities of each participant with regard to the acquisition of cell phone travel data for analytical use. The term of the MOU will extend from September 2020 through December 2024. Once the MOU has been signed, the data procurement process may begin. Broward County has already allocated funding for the acquisition of data. The Regional Transportation Technical Advisory Committee (RTTAC) recommends approval of the agreement.

Mr. Furr requested clarification of the data to be acquired. Mr. Flavien advised that this includes global positioning systems (GPS) and travel data generated from cell phones.

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

NON-ACTION ITEMS

1. Regional Transportation Plan Outreach Update

Erica Lychak and Hannah Bourgeois of Broward MPO Staff showed a PowerPoint presentation on the RTP outreach update. The Public Participation Subcommittee (PPS) met on July 21, 2020 with the goal of reaching out to different groups at civic meetings and generating tangible action from those groups. She noted that the RTP's message is most effective when tailored to the interests of the individual groups with which PPS members met.

Discussion by the PPS focused on creation of a Speakers' Bureau, which would consist of eight to ten representatives who can deliver the message. They have also discussed creating two different versions of the PowerPoint presentation: a longer version for presentation to entities with a high level of familiarity with transportation planning needs, and a shorter, less technical version for community groups that are likely to be less familiar with planning. A companion website is undergoing final revisions.

Ms. Bourgeois further reviewed the targeted approach taken by the PPS, explaining that the groups to which they will reach out include Chambers of Commerce, local elected officials, various boards of transportation planning entities, and other community organizations.

COMMITTEE REPORTS – no discussion

1. Modeling Subcommittee

This report was presented under Action Item 2.

2. Public Participation Subcommittee

This report was presented under Non-Action Item 1.

3. TSM&O Subcommittee

Paul Calvaresi of Broward MPO Staff reported that the Transportation Systems Management and Operations (TSM&O) Subcommittee met on July 23, 2020 and reviewed updates on the 2045 RTP, FDOT's Traffic Incident Management web-based application, and the Working from Home Initiative of South Florida Commuter Services. They discussed potential use of the transportation agencies' fiber-optic cable infrastructure for public internet access. They also discussed the effects of the COVID-19 pandemic on traffic operations. The next TSM&O Subcommittee meeting is scheduled for October 22, 2020.

ADMINISTRATIVE ITEMS

1. Member Comments

The Council determined that they would meet as scheduled on October 30, 2020, although no Action Items are expected for that date.

There being no further business to come before the Council at this time, the meeting was adjourned at 10:25 a.m.

NEXT MEETING: October 30, 2020