



AGENDA

Broward Metropolitan Planning Organization
**Regional Transportation Technical Advisory
Committee**

Wednesday, February 14, 2018 1:30 p.m.

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

Fort Lauderdale, FL 33309-2181

REGULAR ITEMS

(All Items Open for Public Comment)

1. Call to Order, Roll Call and Recognition of Quorum
2. **Approval of Minutes - January 10, 2018**
3. Approval of Agenda
4. Public Comments
5. Comments from the Chair

ACTION ITEMS

1. No Action Items

NON-ACTION ITEMS

1. 2045 Regional Transportation Plan Status
 - a. Transit Propensity Analysis
 - b. Update from Modeling Subcommittee
 - c. Update from TSM&O subcommittee
 - d. Public Involvement update coordination with Public Participation Subcommittee

- e. Coordinated MTP scheduling update
- 2. **Draft SEFTC Agenda - March 2, 2018**
- 3. District Four TSM&O Master Plan
- 4. Draft RTTAC Bylaws

ADMINISTRATIVE ITEMS

- 1. Member Comments

NEXT RRTAC MEETING: March 14, 2018

NEXT SEFTC MEETING: March 2, 2018

***MOTION TO ADJOURN**

* Motion Requested

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Regular Items 2.

Regional Transportation Technical Advisory Committee (RTTAC)

Meeting Date: 02/14/2018

Summary:

Approval of Minutes - January 10, 2018

Attachments

Approval of Minutes - January 10, 2018

**Minutes of the Regional Transportation Technical Advisory Committee (RTTAC)
Meeting**

January 10, 2018 1:30 PM

**Broward Metropolitan Planning Organization
100 W Cypress Creek Rd #650, Board Room
Fort Lauderdale, FL 33309**

Members Present

Chair Greg Stuart, Broward Metropolitan Planning Organization (MPO)
Lois Bush, Florida Department of Transportation (FDOT) District 4
Bill Cross, Broward Metropolitan Planning Organization (MPO)
Renee Cross, Palm Beach Transportation Planning Agency (TPA)
Wilson Fernandez, Miami-Dade Transportation Planning Organization (TPO)
Kevin Fischer, Palm Beach Transportation Planning Agency (TPA)
Ken Jeffries, Florida Department of Transportation (FDOT) District 6
Jonathan Roberson, Broward County Transit (BCT)
Shi-Chiang Li, Florida Department of Transportation (FDOT) District 4
Fred Stubbs, Palm Tran
Natalie Yesbeck, South Florida Regional Transportation Authority (SFRTA)

Staff

Paul Calvaresi, Manager, Broward Metropolitan Planning Organization (MPO)
Peter Gies, Manager, Broward Metropolitan Planning Organization (MPO)
Shaleese Pitterson, Broward Metropolitan Planning Organization (MPO)
Paul Flavian, Broward Metropolitan Planning Organization (MPO)

Also Present

Sabrina Aubery, Florida Department of Transportation (FDOT) District 4
Alia Awwad, Kittelson and Associates
Christine Fasiska, Florida Department of Transportation (FDOT) District 4
Xingmin Guo, Whitehouse Group
Jessica Josselyn, Kittelson and Associates
Daniel Knickelbein, Broward Metropolitan Planning Organization (MPO)
Lian Chan, Recording Secretary, Prototype, Inc.

1) Regular Items

(a) Call to Order / Introductions

Chair Stuart called the meeting to order at 1:44 p.m. All in attendance introduced themselves at this time.

(b) Motion to Adopt Agenda for January 10, 2018

Motion made by Mr. Fernandez, seconded by Ms. Cross, to approve [as amended].

Mr. Li was requested that the Agenda be modified with regard to an Agenda Item on data collection.

In a voice vote, the **motion** passed 11-0.

(c) Motion to Approve Meeting Minutes of December 14, 2017

Ms. Bush and Ms. Cross advised that they had both provided Mr. Calvaresi and Ms. Josselyn with corrections to the minutes.

Motion made by Ms. Cross, seconded by Mr. Roberson, to approve. In a voice vote, the **motion** passed 11-0.

(d) Comments from the Chair

None.

2) Action Items

(a) No Action Items

3) Non-Action Items

(a) TRIP Status

Mr. Jeffries advised that additional information on the Transportation Regional Incentive Program (TRIP) is available electronically. 2023 TRIP funds will be available for Miami-Dade County in an amount of just less than \$4 million, while for Broward and Palm Beach Counties the amount is \$2.735 million in TRIP funds as well as \$3.1 million in TRW.

Mr. Fernandez recalled that at a previous meeting, the Committee discussed the evolution of how TRIP funding has been handled. In the past, once funds were identified, each transportation planning agency would then prepare a TRIP priorities list and bring it to the Southeast Florida Transportation Council (SEFTC) for endorsement. He pointed out that in Miami-Dade County, agencies have been working to identify potential projects that would meet the criteria for use of TRIP funds. He expressed concern that the agencies are not currently ready to bring these projects to SEFTC at the February 2018 meeting for action or endorsement.

Mr. Cross stated that at present, the tentative proposal is to bring the TRIP lists before SEFTC in May 2018. Ms. Aubery noted that this would be the latest time frame on

which the lists could be submitted. It was confirmed that the TRIP information would be shared with RTTAC members through representatives of their respective counties.

Paul Calvaresi, Project Manager for the Regional Transportation Plan (RTP), pointed out that the TRIP amounts are funded through fiscal year (FY) 2023, and added that the Committee had expressed interest in determining funding for FY 2024. Ms. Aubery advised that this information will not be available for some time.

Mr. Fernandez explained that his intent was to identify projects through FY 2023 as part of SEFTC's project prioritization list. Ms. Aubery clarified that the list is meant to include five years' worth of projects, and 2024 would comprise this fifth year. Chair Stuart pointed out that without a funding amount for this fifth year, it is not possible to identify projects.

Ms. Aubery continued that at present, District 4 has allocated most TRIP funds for specific projects through 2023. Chair Stuart observed that partner agencies cannot commit to a 50% funding match without knowing the amount they are expected to match.

Mr. Fernandez proposed bringing the item before SEFTC for approval through 2023 rather than waiting an entire year to determine TRIP priorities for 2024. Once the 2024 allotments have been identified, the Committee can address the list through that year.

Mr. Fernandez recalled that in the past, a "rolling list" was used, with the assumption that the previous year's priorities would remain on the list indefinitely; however, it was later decided that agencies would be asked to restate their projects' priority on an annual basis.

Chair Stuart reiterated that partner agencies cannot provide a list of projects for 2024 until they have some idea how much funding will be assigned to that year. Ms. Aubery reiterated that these dollars will not be determined until the following year's planning cycle. She concluded that applications for TRIP funds will be sent out later this week. The application will be the same as the previous year's document.

(b) 2045 Regional Transportation Plan Status

i. Data Collection

Mr. Calvaresi introduced consultants Jessica Josselyn and Alia Awwad of Kittelson and Associates, who provided an update on the 2045 Regional Transportation Plan (RTP).

Ms. Josselyn explained that the intent of the RTP is to create a shared regional transportation document that identifies regional needs, funding, and policy to benefit the Southeast Florida region. Today's update will focus on data collection, as well as goals and objectives of the RTP.

Ms. Awwad advised that a comprehensive list of documents has been compiled for data collection, addressing different elements including federal, regional, and local plans. She requested that individuals with any amendments to the documents provide these to Mr. Calvaresi's office within the next two weeks.

Mr. Li addressed data development, stating that the RTP includes projections through 2045. The project team has discussed how to approach the development of a regional data set, determining that the RTTAC will develop its own data through that target year. He emphasized the need to ensure all agencies are aware of which entity will develop and/or compile data and how all partners will be involved in the project. He concluded that he would like to hear further discussion on this topic for greater clarity.

Ms. Josselyn reported that the Modeling Subcommittee will meet on January 31, 2018 to review how the Miami-Dade Transportation Planning Organization (TPO) produces its 2045 data sets. The other two transportation planning entities are also preparing their own data sets. The RTP team will take these three sets, compile them, and determine the methodology to be used for scenario planning before bringing them before the Modeling Subcommittee. The team will then bring this information before the RTTAC.

Mr. Fernandez advised that the Miami-Dade TPO has retained a consultant to prepare a presentation on the 2045 data. The presentation is roughly 40% complete at this time and will address methodology, of which one key aspect is employment. He explained that employment was prepared on the basis of the population of Miami-Dade County rather than the broader region; however, it was recognized that growth in other counties, such as Broward, could potentially affect Miami-Dade's employment base as well. This means it is important to understand what each county projects, particularly with regard to employment. He concluded that a greater level of coordination will be required between the three counties.

Mr. Cross stated that the Broward MPO has moved its monthly Board meeting to January 31, 2018, which presents a conflict with the Modeling Subcommittee meeting. He asked if an alternate date and/or time might be possible. Mr. Fernandez replied that he would find out if the consultants scheduled to appear at the meeting could accommodate a change.

Ms. Josselyn suggested that each planning organization come to the Subcommittee meeting prepared to discuss their data development, and she would push to ensure that the regional group is given priority to coordinate these efforts. She added that a schedule for the RTP has not yet been distributed to all members because all three planning agencies are not currently at the same stage of gathering their information.

ii. Status of Local Transportation Plans

Ms. Josselyn continued that for each of the local Long Range Transportation Plans (LRTPs), all data, plans, and documents collected at the regional level will be available through links at a site yet to be determined. This regional information may be helpful in developing local plans.

Mr. Cross introduced Project Manager Peter Gies of the Broward MPO, who reported that the Broward MPO kicked off its 2045 LRTP in October 2017. They have retained consultant Tindale Oliver and have begun some of the preliminary work related to their goals, objectives, and development, as well as public outreach. The Broward MPO is in communication with the RTP team and will ensure that efforts are closely coordinated between the two teams. They hope to adopt goals, objectives, and measures by spring 2018, develop a needs assessment through the summer, and develop their Cost Feasible Plan by the end of the year.

Mr. Fischer stated that the Palm Beach TPA is currently under contract for its LRTP and will hold a kickoff meeting the following week. They are in the process of developing individual work orders. Mr. Fernandez advised that a “cone of silence” is in effect regarding Miami-Dade’s LRTP, but the organization has begun several activities leading up to this plan, including development of a needs assessment tool.

iii. GOMs

Ms. Josselyn observed that the RTP’s goals and objectives are developed in a similar manner as those developed for the three local LRTPs. She provided a review of the 2040 goals and objectives, pointing out that the team will also look through the documentation provided today for supplemental goals and objectives. They will also identify best practices from throughout the country. The draft goals and objectives will be brought to the April RTTAC meeting. Performance measures have yet to be determined, as the project team does not yet have all the tools it plans to use for the plan.

iv. Use of SERPM 7.0 for Scenario Planning

Ms. Josselyn continued that as the RTTAC schedule is in development, the project team is looking at the wants and needs of the three planning agencies separately. The initial schedule will begin testing regional level scenarios to determine transportation impacts as early as July 2018. There will also be a kickoff workshop in May to determine what the scenarios will be, with data to be collected and defined based on these definitions.

Ms. Bush commented that the difference between socioeconomic data for the 2040 and 2045 plans may be significant. Mr. Fernandez indicated the consultant performing this work is the same consultant working to develop the next version of the Southeast Florida Regional Planning Model (SERPM), which means there will be no training period for this work and the transfer for using this model for the RTP will be seamless.

Mr. Cross pointed out that the RTTAC's scope includes development of a number of scenarios, which will be determined by the Committee in the future. Ms. Josselyn added that the consultant team will bring its methodology and approach before the Committee in February or March 2018, followed by a workshop at which up to five final scenarios will be presented. It is not known when socioeconomic data sets will be available.

Mr. Roberson asked if it is possible that SERPM 8.0 may be used for the RTP. Ms. Josselyn replied that this has not yet been determined; based on the schedules of two of the local agencies, waiting until September 2018 may not be possible. Mr. Fernandez, however, stated that he was confident SERPM 8.0 may be used.

Ms. Josselyn addressed the public involvement phase, advising that a Public Participation Subcommittee should be seated as soon as each local MPO/TPA has determined how public outreach will be handled in their counties. The regional public involvement effort is intended to be consistently integrated into each agency's effort. She concluded that the transit propensity analysis will begin with a kickoff event on January 24, 2018. This transit group will coordinate directly with scenario planning and traffic demand modeling.

Mr. Roberson asked if the regional team will look at how the three local agencies perform revenue forecasting and adjust for differences. Ms. Josselyn confirmed that this phase is tentatively scheduled to begin in August 2018, when state forecasts and projections are available as well as local agency schedules.

(c) Draft SEFTC Agenda

This draft Agenda was included in the members' information packets. It includes a calendar of meeting dates.

Mr. Calvaresi advised that the RTTAC will hear information on the new Suburban Mobility Authority for Regional Transportation (SMART) plan at the February 2018 SEFTC meeting. Because the schedule for this meeting has not yet been finalized, he requested that the members ask their elected officials which of the following three dates best accommodates their needs: February 16, February 23, or March 2, 2018.

Ms. Josselyn noted that the SEFTC agenda has not been historically endorsed by the RTTAC until immediately before the SEFTC meeting. Mr. Cross added that the agenda will be brought back to the next RTTAC meeting, and requested that members with comments or concerns communicate them in advance of this meeting.

Chair Stuart recalled that Ms. Cross had raised the issue of By-laws as a discussion item. Mr. Calvaresi replied that By-laws are contingent upon legal review, and are currently awaiting feedback from legal counsel.

Ms. Cross explained that she was concerned the By-laws were listed under the administrative segment of the Agenda rather than as an Action Item. Mr. Cross replied that they were not ready to be presented as an Action Item at this time.

Mr. Roberson asked whether the TRIP Item would be presented to SEFTC as an Administrative Item. Chair Stuart stated that for the Broward MPO, best practices include providing an Item to the members in an administrative manner prior to taking action on that Item.

Ms. Bush asked if information on the Tri-Rail Miami Link and Brightline would be provided to SEFTC. Mr. Cross advised that members may recommend Agenda Items at any time. Ms. Yesbeck added that these potential items would be better included when more information about them is available.

(d) Update of SMART Plan

Mr. Fernandez showed a presentation on the SMART Plan, stating that the discussion will focus on six rapid transit corridors. The Plan has three concurrent areas of activity: environmental work, land use work, and financial order. Activities are currently underway on all three fronts.

Mr. Fernandez first addressed the environmental phase, which includes the National Environmental Protection Act (NEPA) process. This process assigns a class of action, which determines which environmental document must be prepared. The mode of transit chosen for each corridor greatly affects the environmental process. He reviewed the following activity for each corridor:

- Beach Corridor: environmental studies have just begun; there is potential for the extension of the existing Miami Metro Mover into this corridor
- East-West Corridor: the introduction of express bus service is being considered along 836, and a park-and-ride facility may be constructed in the west area
- Kendall Corridor: several technologies and types of alignments are under consideration for Kendall Drive, including bus rapid transit (BRT) configurations, median rail and elevated rail; both light- and heavy rail technologies are being considered at and above grade
- North Corridor: alternatives include BRT lanes, primarily at curbside, as well as elevated rapid rail and MetroRail and light rail at grade
- Northeast Corridor: the NEPA process is currently on hold so negotiations may take place regarding access agreements
- South Corridor: this corridor covers more than 20 miles and includes several potential alternatives, although a transit way has already been made to accommodate this service

Mr. Stuart asked if the capacity analysis for the Kendall Corridor determined whether or not capacity could be maintained by implementing peak flow lanes, or if there was more support for losing a lane to a transit vehicle. Mr. Fernandez replied that different

segments of Kendall Drive do not act in the same way: removing lanes, even from non-peak directional traffic, could affect some sections of the roadway more than others. The technical team is currently looking into these alternatives.

Mr. Fernandez moved on to address the land use and visioning processes, stating that the study process consists of data gathering, strategies, evaluation, and development and testing of scenarios. The visioning process results of working through these scenarios. Two series of public outreach charrettes are planned for each corridor. Stakeholders for corridors may include representatives of Tri-Rail, technical experts, major activity centers, and property owners.

In terms of data gathering, a chart of existing land uses has been prepared for each corridor so the public can better understand aspects such as height and density. Demographic information is also collected along each corridor. For scenario evaluation strategies, it is important to note that criteria may differ from one corridor to the next in order to properly reflect the values of each corridor.

The charrette process typically includes an open house featuring land use table exercises. Each meeting lasts approximately two to three hours. Meetings are held on weekends and evenings as well as weekdays. Mr. Fernandez explained that charrettes are preferred because they do not require consensus and encourage differing opinions.

Another aspect to be considered in terms of land use is the development of neighborhood and regional centers and how each center supports each potential mode of transportation. Distance from a transit station is very important to the stations' utility: the shorter an individual's walk to the station, the more likely s/he is to use it. Mr. Fernandez noted that a certain threshold of riders is necessary to support different levels of rapid transit investment. This threshold is also important in terms of land use, as some corridors have significantly more residential activity than employment. Models used to determine transit ridership include SERPM and others.

Mr. Fernandez emphasized that the scenario development process can be time-consuming, particularly because the study team must hold County-controlled totals as constants. Scenarios are refined throughout the visioning process and lead to the development of station area plans that are supported by the PD&E studies. An area's land use affects the growth of both populations and employment by type, which can be directly fed into scenario planning models. Another key aspect of the land use process is conducting a suitability assessment for partial redevelopment. Certain parcels may be identified as the most appropriate for development or redevelopment.

The visioning process began in summer 2017. Mr. Fernandez advised that some corridors were out of date when this process began. The first series of charrettes were held in fall 2017, and the process is now at the scenario testing and evaluation stage. The next series of charrettes is tentatively planned for spring 2018, with the results of PD&E corridor studies to go to their Local Planning Agencies (LPAs) in summer 2018.

Mr. Fernandez moved on to financials, stating that the TPO Board and Fiscal Priority Committee helped to establish a funding plan and a SMART Plan financial framework. Partnership with FDOT for the pursuit of federal funding and tax increment financing (TIF) has been another important aspect, as well as the commitment of local funds to be used for the operation of the SMART Plan for a minimum of 30 years.

Mr. Jeffries asked how many people attended the charrettes. Mr. Fernandez estimated that attendance varied between 17 and 39 individuals. He characterized this as significant return on investment.

Chair Stuart asked how these corridor plans, and their approval by LPAs, would be integrated with partner agencies such as Miami-Dade Transit and Tri-Rail. Mr. Fernandez replied that the environmental process does not end with approval by an LPA, although a project's class of action affects the LPA's decision. Time frames differ depending upon class of action determinations, and each mode of transportation may lead to a longer or shorter path to approval depending upon the environmental process. It is important to have all the necessary information at hand when decisions are made.

Mr. Roberson asked if each LPA approval process keeps the entire financial picture in mind to fund each proposed mode of transportation. Mr. Fernandez responded that at present, the studies only take current financial capacity into consideration. The financial analysis determines how much funding may be available for a given project.

Chair Stuart asked if FDOT or the city's public works department prepares the financial analysis for the corridors. Mr. Fernandez advised that Miami-Dade's Citizens' Independent Transportation Trust (CITT) is at the forefront of this process and works with the budget office. He also noted that the local commitment to operating and maintenance costs is very important.

Mr. Cross noted that local funds are committed for 30 years to fund operations and maintenance for these projects, and asked how strictly these funds are committed. Mr. Fernandez explained that the commitment means the costs would be covered by the County with local funds, such as a half-cent sales tax initiative. He emphasized the need to seek other funding sources for the capital aspect of projects.

Ms. Bush asked if the land use and visioning process has been helpful in building relationships among local governments along the corridors. Mr. Fernandez confirmed this, concluding that some municipalities take a proactive approach to the corridor studies. He emphasized the importance of the TPO's relationship with the city's planning department, which he characterized as an equal partner.

Mr. Stubbs asked if an equal partnership extended to funding. Mr. Fernandez replied that the framework for non-federal funding is a 50/50 share.

4) Administrative

(a) Member Comments

Mr. Jeffries requested that an individual be added to the contact list for SEFTC and RTTAC meetings.

(b) Safe Streets Summit Flyer

Chair Stuart reminded all present that the Safe Streets Summit will be held on February 1-2, 2018. Attendance is capped at 400.

Next Meeting

The next RTTAC meeting is scheduled for February 14, 2018. The next SEFTC meeting is tentatively scheduled for February 9, 2018.

With no other business to come before the Committee at this time, the meeting was adjourned at 3:53 p.m.



Non-Action Items 2.

Regional Transportation Technical Advisory Committee (RTTAC)

Meeting Date: 02/14/2018

Summary:

Draft SEFTC Agenda - March 2, 2018

Attachments

Draft SEFTC Agenda - March 2, 2018



Southeast Florida Transportation Council (SEFTC)

Meeting Agenda

Date: March 2, 2018

Time: 9:30 AM

Place: Broward Metropolitan Planning Organization

100 W Cypress Creek Rd #650

Fort Lauderdale, FL 33309

1) Regular Items

- (a) Roll Call
- (b) Pledge of Allegiance
- (c) Motion to Adopt Agenda for March 2, 2018
- (d) Motion to Approve Meeting Minutes of May 5, 2017
- (e) Public Comment

2) Action Items

- (a) Election of Chair and Vice-chair
- (b) Motion to Approve 2018 and 2019 SEFTC meeting calendar and meeting locations

3) Non-Action Items

- (a) Discussion of the FY 2019-FY 2023 Transportation Regional Incentive Program (TRIP) List
- (b) Proposed RTTAC By-laws
- (c) 2045 Regional Transportation Plan Kick-Off
- (d) Fare Interoperability
- (e) Update of SMART Plan

4) Administrative Items

- (a) Next Meeting: The next SEFTC meeting is scheduled for **May 11, 2018**.
- (b) Motion to Adjourn



Non-Action Items 4.

Regional Transportation Technical Advisory Committee (RTTAC)

Meeting Date: 02/14/2018

Draft RTTAC Bylaws

SUMMARY EXPLANATION/BACKGROUND:

At the December 14, 2017 RTTAC meeting, the Palm Beach TPA staff facilitated a discussion on draft by-laws for the RTTAC. The purpose of the RTTAC By-Laws is to establish a set of guidelines that will govern the operations of the RTTAC, as currently there are no formalized by-laws for the committee. The discussion included editing some of the definitions and organization names within the By-Laws, committee and subcommittee membership, examining the interlocal agreement for consistency, and seeking counsel opinion on the draft By-Laws. At the request of the RTTAC, Broward MPO's council reviewed the draft by-laws and provided edits.

ADDITIONAL INFORMATION/PREPARER:

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