

A subcommittee of SEFTC

RTTAC

Regional Transportation Technical Advisory Committee

Miami Dade TPO: 150 West Flagler Street, Suite 1924 Miami, Florida 33130

Chair

Executive Director

Palm Beach

Broward Metropolitan
Planning Organization

Florida Department of
Transportation Districts 4 & 6

Palm Tran

Broward County Transit

Treasure Coast Regional
Planning Council

South Florida Regional
Planning Council

Miami-Dade Department of
Transportation and Public
Works

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I. CALL MEETING TO ORDER

III. APPROVAL OF AGENDA

V. PUBLIC COMMENTS – 2 minutes each speaker

VII. INFORMATION ITEMS

1. Public Engagement

2. Goals and Objectives
3. Revenue and Finance
4. Regional Multimodal Corridors Network
5. Regional Modeling Update

C. 2050 Socioeconomic Status Update

A. Public Participation Subcommittee (PPS)

B. Model Subcommittee (MS)

C. Transportation System Management and Operations Subcommittee (TSM&O)

IX. MEMBER COMMENTS

X. ADJOURNMENT

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 the TPO at (305) 375-4507 at least seven days prior to the meeting.



DRAFT

**MEETING MINUTES
BROWARD METROPOLITAN PLANNING ORGANIZATION
Regional Transportation
Technical Advisory Committee (RTTAC) Meeting
Wednesday, May 17, 2023 1:30 PM
100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181**

Members Present

Chair Wilson Fernandez, Miami-Dade TPO
Maria-Teresita Vilches-Landa, Miami-Dade TPO
Lois Bush, Florida Department of Transportation District 4
Bill Cross, Broward MPO
Kim Delaney, Treasure Coast Regional Planning Council
Tewari Edmonson, Miami-Dade Department of Transportation and Public Works
Khalilah Ffrench, Broward County Transit
Peter Gies, Broward MPO
Bruce Guyton, Palm Tran
Ken Jeffries, Florida Department of Transportation District 6
Christina Miskis, South Florida Regional Planning Council
Franchesca Taylor, Miami-Dade TPO
Andrew Uhler, Palm Beach TPA
Natalie Yesbeck, South Florida Regional Transportation Authority

Also Present

Nathan George, Palm Beach TPA
Christopher Restrepo, Broward MPO
Paul Calvaresi, Broward MPO
Elizabeth Rockwell, Miami-Dade TPO
Chris Sinclair, Renaissance Planning Group
Josenie Bermudez, Miami-Dade TPO
Christopher Rosenburg, Miami-Dade TPO
Jessica Josselyn, Kittelson and Associates

I. Call to Order and Roll Call

Chair Wilson Fernandez called the meeting to order at 1:30 p.m. Roll was called and it was noted a quorum was present.

II. Review of Agenda

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

III. Approval of Minutes – March 8, 2023

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

IV. Public Comments

None.

V. Comments from the Chair

Chair Fernandez stated that today's meeting will be his last as a member of the Regional Transportation Technical Advisory Committee (RTTAC), and noted that the organization has drawn national attention due to its best practices. He introduced Maria-Teresita Vilches-Landa of the Miami-Dade TPO, who will chair future meetings.

VI. Information Items

A. 2050 Regional Transportation Plan (RTP) Update

Jessica Josselyn, representing consultant Kittelson and Associates, provided an update on the 2050 Regional Transportation Plan (RTP), noting that the mission for this cycle has been expanded to include emerging technologies, transit-supportive land use, and additional overall options. The consultant team has gathered information on the existing plus committed (E+C) networks from the three County agencies, and continues to work on developing the regional transportation network.

1. Regional Transportation Network

The RTP network began where the 2045 RTP left off, using the following five criteria from that document:

- Principal arterials
- Planned physical extensions of principal arterials
- Strategic Intermodal Systems (SIS) network in its totality
- Principal arterial connections
- Active rail lines

Feedback from the April 2023 workshop addressed in the following:

- Extending existing and future designations to all criteria
- Changing the term "principal arterial connections" to ensure recognition as a multimodal network
- Discussion of ensuring that airports and seaports are accounted for

- Including the addition of facilities that connect to the regional network in order to open more facilities to the possibility of regional funds, such as the Transportation Regional Incentives Program (TRIP)
- Further exploring obvious and specific transit/pedestrian/cyclist networks and potentially related facilities
- Renaming the network to show that all modes of transportation are accounted for

Ms. Josselyn noted that going forward, all criteria will be considered existing and future, which means if a facility is included in a plan, it is assumed to be part of the network. In order to ensure that principal arterial connections do not seem to be overly roadway-focused, she suggested that this criterion be renamed to Regional Multimodal Corridor Connections.

To ensure that airports and seaports are accounted for, it was noted that the SIS network includes these facilities, as well as a reference to the amount of cargo moved within their thresholds. 1700 miles of roadways were added in order to explore the possibility of including facilities that connect to the regional network; however, this was ultimately determined not to provide a regional subset, and will not be done going forward.

Regarding transit/pedestrian/cyclist-related facilities, the team first considered the adopted premium transit plans, including the 561, PREMO, and SMART plans for the three local counties. These plans were compared to the 2045 RTP network. The team envisions a separate criterion which represents the premium transit plans and would provide an additional layer in geographic information systems (GIS).

Ms. Josselyn explained that her hope for today's meeting is to reach a broader consensus regarding the details of these changes. They will be sent to the agencies in the form of map series and technical memos, which will allow time to review their details and data with staff.

The team also recommends the addition of a criterion called Regional Greenways and Blueways, which was originally adopted in 2015. This will also be provided in a map and technical memo format. It will include all hiking trails and facilities throughout South Florida, which the team feels will add value by making the network truly multimodal and providing additional opportunities for regional funds.

If the RTTAC endorses these changes, the team will prepare technical memos and maps for their review, and will bring these items back for the Committee's approval before it is sent to the Southeast Florida Transportation Council (SEFTC) for approval at their July 2023 meeting.

Ms. Bush requested clarification of whether the terminology used for transit is changing, pointing out that the 2045 RTP uses the term "high-capacity transit" while the proposed changes refer to "premium transit." Ms. Josselyn replied that while she has heard more

recent discussions of premium transit, this could be changed to continue the references to high-capacity transit from the 2045 Plan if that is the Committee's preference.

Mr. Jeffries recommended revisiting the Statutes of the Florida Department of Transportation's (FDOT's) Work Program to determine if the greenways included in the system would qualify for TRIP funds. Ms. Josselyn emphasized that the intent is not for TRIP to direct the development of the network, but to base the network on data and technical analysis which TRIP can tap into if needed. If the greenways and blueways are not eligible for TRIP funding, they can still be included in the regional network.

Ms. Bush observed that Tri-Rail stations located on the South Florida Rail Corridor are considered part of the SIS network by virtue of their placement on that corridor. Because some of these stations meet certain criteria, they are considered to be SIS hubs. Ms. Josselyn advised that the team is considering using a series of maps which would show maps of specific transportation modes. Chair Fernandez also suggested that the layered series of interactive maps be included on the RTP website.

Mr. Calvaresi also addressed the terms of premium and high-capacity transit, recalling that there was some debate on the use of these terms during the development of the 2045 RTP. He recalled that the Committee had ultimately settled on high-capacity, as the plan included transit systems from three different providers and high-capacity was the broadest terminology. He also noted that there had been no specific definition of high-capacity transit at that time, and suggested that if there is a definition of premium transit which applies more accurately to the network map, the term premium transit should be used going forward.

Mr. Uhler requested confirmation that off-SIS roadways would not be included in the RTP network. Ms. Josselyn confirmed that it was determined these roadways would not be added, as they would be too great an addition.

2. Goals and Objectives

Ms. Josselyn explained that in updating the 2045 RTP's goals, the approach was to review documents and plans provided by partner agencies. The agencies have until May 24, 2023 to review the list of what is needed at the federal, state, and county levels. She recommended consideration of components such as land use, bicycle/pedestrian facilities, safety, emerging technologies, and others that may influence the RTP.

Ms. Yesbeck noted that the South Florida Regional Transportation Authority (SFRTA) is currently working on a Strategic Plan, with a target date of November to December 2023. She emphasized the importance of including this document on the list, as it will be part of SFRTA's Transit Development Plan (TDP) major update. If the TDP is not complete in time for inclusion in the RTP update, the Strategic Plan will provide some of its information. Ms. Josselyn confirmed that these documents can be added to the list and

the team will reach out to SFRTA to follow up and assess how they can be incorporated into the RTP.

3. Scenario Planning

Chris Sinclair of the Renaissance Planning Group recalled that the intent of scenario planning is to anticipate what may happen and proactively address these possibilities. Scenarios address how external influences may impact regional goals. As these scenarios are identified, they are analyzed and developed, and strategies are developed for how to move forward.

Mr. Sinclair recalled that four scenarios were identified:

- High capacity/high tech transit
- Growth and development/resiliency
- Financial/legislative
- Disruptions and opportunities

At the last workshop, the partner agencies provided feedback on each of these scenarios and voted on those that generated the most interest. The team translated these notes into themes for the scenarios. The transit and tech scenarios included themes of system and technology integration, virtual connectivity/telecommuting, land use-induced travel and transit-supportive development, and equity.

The feedback on the growth and resiliency scenario resulted in the identification of themes including natural infrastructure and landscaping changes related to flooding and stormwater inundation, impacts on physical infrastructure and the resiliency of the transportation network, socioeconomic impacts such as demographic shifts, and how sea level rise and storms will impact transit-supportive growth and the need for collaborative action.

The financial and legislative scenario addressed three major themes: overall funding levels, funding flexibility, and greater alignment between funding and performance. Feedback regarding disruptions and opportunities included some overlap with the first three scenarios, addressing the compounding effects of combined scenarios such as technology and resiliency as well as a multidisciplinary approach to solving problems.

The team determined that a scenario addressing the compounding effects of both the transit/tech and resiliency/growth scenarios would be added. The funding/legislation theme would also be woven into each of the different scenarios. Another framing construct would consider the effects of reactive or “siloed” thinking to deal with external influences in comparison with a multidisciplinary and proactive approach to those same influences.

Mr. Sinclair reviewed how the recommended scenarios could be applied, requesting feedback from the partner agencies over the following week on how these stories could

be fleshed out further. Once the scenarios have been finalized, this will continue through the use of maps and illustrations to feed into scenario analyses.

Mr. Cross addressed resiliency, noting that Broward is considering a focused reaction in investment by using the RTTAC's regional network as the priority for where investments will be made. He added that climate impacts are no longer part of a scenario, but are the future, and suggested that this could be a consideration for all scenarios rather than presented as its own separate scenario.

Mr. Cross continued that he was no longer certain that addressing congestion was a reasonable goal, as congestion is likely to remain. He concluded that the scenarios should also recognize regional opportunities for the pursuit of federal grants.

Ms. Bush pointed out that compounding effects, such as sea level rise, rising groundwater, extreme heat, and changing rainfall patterns contribute to a challenging situation. She recommended that these be considered together, particularly in light of the desire to encourage more people in the region to walk, bike, or use transit. She also noted that the adaptation of existing transportation infrastructure could be framed in light of the need for mitigation and reduction of greenhouse gas emissions, as these aspects are linked together. Implementing multimodal transportation, such as biking or walking, would serve the purpose of reducing this vulnerability at the same time it increases transportation options.

Ms. Taylor commented that proposals such as system integration in the transit/technology scenario seem to represent a siloed and reactive perspective, while others, such as virtual connectivity, seem more proactive. She recommended additional clarification of the line between the reactive and proactive perspectives. Mr. Sinclair confirmed that he did not perceive significant differences between these two proposals, and noted that the determination of reactive or proactive response will most likely trickle down to affect equity: for example, some populations will have greater access to options than others.

Mr. Uhlir asked if the scenarios will be re-framed based upon the RTP's goals and objectives. Ms. Josselyn confirmed this, stating that the team will send draft scenario stories to the members for additional feedback and detail. Mr. Uhlir also recalled that during the previous workshop vision exercise, there was consideration of incorporating the passage of sales taxes into the scenarios.

Mr. Jeffries asked if there might be consideration of population reduction in the region's beach areas, based on the likelihood of climate change effects. Mr. Sinclair advised that he would recommend pushing the scenarios toward their limits: for example, expecting the impacts of climate change to be very noticeable. Even if all the possible impacts have not fully materialized by 2050, they may be on the horizon by that time. This could also illustrate what might happen if a proactive and multidisciplinary approach is not taken, and raises questions regarding where the population of those areas may move to if inundation occurs.

Mr. Jeffries noted that this change could also affect projects that are already planned for the region. Ms. Josselyn confirmed that the impact on population will be one of the metrics used, and the team will review a deliverable of what is being measured in the near future. This will influence scenarios and decision-making.

Chair Fernandez added that in Miami-Dade County, there is now greater consideration of making desirable investments in certain areas in order to encourage the private sector to incorporate mitigation measures into their projects. This would result in intensifying land use in vulnerable areas in order to demonstrate that mitigation is good economic sense for the private sector as well.

Ms. Taylor observed that it may be beneficial to present these scenarios, at a high level, to the general public in order to gauge their reactions as well.

Ms. Bush referred to a Section 216 study conducted by the U.S. Army Corps of Engineers in conjunction with the South Florida Water Management District, which studies the primary drainage system from the Central/South Florida flood control project built over 70 years ago. This system is beginning to fail, and the Section 216 study seeks to identify its most urgent improvements. She noted that agencies such as the county planning entities and FDOT have a mutual stake in this stormwater management infrastructure, and suggested that a multidisciplinary scenario consider investments that leverage each other, such as coordinated resilience efforts.

Ms. Josselyn asked if there was consensus among the membership felt that resiliency to climate impacts should no longer be viewed as a single scenario but should instead be incorporated into all the scenarios. Ms. Bush recommended that equity should also be considered across the board.

Mr. Sinclair stated that he would like the scenario to test the more exaggerated potential impacts of climate change, noting that there is no true consensus on what the compounding effects may be. He recommended factoring in a baseline of climate change into all scenarios, but maintaining the separate resiliency scenario in order to examine what might happen if the effects are more dramatic than currently anticipated. Ms. Josselyn confirmed that there was consensus to proceed in this manner.

Ms. Josselyn also requested that the agencies send any remaining E+C network project information, which should include all projects from partner agencies. She added that the Finance Working Group is being reactivated in order to track and summarize financial information throughout the long-range planning process, and asked that the agencies submit their goals and objectives if this has not yet been done.

4. Public Outreach

Ms. Rockwell advised that this update will serve both the public outreach portion of the RTP update and the Public Participation Subcommittee (PPS) Item under Committee Reports.

The PPS held a very productive meeting earlier in the day, with updates provided by each of the three transportation agencies on their local Long Range Transportation Plan/Metropolitan Transportation Plan (LRTP/MTP) public involvement efforts. There was discussion of additional regional survey questions which will be reviewed, as well as review of the 2050 RTP video script and fact sheet. Ms. Rockwell emphasized the importance of ensuring that these items are complementary to each other. The PPS also discussed SEFTC's refreshed website, which is currently in the process of development.

Next steps include distribution of the regional survey, as well as review of any additional questions that may be added to this document if that is the Committee's desire. The survey will be made available through the agencies' respective social media accounts, e-blasts, and weekly e-newsletters. It will also be available at any outreach events in the community.

Once the video script is finalized, production of its visuals and voice-over will be undertaken as well. The script will be provided in both a male and a female voice for the first time. Once the fact sheet has been finalized, it will be translated into Spanish and Creole and posted on the SEFTC website as well as distributed by the means mentioned above.

Ms. Taylor recommended that the draft survey also be distributed to the individual leads for the LRTPs/MTP for technical feedback on its questions.

B. Broward MPO – Long Range Transportation Plan (LRTP) Update

Mr. Restrepo reported that the Broward MPO's public outreach approach includes its goals, objectives, and indicators as well as the call for projects. They have completed five workshops thus far at community events. The Broward MPO provides a booth or table at these outreach events and engages with the community to hear their perspective on what they would like to see happen within Broward County.

The MPO has also provided focus presentations at various outreach events, such as homeowners' association and community group meetings. 12 of 13 planned presentations have been completed. An e-Town Hall meeting is planned for Thursday, May 18, 2023 for Broward residents.

The call for projects collects prospective MTP projects from all of the Broward MPO's local agency partners and communities. One-on-one meetings are scheduled with MPO Staff so they can review the projects with agency representatives. They have also held a workshop at which projects are requested and opened an application process for the submittal of projects to the MTP.

During the call for projects, the MPO held 32 meetings with partner agencies, which include new partners such as Broward College and Memorial Health in order to reach a wider range of community members.

The application process opened on March 22, 2023, with a deadline of April 18. Of the 32 local agencies that met with MPO Staff, 22 submitted projects for a total of 202 projects, not including FDOT and Broward County projects.

Mr. Restrepo reviewed the MTP goals recently adopted by the MPO Board, which include:

- Safely moving people and goods
- Creating jobs
- Fostering resilient communities

The first goal, safely moving people and goods, differs from the 2045 MTP goal by including a safety component, as well as objectives and indicators that help promote the safe movement of people and goods. The goal of creating jobs remains the same and serves as a proxy for economic development. The final goal, fostering resilient communities, previously referred to strengthening communities, but was changed to specifically add resiliency as part of the goal.

The MTP is currently in the needs assessment portion of its timeline, which will be followed by project prioritization. The draft Cost Feasible Plan (CFP) is expected to be complete in November/December 2023. From January through May 2024, the MPO will reach out to the various local agencies for Resolutions of support, followed by presentation of a draft MTP for adoption between June and December 2024.

Mr. Uhler addressed the indicators associated with the MTP's goals, requesting clarification of whether the performance measures for these indicators will be separate. Mr. Restrepo explained that the MPO hopes to leverage performance measures as actual indicators and match them with objectives and goals. These will include federal indicators.

Mr. Uhler also requested more information on the Resolutions of support that will be sought in 2024. Mr. Restrepo replied that this serves as a check on the projects submitted during the call for projects: Staff prioritizes these projects, includes them into the MTP, and reaches out once more to the submitting agency to ensure that they still support the project. Once they have provided Resolutions, the projects can be added to the CFP. Projects will not be included without Resolutions of support.

Ms. Taylor requested clarification of whether the goal of fostering resilient communities referred to climate or economic resiliency. She also asked how equity was included among the goals. Mr. Restrepo advised that resiliency first refers to environmental concerns, as this is one of the MPO's emphasis areas and must be accompanied by indicators and objectives. It also refers, however, to social resiliency, such as ensuring

access to multimodal transportation. Equity is included in this consideration, as the third goal focuses on quality of life.

It was asked whether the Broward MPO has done its own scenario planning or will use the scenarios provided at the regional level. Mr. Calvaresi replied that no scenario planning is included in the 2050 MTP, as the 2045 RTP provided much greater scenario planning value than the 2045 MTP.

C. Southeast Regional Planning Model (SERPM) Memorandum of Understanding (MOU) Update

Ms. Vilches-Landa reported that work on the Southeast Regional Planning Model (SERPM) memorandum of understanding (MOU) continues internally, and information will be shared with partner agencies as it becomes available. It was noted that FDOT District 4 had requested an update on the portion of maintenance for which the transportation agencies will pay.

VII. Committee Reports

A. Public Participation Subcommittee (PPS)

This Item was addressed as part of the RTP Update.

B. Modeling Subcommittee (MS)

Mr. Edmonson reported that Paul Flavien of Broward MPO Staff and Raj Shanmugam of FDOT District 4 have been elected Chair and Vice Chair of the Modeling Subcommittee (MS). They are currently finalizing the consultant control totals from household, population, and employment data and are completing the 2050 socioeconomic data set, which is due to the SERPM 9 consultants in May 2023. This consultant is working on calibration targets. SERPM 9 is expected to be fully converted by fall 2023, and all information for the coding of E+C networks has been provided to the RTP consultant.

Chair Fernandez noted that the fully calibrated model is anticipated to be delivered by the end of June to the respective teams. He added that Ms. Vilches-Landa will serve as lead of SERPM 9 development. The 2050 socioeconomic data must be provided to the SERPM 9 team in order to complete the calibration and components. This data is scheduled for receipt in June 2023.

C. Transportation Systems Management and Operations Subcommittee (TSM&O)

There was no update at this time.

VIII. Member Comments

Mr. Uhlir thanked the partner agencies that participated in a Transportation and Lanes Connection panel in Palm Beach County. He also noted that there was some difficulty at the TPA Board level with regard to federal performance measures, including system performance and bridges. A workshop has been scheduled between the TPA, FDOT, and the Federal Highway Administration (FHWA) to clarify more details regarding target-setting, as some targets are lower than current performance standards.

The Committee honored Chair Fernandez's years of service with a tribute video.

IX. Adjournment

With no other business to come before the Committee at this time, the meeting was adjourned at 3:12 p.m.



SOUTHEAST FLORIDA

REGIONAL TRANSPORTATION PLAN



2050

Miami-Dade • Broward • Palm Beach

JUNE 14, 2023

SEFTC MISSION

To coordinate regional transportation goals, activities, and investment decisions that support the economic health of the region and quality of life.

SEFTC VISION

A seamless, multimodal transportation system that serves and benefits the region.

THREE COUNTIES, ONE TRAVELING PUBLIC



PALM BEACH



BROWARD



MIAMI-DADE

2045 RTP VISION

Create a shared RTP that identifies regional needs, funding, and policies that serve and benefit the entire southeast Florida region.

**ADVANCING
THE
REGION.**

2050 RTP VISION

A 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.

ACTIONS SINCE LAST MEETING:



Coding the E+C Network



Revised Fact Sheet, Video Script and Survey



Reviewed 80+ Policies and Plans and Crafted Goals

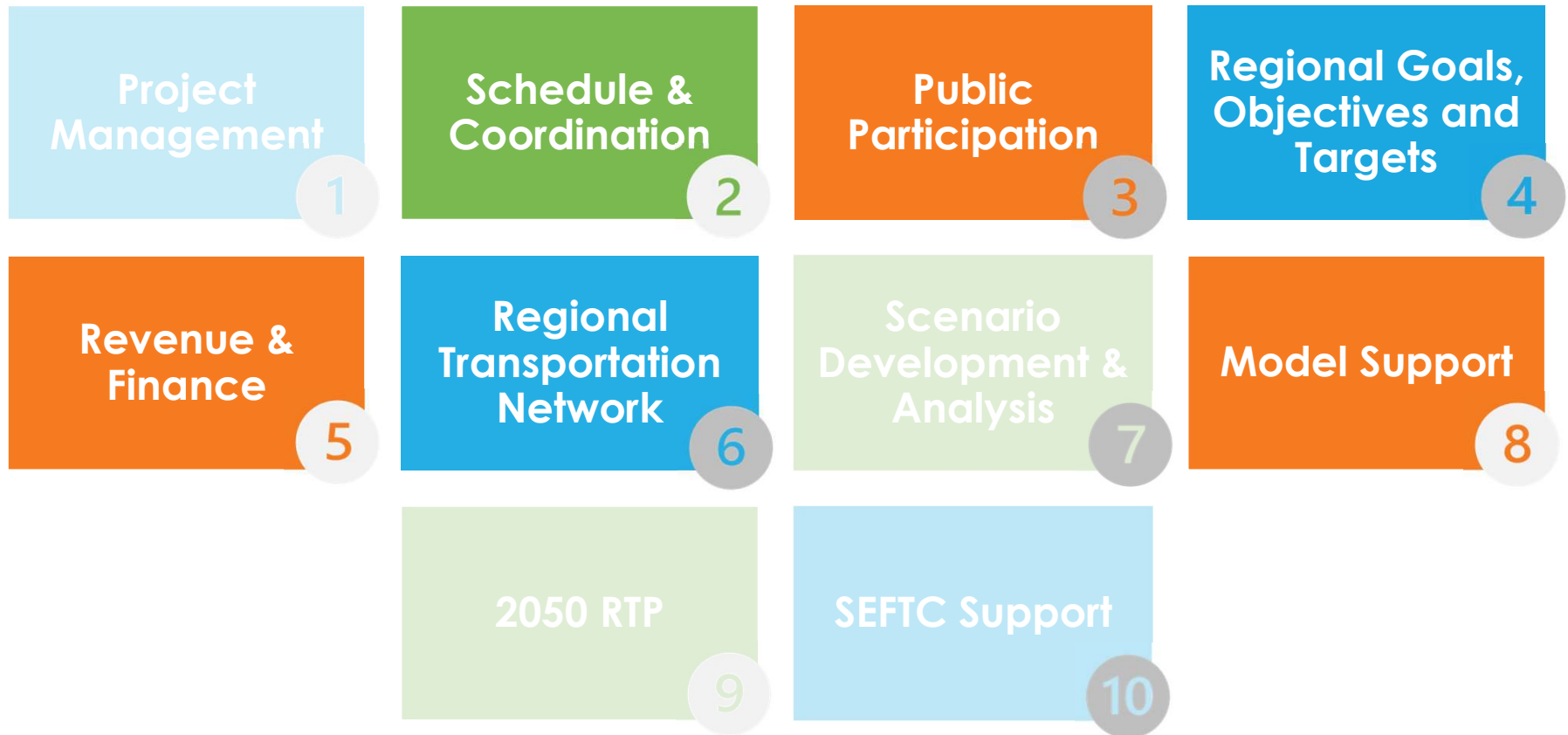


Held one-on-one sessions for Scenario development
for LRTP/MTP alignment



Draft Regional Multimodal Corridors Network
Technical Memorandum

SCOPE OF WORK



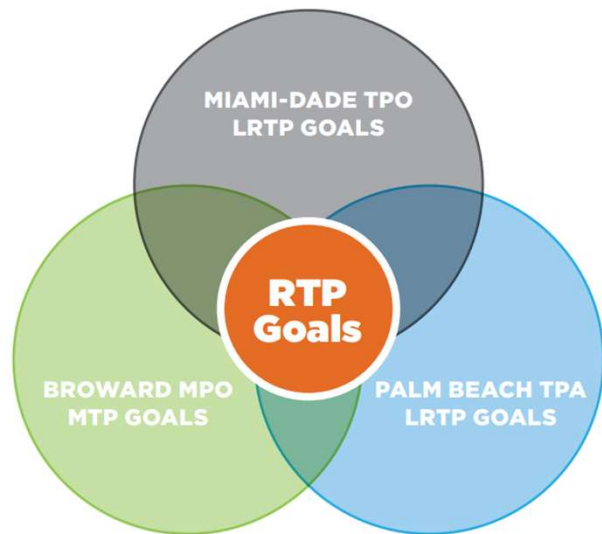
Adopting Summer 2025

Task Update



- Revised the fact sheet, survey and video script
- Will begin 2050 RTP survey distribution in June
- Website 2050 RTP page will be launched in June
- Video production is in-progress

January 2023 – August 2025

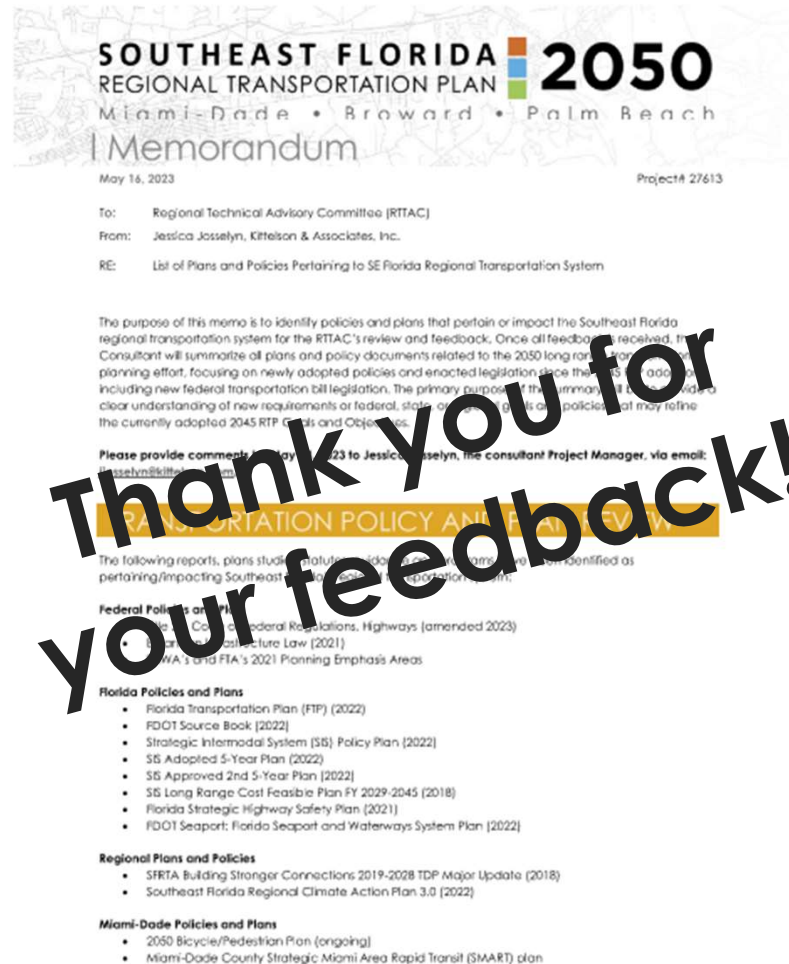


APPROACH

- Transportation Policy and Plan Review task is complete
- Reviewing and refining 2045 Goals & Objectives
- Endorsement by SEFTC will be sought in October

Regional Goals, Objectives and Targets

4



Regional Goals,
Objectives and
Targets

4

Federal

Florida

Regional

Miami-
Dade
County

Broward
County

Palm Beach
County

**80+ Policies and
Plans Reviewed**

Federal Policies

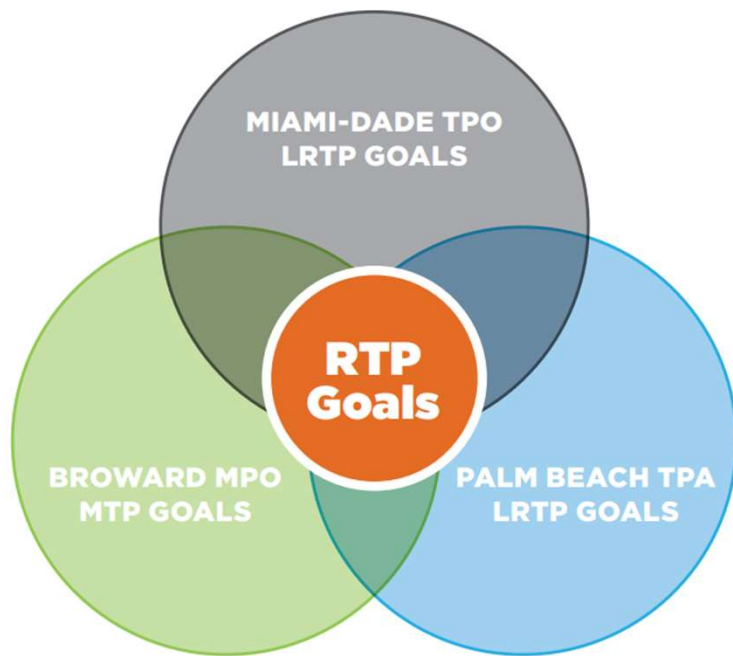
- 10 Federal Planning Factors
- National Performance Measures for 6 Performance Areas
- Key themes of the BIL transportation funding:
 - Safety, equity, climate resiliency, and economic competitiveness
 - New - develop carbon reduction strategies

Performance Area	Performance Measure
Highway Safety	5-year rolling average of the number of fatalities on all public roads
Highway Safety	5-year rolling average of the rate (per 100 million VMT) of fatalities on all public roads
Highway Safety	5-year rolling average of the number of serious injuries on all public roads
Highway Safety	5-year rolling average of the rate (per 100 million VMT) of serious injuries on all public roads
Highway Safety	5-year rolling average of the number of non-motorized fatalities and serious injuries on all public roads
Pavement Condition	Percent (%) of pavement lane miles on the Interstate and non-Interstate National Highway System (NHS) in good condition*
Pavement Condition	% of pavement lane miles on the Interstate and non-Interstate NHS in poor condition*
Bridge Condition	% of bridge deck area on the NHS in good condition
Bridge Condition	% of bridge deck area on the NHS in poor condition
Travel Time Reliability	% of person-miles traveled with reliable travel times on the Interstate and non-Interstate NHS*
Freight Reliability	Truck Travel Time Reliability Index
Emissions	Total emissions reductions from CMAQ projects (for criteria pollutants and precursors, where applicable)
Congestion	Annual hours of peak hour excessive delay per capita (for urbanized areas, where required)
Congestion	% of non-single occupancy vehicle travel (for urbanized areas, where required)
Transit Asset Mgmt.	% of service vehicles that have either met or exceeded their useful life benchmark
Transit Asset Mgmt.	% of revenue vehicles that have either met or exceeded their useful life benchmark (by asset class)
Transit Asset Mgmt.	% of track segments with performance restrictions
Transit Asset Mgmt.	% of facilities rated below condition 3 on the Transit Economic Requirements Model (TERM) scale (by asset class)
Transit Safety	Number of reportable fatalities by mode
Transit Safety	Rate of reportable fatalities (per total vehicle revenue miles) by mode
Transit Safety	Number of reportable injuries by mode
Transit Safety	Rate of reportable injuries (per total vehicle revenue miles) by mode
Transit Safety	Number of reportable safety events by mode
Transit Safety	Rate of reportable safety events (per total vehicle revenue miles) by mode
Transit Safety	Mean distance between major mechanical failures by mode

*Note: Separate measures for Interstates and non-Interstate NHS

Regional Goals, Objectives and Targets

4



2045 RTP Goals

SUSTAINABILITY AND QUALITY OF LIFE

1. MULTIMODAL SYSTEM & LAND USE

Provide an accessible, efficient, and reliable multimodal transportation system that is well integrated with supportive land uses

2. HEALTH, ENVIRONMENT, & SAFETY

Protect the region's health and environment, and provide for a safer and more secure transportation system for the region's residents, businesses and visitors

3. ECONOMY

Optimize and expedite sound investment strategies to support an expanding regional economy

4. EQUITY & PUBLIC SUPPORT

Invest in publicly supported, equitable transportation options for all users, including low-income and minority neighborhoods, as well as the aging population



Regional Goals, Objectives and Targets

4

2050 MTP/LRTP Draft Goals per MPO



2050 MTP Goals

ROUTE 2050



Safely Move People & Goods

Provide a safe and reliable transportation system for all users.



Create Jobs

Support economic development and prosperity through transportation investments that improve access to key employment centers and advance the region's competitiveness



Strengthen Communities

Enhance communities and lives through improved accessibility and consideration of the costs and benefits of the transportation system.

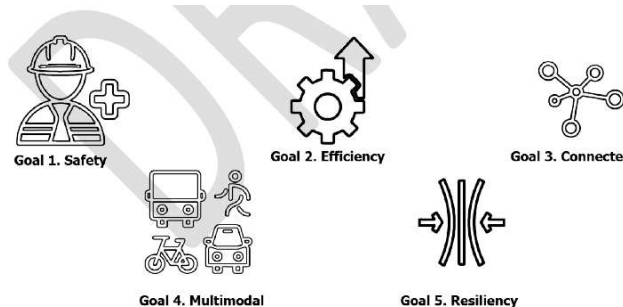


Figure 1. Vision 2050 Goals

1. Safe, Secure
Reliable
2. Connected
3. Innovative
4. Climate Resilient
5. Equitable
6. Economically
Competitive

Regional Goals, Objectives and Targets

4

THEMES		GOALS
SUSTAINABILITY AND QUALITY OF LIFE	MULTIMODAL SYSTEM & LAND USE	Provide an Accessible, Efficient, and Reliable Multimodal Transportation System that is well Integrated with Supportive Land Uses
	HEALTH, ENVIRONMENT, & SAFETY	Protect the Region's Health and Environment and Provide for a Safer and More Secure Resilient Transportation System for the Region's Residents, Businesses and Visitors
	ECONOMY	Optimize and Expedite Sound Investment Strategies to Support an Expanding and Competitive Regional Economy
	EQUITY & PUBLIC SUPPORT	Invest in Publicly Supported, Equitable Transportation Options for all Users, including Low Income and Minority Neighborhoods, as well as the Aging Population

Regional Goals, Objectives and Targets

4

Provide an Accessible, Efficient, and Reliable Multimodal Transportation System that is well Integrated with Supportive Land Uses

	OBJECTIVES
MULTIMODAL SYSTEM & LAND USE	1. Preserve, restore and expand existing regional transportation system capacity and operations to meet increasing and evolving (or changing) in passenger and freight demands
	2. Provide competitive and reliable auto, freight and transit travel times and support partner adopted plans such as the Transit Development Plans
	3. Increase mode choice opportunities and access to jobs and essential destinations and collaborate on the implementation of complete streets policies, guidelines and funding programs.
	4. Increase density and intensity of origins and destinations in TOD along regional transit corridors and promote development of mixed-use activity Centers
	5. Improve local roadway connections vity to minimize circuitous travel and overreliance on regionally significant corridors for local trips and encourage provision of multiple accesses for new development and redevelopment.

Regional Goals, Objectives and Targets

4

Protect the Region's Health and Environment and Provide for a Safer ~~and More Secure~~ Resilient Transportation System for the Region's Residents, Businesses and Visitors

	OBJECTIVES
HEALTH, ENVIRONMENT AND SAFETY	6. Promote public health, and improve air quality and reduce greenhouse gas emissions
	7. Support the efforts and goals of the Southeast Florida Regional Climate Change Compact by coordinating among regional partners for transportation system resiliency and adaptability
	8. Promote both adaptation and growth management strategies to address and increase resilience to coastal flooding
	9. Plan transportation facilities that protect natural, cultural, and historic resources and minimize disruptions in surrounding communities
	10. Encourage design features that minimize crash potential, severity and frequency and promote local Vision Zero and safety awareness campaign efforts to eliminate fatalities
	11. Preserve and enhance the capacity of regional evacuation corridors

Regional Goals, Objectives and Targets

4

Optimize and Expedite Sound Investment Strategies to Support an Expanding Regional Economy

Invest in Publicly Supported, Equitable Transportation Options for all Users, including Low Income and Minority Neighborhoods, as well as the Aging Population

	OBJECTIVES
ECONOMY	12. Provide regional transportation facilities and services to existing and developing major employment centers and corridors
	13. Make transportation investment decisions that use public resources effectively and efficiently
EQUITY AND SUPPORT	14. Develop a regionally balanced plan that provides geographic equity in the distribution of investments that is supported by the public
	15. Make transportation investment decisions that use public resources effectively and efficiently
	16. Provide reliable and convenient access to the region's major employment centers and corridors , and regional activity centers from low-income residential areas

Regional Goals, Objectives and Targets

4

SOUTHEAST FLORIDA REGIONAL TRANSPORTATION PLAN

Miami-Dade • Broward • Palm Beach

I Memorandum

June 2023

Project# 27613

To: Regional Technical Advisory Committee (RTTAC)

From: Jessica Josselyn, Kittelson & Associates, Inc.

RE: DRAFT 2050 Regional Transportation Plan Goals, Objectives, and Targets

The purpose of this task is to assess and update, as necessary, the Regional Goals, Objectives, and Targets to ensure the 2050 Regional Transportation Plan (RTP) is aligned with the current state, regional and local efforts, such as the Florida Transportation Plan and the Metropolitan Planning Organizations (MPOs) Long Range Transportation Plans (LRTPs), and the federal legislation known as bipartisan Infrastructure Investment and Jobs Act (IIJA). The 2050 Regional Goals and Objectives are intended to guide the Southeast Florida region toward stronger regional planning and sound transportation investments. Development of the regional goals and objectives is a state requirement and part of the ongoing coordination efforts of the region's three transportation organizations – Broward Metropolitan Planning Organization (MPO), Miami-Dade Transportation Planning Organization (TPO) and Palm Beach Transportation Planning Agency (TPA).

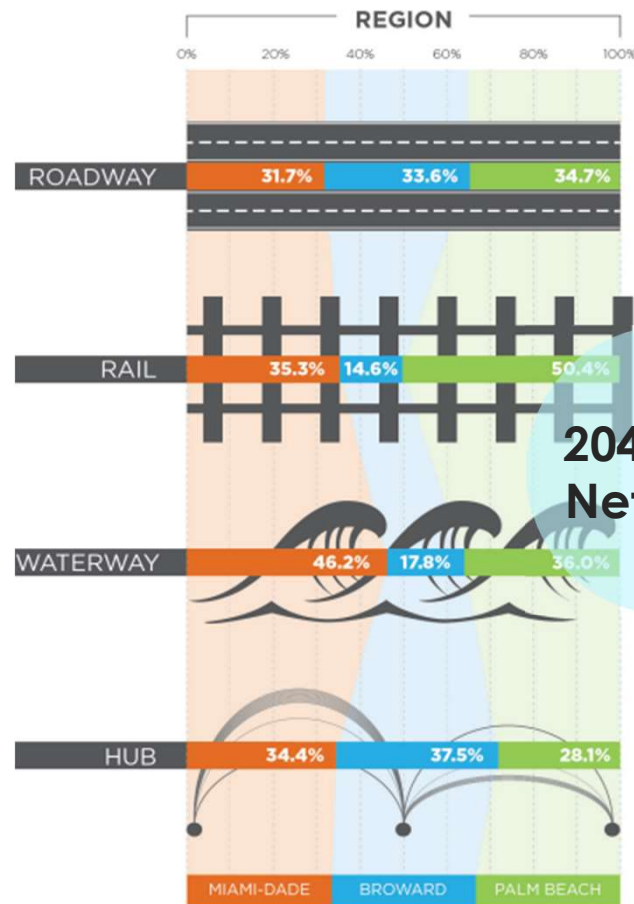
This technical memorandum documents: (1) and overview of Federal, State, and regional/local efforts that could influence our 2050 regional efforts (2) a summary of the three 2050 LRTP/MTP goals and objectives, (3) the proposed 2050 regional goals and objectives.

**ACTION ITEM:
SEEKING YOUR
REVIEW IN
JUNE!**

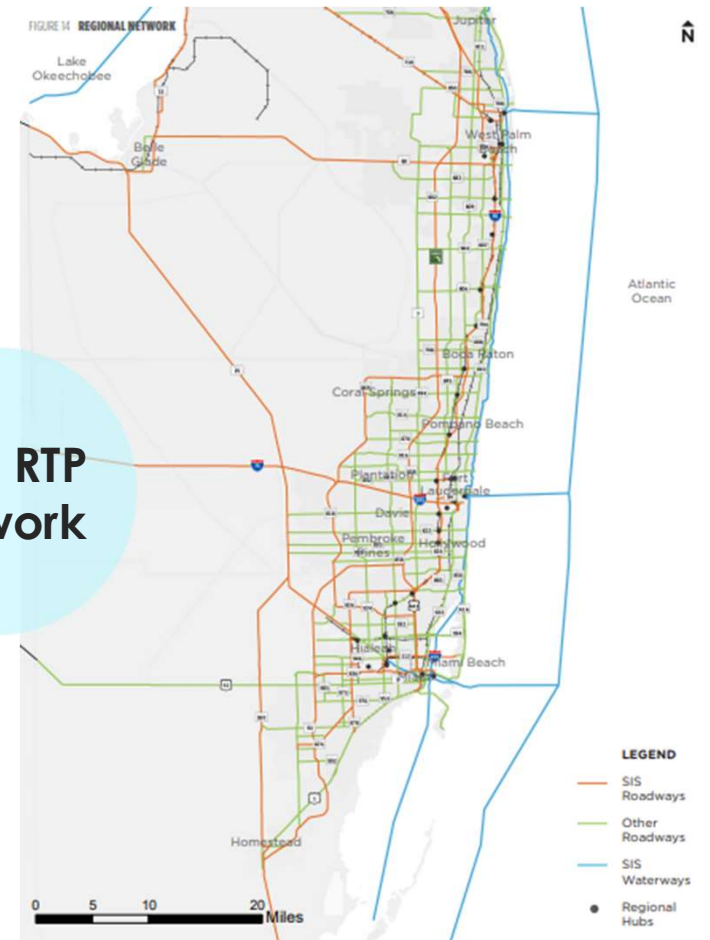
Regional Transportation Network

6

- 2045 RTP transportation network was refreshed
- Resulting network is eligible for Transportation Regional Incentive Program (TRIP) Funds



2045 RTP Network



March 2023 – October 2023

2050 Criteria

1.
PRINCIPAL ARTERIALS

2.
SIS NETWORK

3.
REGIONAL MULTIMODAL
CORRIDOR CONNECTIONS

RENAMED!

4.
ACTIVE RAIL LINES

5.
HIGH-CAPACITY/PREMIUM
TRANSIT ROUTES

NEW!

6.
REGIONAL GREENWAYS &
TRAILS

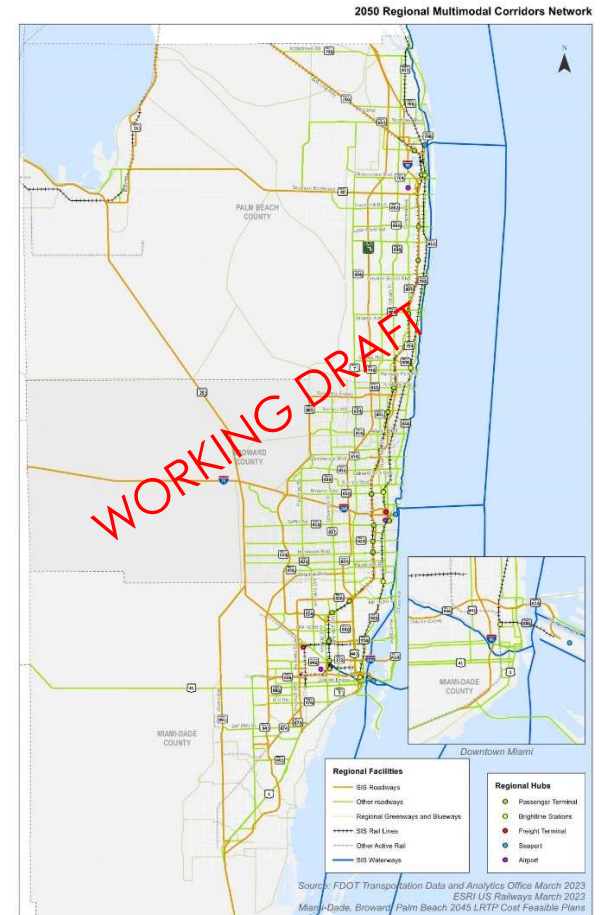
NEW!

NET SUMMARY OF CHANGES

- 41 new miles of roadways/premium transit corridors
- 14 less miles of freight rail
- 923 new miles of greenways/trails

ACTION ITEM:

SEEKING YOUR REVIEW IN JUNE!



2045 Criteria

1.

PRINCIPAL ARTERIALS

2.

PLANNED PHYSICAL
EXTENSIONS OF
PRINCIPAL ARTERIALS

3.

SIS NETWORK

4.

PRINCIPAL ARTERIAL
CONNECTIONS

5.

ACTIVE RAIL LINES

Revenue & Finance

5

- FDOT 2050 Revenue Forecast Released
- June 8th Webinar
- Finance and Revenue Working Group planned to meet within one month
- Benesch leading this task



Task Update

- E+C project coding on-going
- Delay due to project submittal delays to consultant team
- Targeting mid-July for delivery

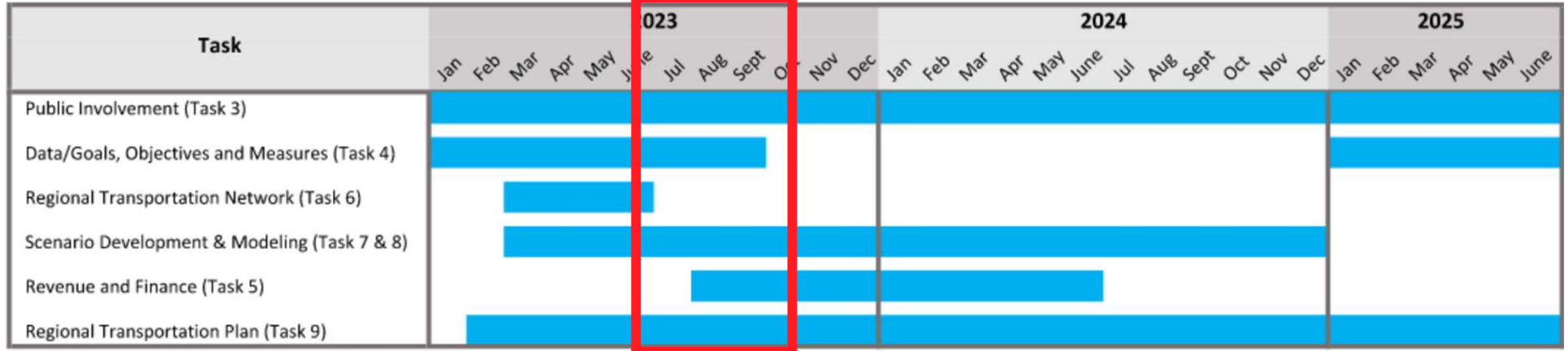
January 2023 – December 2024

Next Steps

- ACTION ITEMS for SEFTC in July
 - Goals and objectives
 - Regional Multimodal Network
 - SEFTC performance report back
- Connecting with TSM&O Subcommittee

Schedule & Coordination

2



Now through Summer 2025



SOUTHEAST FLORIDA **2050**

REGIONAL TRANSPORTATION PLAN

Miami-Dade • Broward • Palm Beach

THANK YOU! JESSICA JOSSELYN
Consultant Project Manager
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