Regional Transportation Technical Advisory Committee (RTTAC) Transportation Systems Management & Operations (TSM&O) Subcommittee

Meeting Agenda

July 25, 2024 10:00 AM – 12:00 Noon

100 West Cypress Creek Road. 6th Floor, Suite 650, Ft Lauderdale, FL 33309

10:00 AM	I.	Call to Order / Introductions
10:10 AM	II.	Broward County Congestion Management Plan Amanda Christon, Broward MPO
10:40 AM	III.	2050 Regional Transportation Plan update Jessica Josselyn, Kittelson
11:00 AM	IV.	USDOT Smart Grant Mark Plass, Broward MPO
11:30 AM	V.	Prioritizing TSM&O Projects Round Table Discussion
11:50 AM	VI.	Future Opportunities ○ D4 TSM&O Master Plan ○ Managed Lanes Strategies ○ ICM
11:55 AM	I.	Upcoming Events: **FES|ACEC Florida Annual Conference** July 24-27, 2024 JW Marriott Miami Turnberry Resort & Spa **2024 Transportation Summer Camp** July 24-26, 2024 Palm Beach Gardens, FL **WTS South Florida Awards** July 25, 2024 Dania Beach Marriott, FL **Transpo (ITSFL & FLPRITE)** August 25-28, 2024 Orlando **FAV Summit** September 4-6, 2024 Tampa, FL **FDOT Transportation Symposium** Orlando, FL November 7-8, 2024 **ITE International 2025: Abstracts Due November 2024** Hyatt Regency Orlando, FL August 11-14, 2025
12:00 Noon	II.	Adjournment

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July 25, 2024 10:00 AM – 12:00 Noon

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Meeting Attendees:

Hector DiDonato, Miami-Dade TPO
Amanda Christon, Broward MPO
Buffy Sanders, Broward MPO
Tracy Phelps, City of Boca Raton
Ana Calleja, FDOT D6 PLEMO
Junias Aldajuste, Florida's Turnpike
Brian Ruscher, Palm Beach TPA
Bruce Guyton, Pam Tran
Jessica Josselyn, Kittelson
Catalina Echeverri, Gannett Fleming
Girish Kumar, FDOT D6 In-House Consultant

Call to Order / Introductions

Meeting attendees introduced themselves and the agencies they represent.

Broward County Congestion Management Plan

Amanda Christon from Broward MPO presented on the on-going Broward County Congestion Management Plan. This is an 18-month process prepared in house. There are plans to meet with D4 TSM&O in the future and coordinate potential corridors for improvements. There will be a presentation in October 2024 for the D4 TSM&O Master Plan update. Amanda will try to participate as well.

Presentation attached at the end.

2050 Regional Transportation Plan update

Jessica Josselyn from Kittelson presented on the progress of the 2050 Regional Transportation Plan update. This presentation provided an update on how this subcommittee serves as input provider for the Regional Transportation Technical Advisory Committee (RTTAC).

Presentation attached at the end.

Upcoming Events

FES|ACEC Florida Annual Conference
July 24-27, 2024
JW Marriott Miami Turnberry Resort & Spa
2024 Transportation Summer Camp
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Congestion Management Process Integration and Evaluation

What is the Congestion Management Process?

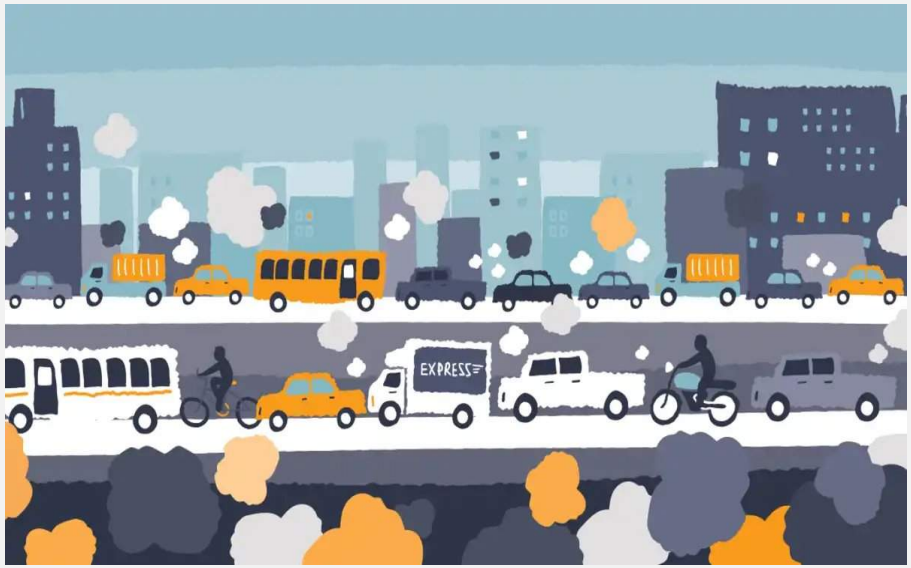
- A **systematic** and regionally-accepted approach for managing congestion
- Provides accurate, up-to-date information on **transportation system performance**
- Assesses **alternative strategies** for congestion management that meet state and local needs
- CMPs are **tailored** to unique issues and challenges presented at the **local level**

Why do we need this?

- Congestion is a major problem in Broward County (and elsewhere across the nation)
- Federally required for TMAs (>200K) per the Metropolitan Transportation Planning, Final Rule, February 14, 2007

"The transportation planning process in a Transportation Management Area ***shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented*** *metropolitan-wide strategy…* *- 23 Code of Federal Regulations 450.320(a) and (b).*

Balancing Congestion Management Strategies



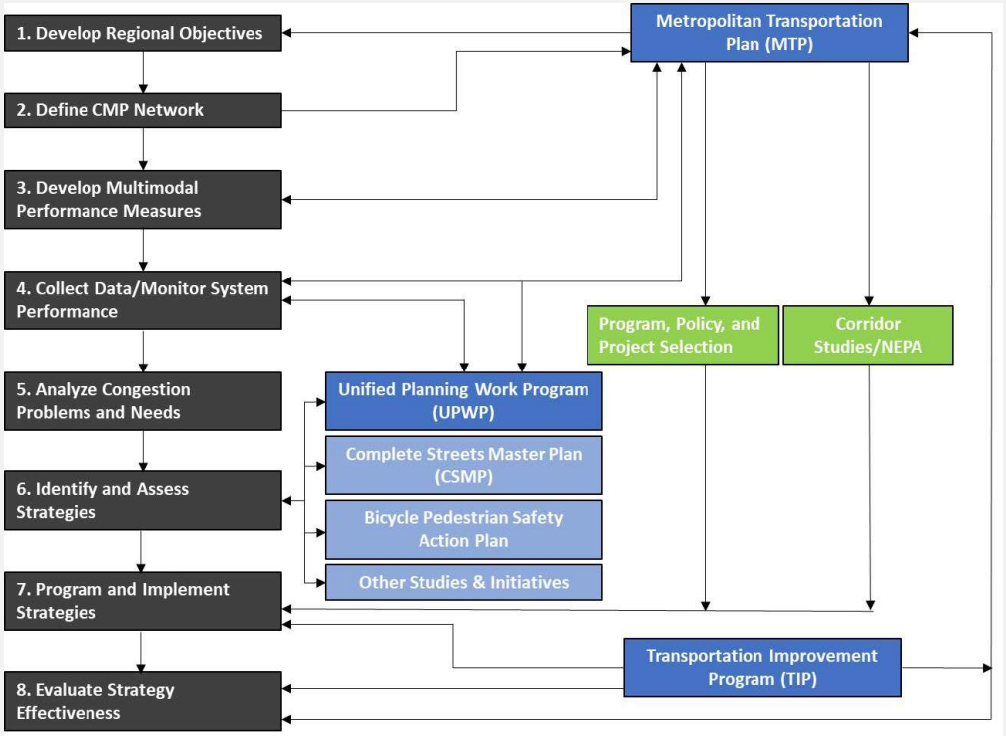
A CMP is expected to:

- Develop and implement strategies, other than road widening, to improve safety and mobility through other modes of transportation (i.e. transit, community shuttles, bicycle, and pedestrian) and;
- Reduce single occupancy vehicle (SOV) travel

Process Model Steps

1. Develop Regional Objectives
2. Define Network
3. Develop Multimodal Performance Measures
4. Collect Data / Evaluate System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

The CMP and BMPO Core Products



Progress to Date

CMP Update began Spring 2021

Completed Steps 1 – 6

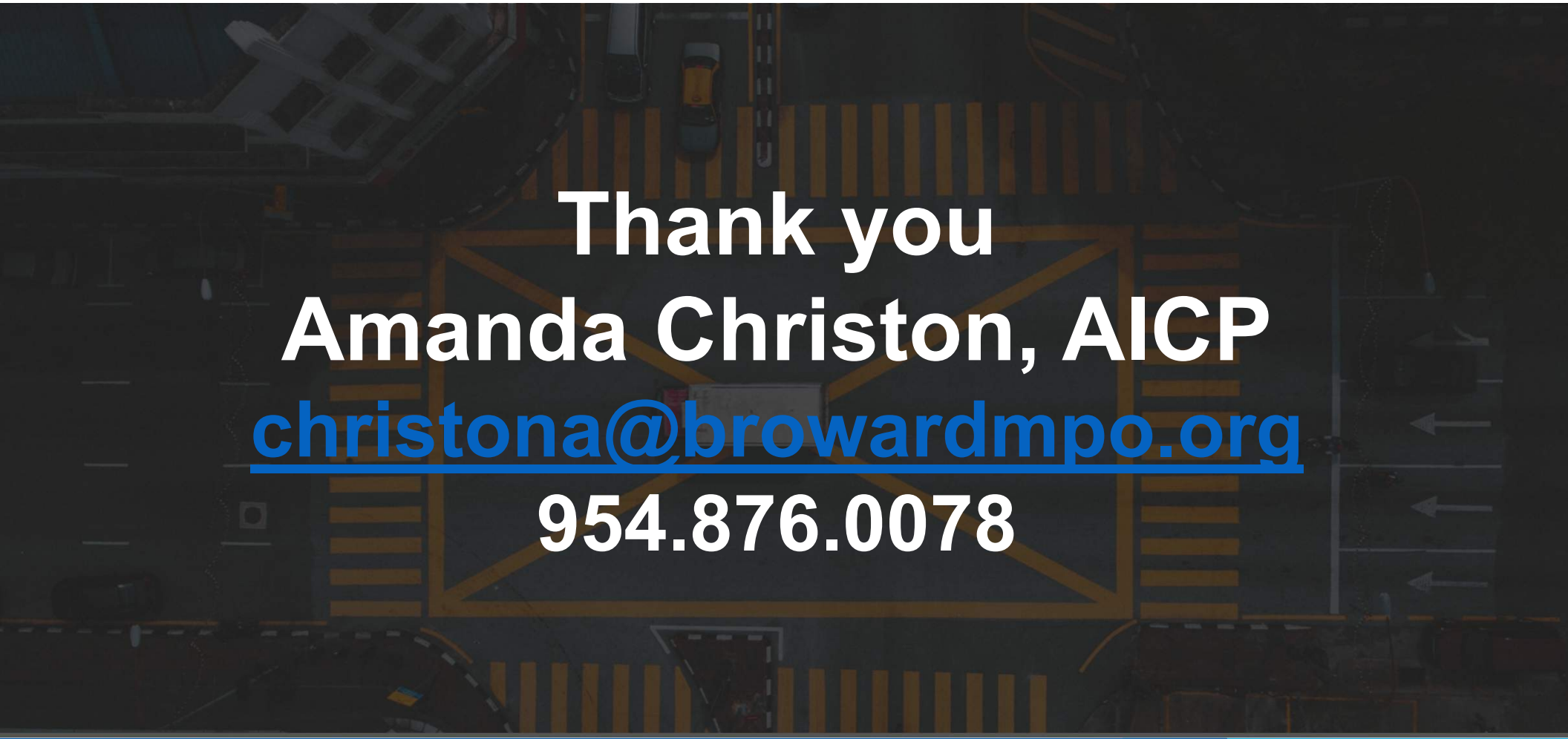
- Defined the CMP network, corridors, and types of congestion
- Identified supply and demand countermeasures
- No prioritized list of projects
- No project implementation
- CMP was not integrated into the MTP, TIP

2024 CMP Integration and Evaluation

- Refine the network (2)
- Update performance measures (3)
- Advance recommendations (6)
- Prioritize corridors (6)
- Apply countermeasures (6)
- Develop a list of projects (7)
- Integrate into MTP and TIP (7)
- Evaluate effectiveness (8)

Minutiae

- To be completed in-house
- Input from FDOT TSM&O, Broward County Traffic
- Intermittent updates to RTTAC, decision makers
- Eighteen (18) month schedule
  - June 2024 – December 2025



Thank you

Amanda Christon, AICP

christona@browardmpo.org

954.876.0078

SOUTHEAST FLORIDA REGIONAL TRANSPORTATION PLAN 2050

Miami-Dade • Broward • Palm Beach

RTTAC TSM&O SUBCOMMITTEE
JULY 25, 2024

SEFTC
Southeast Florida Transportation Council

SEFTC MISSION

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

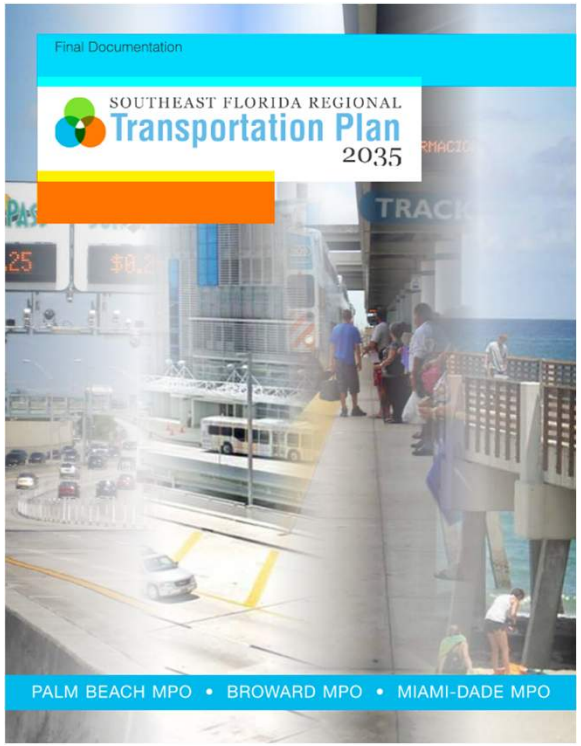
SEFTC VISION

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

THREE COUNTIES, ONE TRAVELING PUBLIC

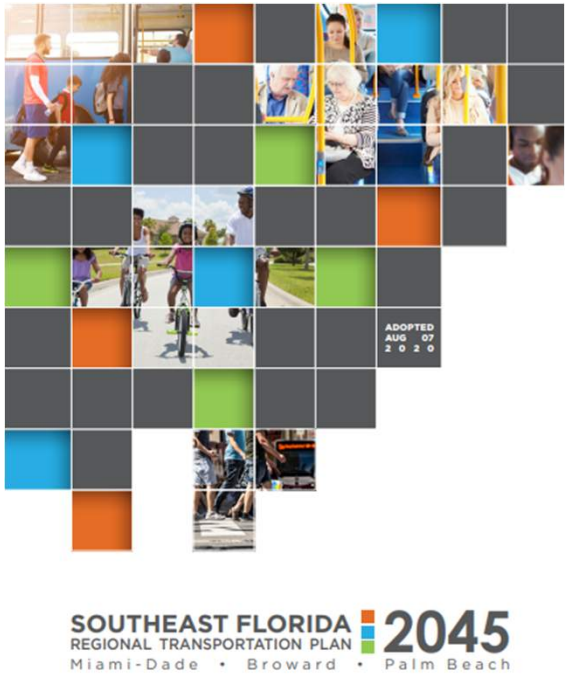
SEFTC
Southeast Florida Transportation Council

PAST ADOPTED PLANS



Adopted 2010

Adopted 2015



Adopted 2020

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.

PARTICIPATING MPOS / FUNDING AGENCIES

TPO Miami-Dade Transportation Planning Organization

Broward MPO Metropolitan Planning Organization

PALM BEACH Transportation Planning Agency

Other Advisory Agencies

- Florida Department of Transportation (FDOT) Districts 4 and 6
- South Florida and Treasure Coast Regional Planning Councils (SFRPC and TCRPC)
- South Florida Regional Transportation Authority (SFRTA)
- Miami-Dade County Department of Public Works (DTPW)
- Broward County Transit (BCT)
- Palm Tran

KITTELSON & ASSOCIATES

Kittelson staff are experts in:

- SEFTC & SEFL MPOs
- LRTP/MTP
- Accessibility
- Resiliency
- Equity
- Emerging Technology
- Travel Demand Modeling/SERPM9
- Finance
- Transit
- Active Transportation

RENAISSANCE PLANNING

Renaissance Planning staff are experts in:

- LRTPs/MTPs
- Scenario Planning
- Accessibility
- Equity

benesch

Benesch staff are experts in:

- LRTPs/MTPs
- Policy
- Finance
- Transit

bcc engineering

BCC staff are experts in:

- Travel Demand Modeling/SERPM

INFINITE SOURCE COMMUNICATIONS GROUP

ISC staff are experts in:

- SEFTC
- Public outreach and engagement
- Equity

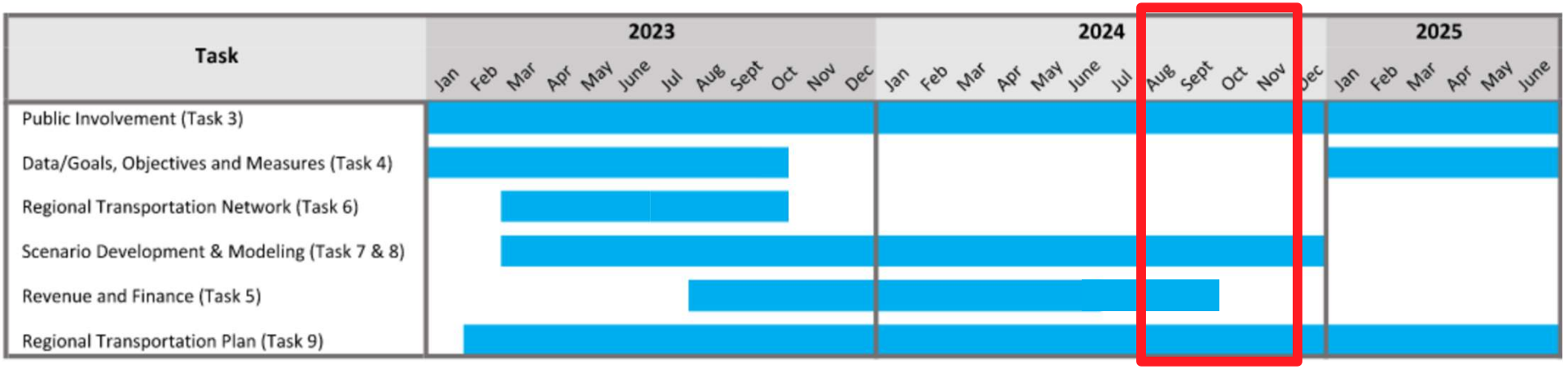
SCOPE OF WORK

- Project Management 1
- Schedule & Coordination 2
- Public Participation 3
- Regional Goals, Objectives and Targets 4
- Revenue & Finance 5
- Regional Transportation Network 6
- Scenario Development & Analysis 7
- Model Support 8
- 2050 RTP 9
- SEFTC Support 10

Adoption Anticipated Summer 2025

Schedule & Coordination

2



Now through Summer 2025

Scope of Work Highlights

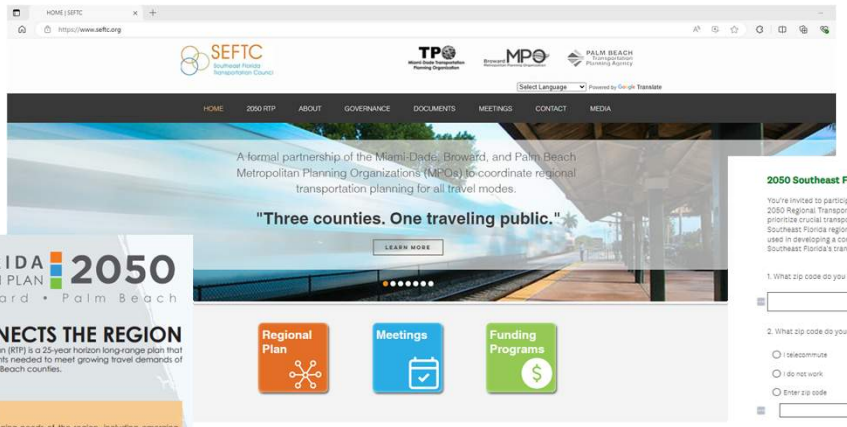
1. Project Management
2. Schedule & Coordination
3. **Public Participation**
4. Regional Goals, Objectives and Targets
5. Revenue & Finance
6. Regional Transportation Network
7. Scenario Development & Analysis
8. Model Support
9. 2050 RTP
10. SEFTC Support

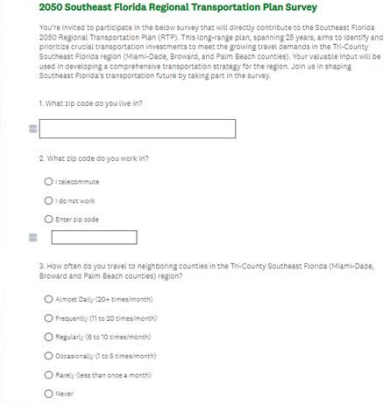
PUBLIC PARTICIPATION LEADS:

Monica Diaz, Infinite Source Communications Group

Jessica Josselyn, Kittelson

Jill Quigley, AICP, Benesch



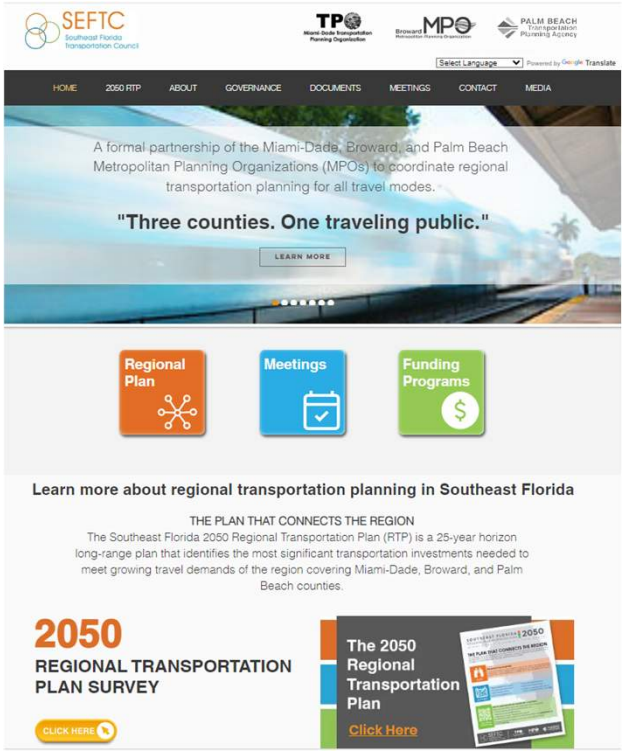


HOME | SEFTC

2050

Public Participation 3

The 2050 RTP Survey is still active!



- What we asked the region:
  - How do they get to work?
  - How frequently they travel across counties?
  - How well do various modes accommodate their travel needs?
  - What are their biggest barriers to travelling regionally?
  - What do they believe we should focus our time and investments on?

Public Participation 3

Update on what we've heard

250 survey takers as of summer 2024

- Majority travel across county lines 1 to 5 times per month
- Majority drive
- Majority attribute traffic congestion and lack of convenient transit options as the main barriers to traveling regionally
- Investing in more transit was the highest ranked investment, but seen as the hardest one to tackle

Scope of Work Highlights

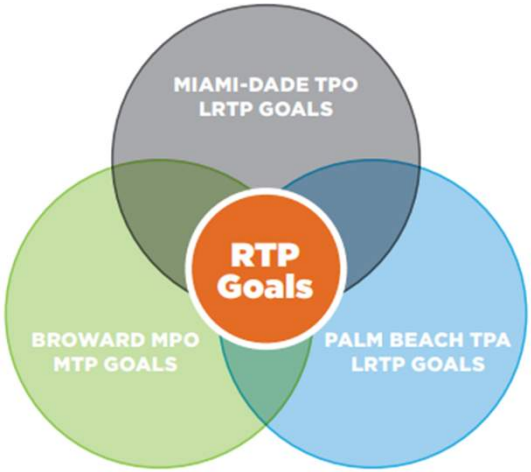
1. Project Management
2. Schedule & Coordination
3. Public Participation
4. **Regional Goals, Objectives and Targets**
5. Revenue & Finance
6. Regional Transportation Network
7. Scenario Development & Analysis
8. Model Support
9. 2050 RTP
10. SEFTC Support

REGIONAL GOALS, OBJECTIVES AND TARGETS LEADS:

Jessica Josselyn, Kittelson

Jill Quigley, AICP, Benesch

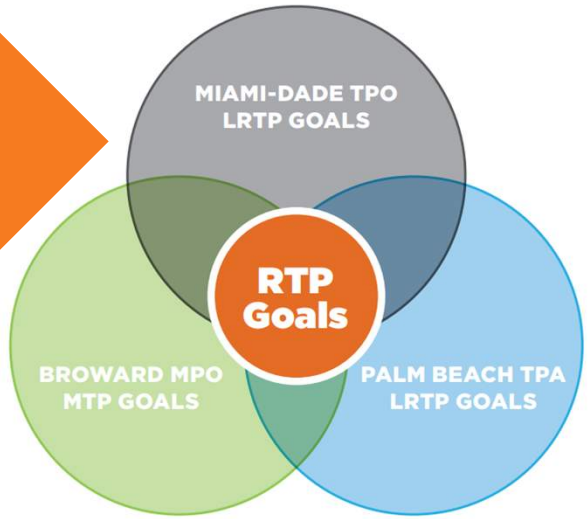
Ysela Llort, Renaissance Planning



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 Transportation System for the Region's Residents, Businesses and Visitors
	ECONOMY	Optimize and Expedite Sound Investment Strategies to Support an Expanding 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

Progress made on goal setting!

A Unified Approach



Starting from the region's 2045 RTP goals

SOUTHEAST FLORIDA 2045
REGIONAL TRANSPORTATION PLAN
Miami-Dade • Broward • Palm Beach

SUSTAINABILITY AND QUALITY OF LIFE

- MULTIMODAL SYSTEM & LAND USE
- HEALTH, ENVIRONMENT, & SAFETY
- ECONOMY
- EQUITY & PUBLIC SUPPORT

Regional Goals, Objectives and Targets

4

2050 RTP Proposed Goals/Themes

THEMES		GOALS
CONNECTIVITY, SUSTAINABILITY, & QUALITY OF LIFE	HEALTH, SAFETY, & ENVIRONMENT	Protect the Region's Health and Environment and Provide for a Safer and More Sustainable and Resilient Transportation System for the Region's Residents, Businesses, and Visitors
	MULTIMODAL SYSTEM & LAND USE	Provide a Connected, Accessible, Efficient, and Reliable Multimodal Transportation System that is well Integrated with Supportive Land Uses and Affordable/Workforce Housing
	PROSPERITY & ECONOMY	Optimize and Expedite Sound Investment Strategies to Support an Evolving and Competitive Regional Economy
	EQUITY & CONSENSUS	Invest in Supported and Equitable Transportation Options for all Users, with Emphasis on Low Income and Minority Neighborhoods, as well as Meeting the Needs of the Aging Population

Scope of Work Highlights

1. Project Management
2. Schedule & Coordination
3. Public Participation
4. Regional Goals, Objectives and Targets
5. **Revenue & Finance**
6. Regional Transportation Network
7. Scenario Development & Analysis
8. Model Support
9. 2050 RTP
10. SEFTC Support

REVENEUE & FINANCE LEADS:

Franco Saraceno, Kittelson

Bill Ball, AICP, Benesch

- Responsive to state forecasts and individual MPO LRTP schedules
- While mostly a compilation exercise, striving to find consistency across MPOs
- Considering potential new revenue sources
- Deliverables:
  - 2050 Financial Resources Technical Memorandum
  - Potential Funding and Financing Sources

Revenue & Finance 5

Task Update

- Hosting working group – last held July 10th
- 2050 Financial Resources Technical Memorandum and the Potential Funding and Financing Sources Tech Memos coming soon!
- **Next working group meeting is tentatively scheduled for September 11th**

SEFTC
Southeast Florida Transportation Council

Financial Forecast Working Group
Date: July 10, 2024
Time: 10:30 am – 11:30 am
Location: Virtual

REGIONAL FINANCIAL FORECAST WORKING GROUP
VIRTUAL MEETING

AGENDA

I. Wrapping Up Revenues Tech Memo
II. Preview of Potential Revenues & Financing Tools Tech Memo
III. Summary of Revenues for RTP

Scope of Work Highlights

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5. Revenue & Finance
6. **Regional Transportation Network**
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8. Model Support
9. 2050 RTP
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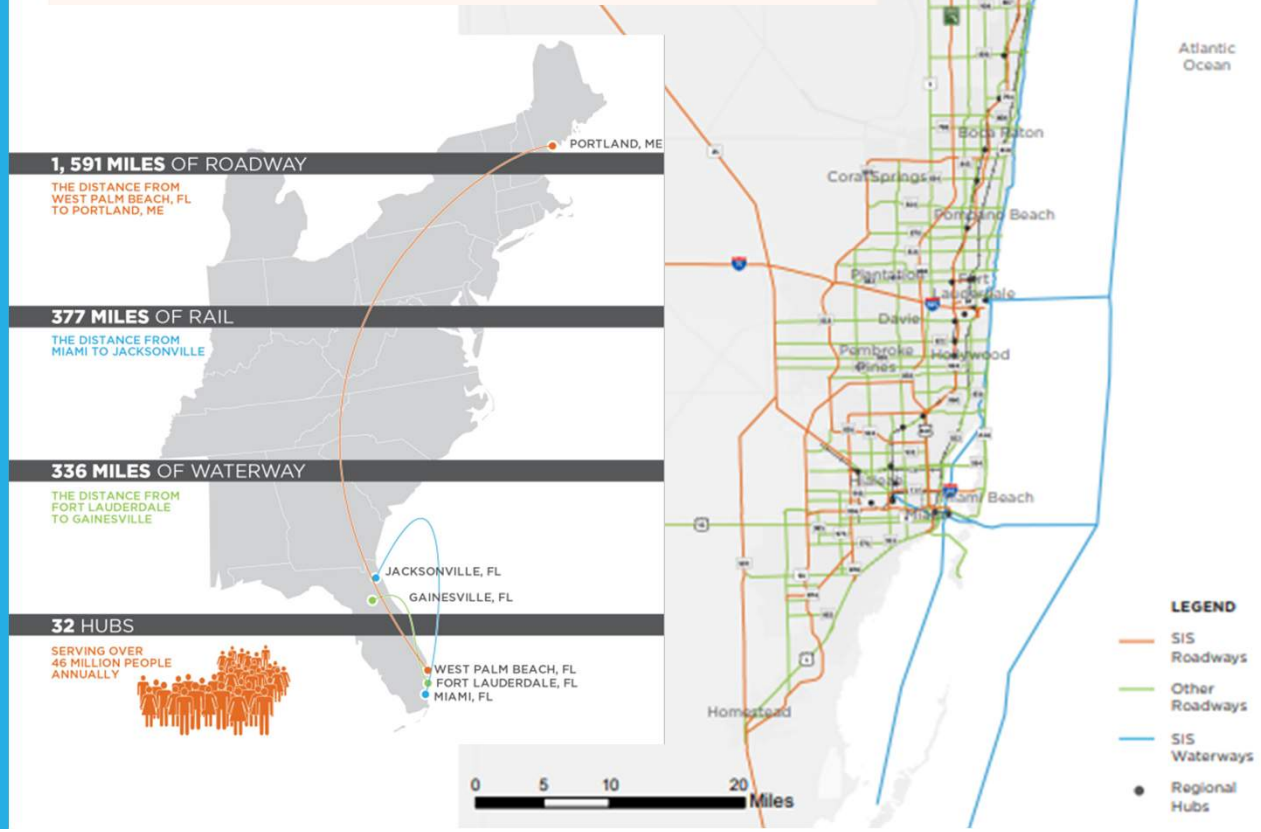
REGIONAL TRANSPORTATION NETWORK LEAD:

Franco Saraceno, Kittelson



Regional Transportation Network 6

We've refreshed the Regional Network!

The 2050 Regional Multimodal Corridors Network **identifies corridors that support regional travel for people and goods** and provides for stronger regional planning. The development of this network is **a state requirement** and part of the ongoing coordination efforts of the region's three metropolitan planning organizations (MPOs). An **example application is the TRIP process,** which requires a facility's presence on this network to be eligible for TRIP funds.

Regional Transportation Network

6

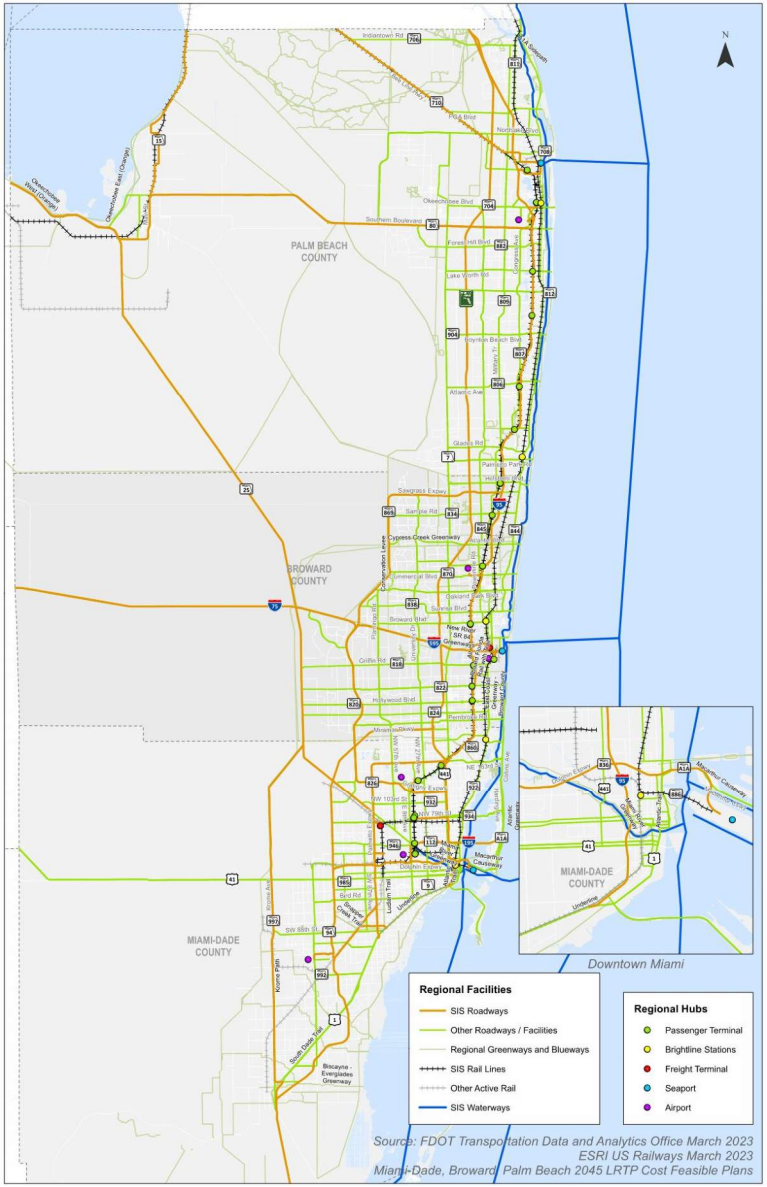
2050 Criteria

1. PRINCIPAL ARTERIALS
2. SIS NETWORK
3. REGIONAL MULTIMODAL CORRIDOR CONNECTIONS — RENAMED!
4. ACTIVE RAIL LINES
5. PREMIUM TRANSIT PLAN ROUTES — NEW!
6. REGIONAL GREENWAYS & TRAILS — NEW!

Regional Transportation Network 6

Snapshot by numbers

- 1,632 miles of multimodal corridors
- 363 miles of rail
- 275 miles of waterways
- 923 miles of greenways & trails
- 38 major hubs (airport, seaport, freight, and passenger)



Regional Transportation Network

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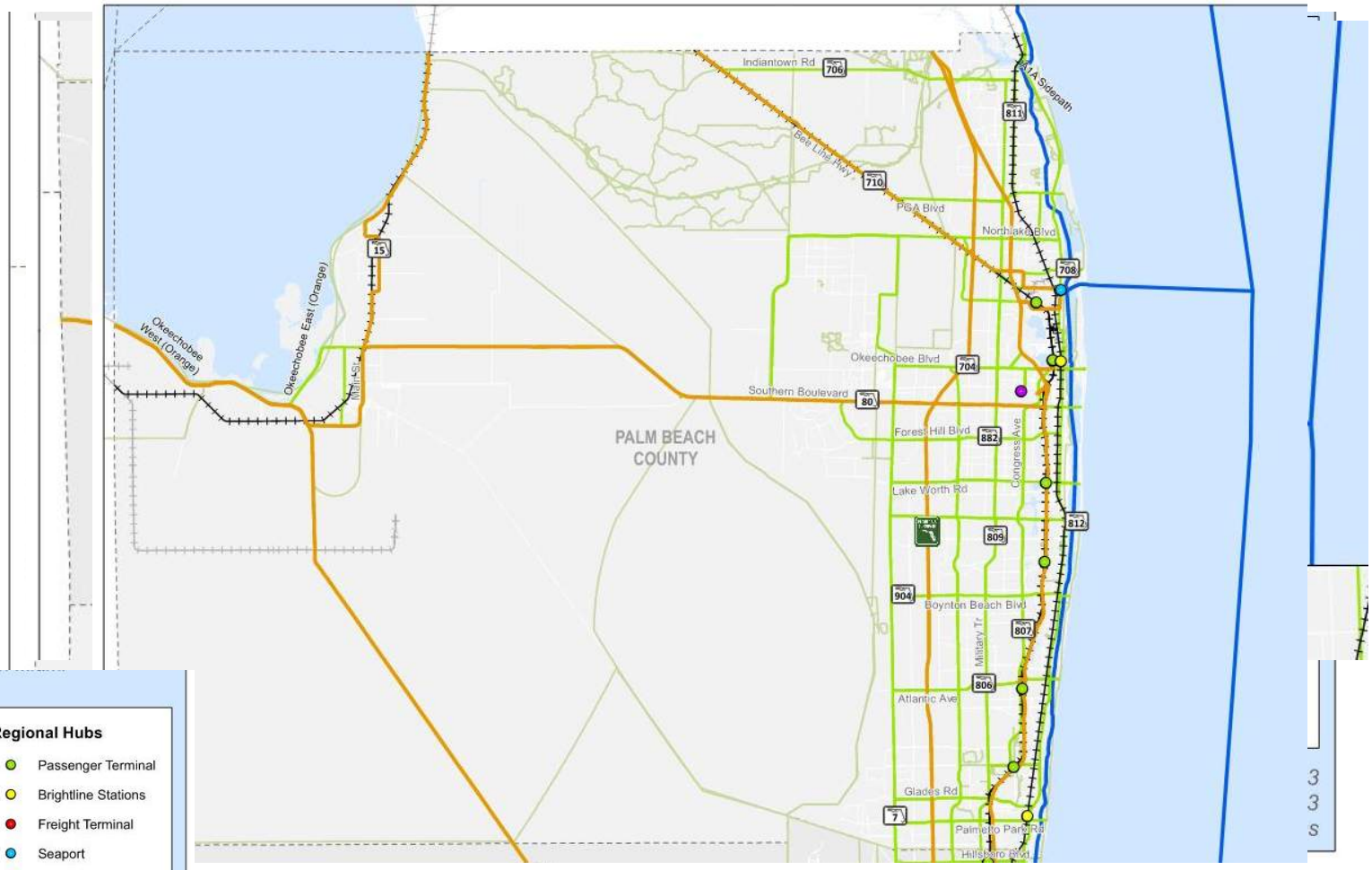

Regional Facilities

- SIS Roadways
- Other Roadways / Facilities
- Regional Greenways and Blueways
- SIS Rail Lines
- Other Active Rail
- SIS Waterways

Regional Hubs

- Passenger Terminal
- Brightline Stations
- Freight Terminal
- Seaport
- Airport

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SCENARIO DEVELOPMENT & ANALYSIS LEADS:

Chris Sinclair, Renaissance Planning

Abby Morgan, PhD, PE Kittelson

Mary Raulerson, Kittelson

MODEL SUPPORT LEADS:

Like Liu, AICP, PMP, Kittelson

SungRyong Han, BCC Engineering

- Activities:
  - Assessing various scenarios – what if…
  - Looking at accessibility from an origin/destination standpoint
  - Modeling the transportation network in the short, and long-term

Scenario Development & Analysis 7

Intent & Purpose Refresher

- Purpose: Virtually explore alternative futures to inform planning

- Types
  - **Visionary** – differing ways to reach aspirations (change the trend)
  - **Exploratory** – influence of external forces on goals (proactively respond to external forces)

- Process
  - Where are we now? (existing conditions)
  - Where are we going? (trend / external forces)
  - Where do we want to go? (alternative trajectories)
  - What are the consequences? (trend versus alternative evaluations)
  - What are future course actions?

March 2023 – December 2024

Scenario Development & Analysis 7

2045 to 2050 Comparison

- 2045 scenario planning focused on vision

> Based on the performance results, it was evident that the Alternative Growth scenario's performance best achieved the 2045 Regional Transportation Plan's goals and SEFTC's ultimate vision to create "a seamless, multi-modal transportation system that serves and benefits the entire region." This scenario included an evaluation of current funding programs, identifying an opportunity to flex highway funding programs to transit investments–in addition to other funding sources–to build and maintain a multimodal system.

- 2050 scenarios focus on how external forces could impact the vision
  - Technology
  - Climate change

Scenario Development & Analysis

7

2045

1. HIGH-CAPACITY TRANSIT NEEDS

2. GROWTH AND DEVELOPMENT

3. FINANCIAL AND LEGISLATIVE

2050

1. ACES + TECH

2. RESILIENCY

4. DISRUPTIONS + OPPORTUNITIES

PALM BEACH

BROWARD

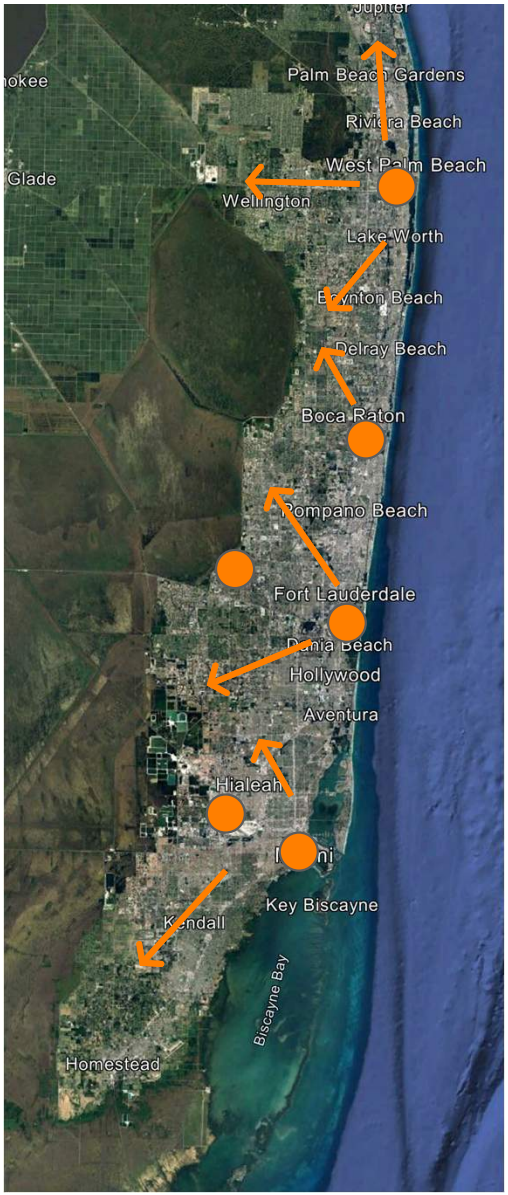
MIAMI-DADE

2050 Scenarios Refresher

	1. Tech and Transit	2. Resiliency and Growth	3. Compounding Effects (1+ 2)
Outside influences	**Impact of technology:** By 2050, travel technologies will be available across all modes.	**Impact of climate change**: By 2050, sea level rise and storm frequencies make rebuilding in low lying and storm prone areas cost prohibitive.	
Perspectives			
Reactive / Siloed	A	A	A
Proactive / Multidisciplinary	B	B	B

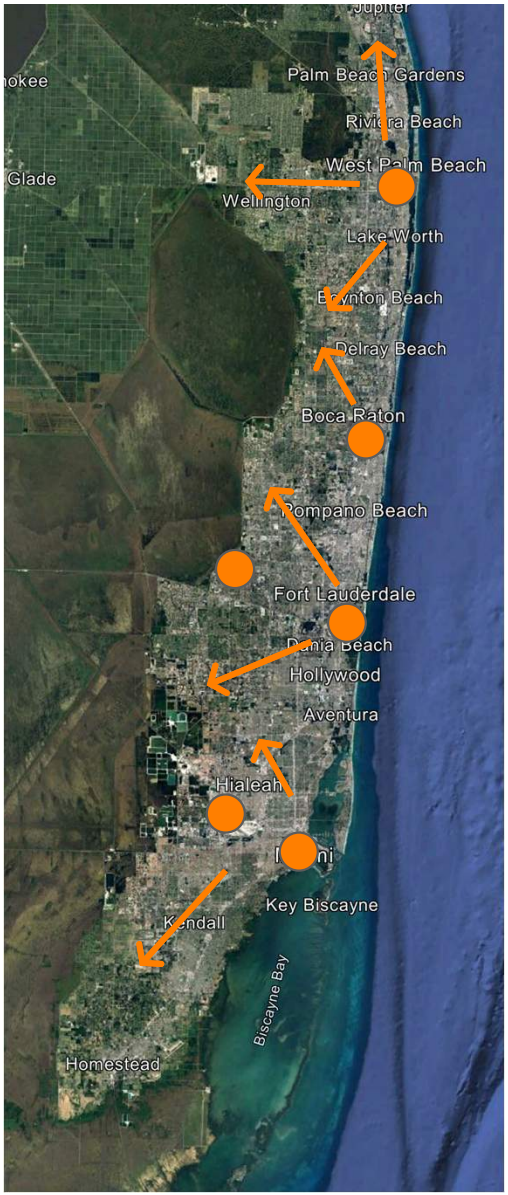
SCENARIO 1A STORY

- **Impact of technology: Travel technologies available for all modes**
- **Roadway technology** fully developed and adopted (higher road capacity)
- **Transit technologies** are developed but **not invested in** (limited service improvements)
- Virtual technology reduces commuting and retail trips, lowers demand for offices and stores
- Roadway and virtual technologies promote sprawling development patterns
- Transit ridership and investment ebbs



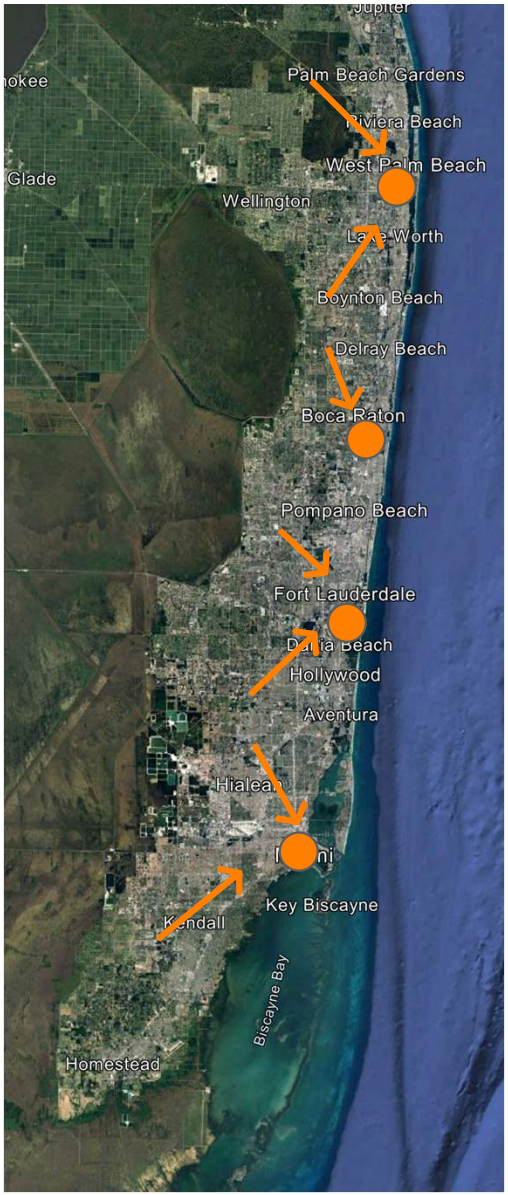
SCENARIO 1A METHOD

- BEBR based 2050 population and employment control totals (done)
- Shift population and employment from corridors and centers (done)
- Roadway capacities increased (done)
- 2045 Cost Feasible Roadway Network (done)
- 2050 Transit Existing + Committed network (done)



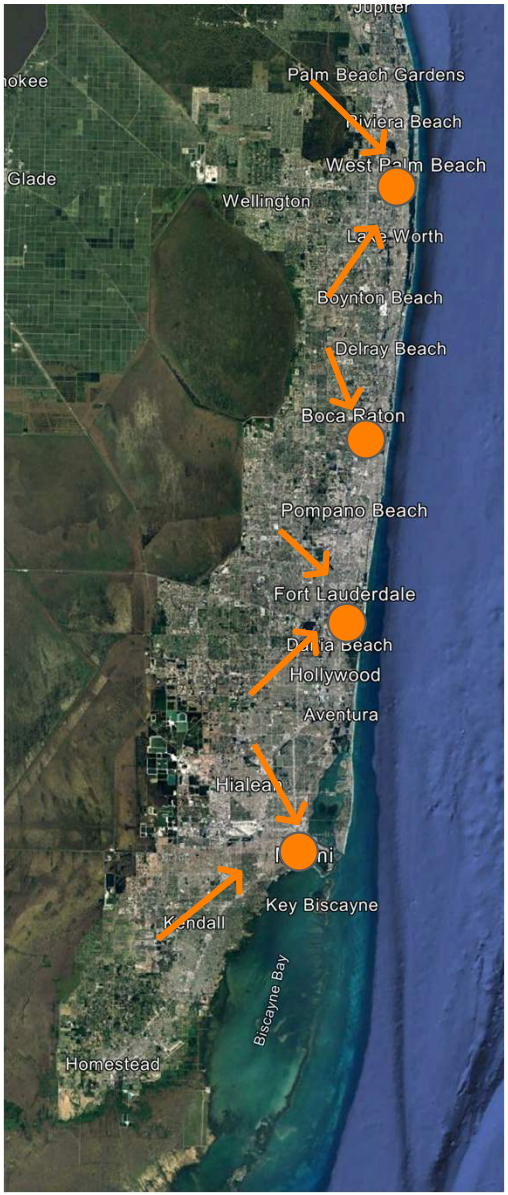
SCENARIO 1B STORY

- **Impact of technology: Travel technologies available for all modes**
- **Roadway and transit** technologies fully developed and adopted
- Investments in premium transit (2050 Transit Needs network)
- High tech hubs along multimodal corridors created to support new virtual technology lifestyles
- Investments and land use plans/regulations reinforce corridor and center development



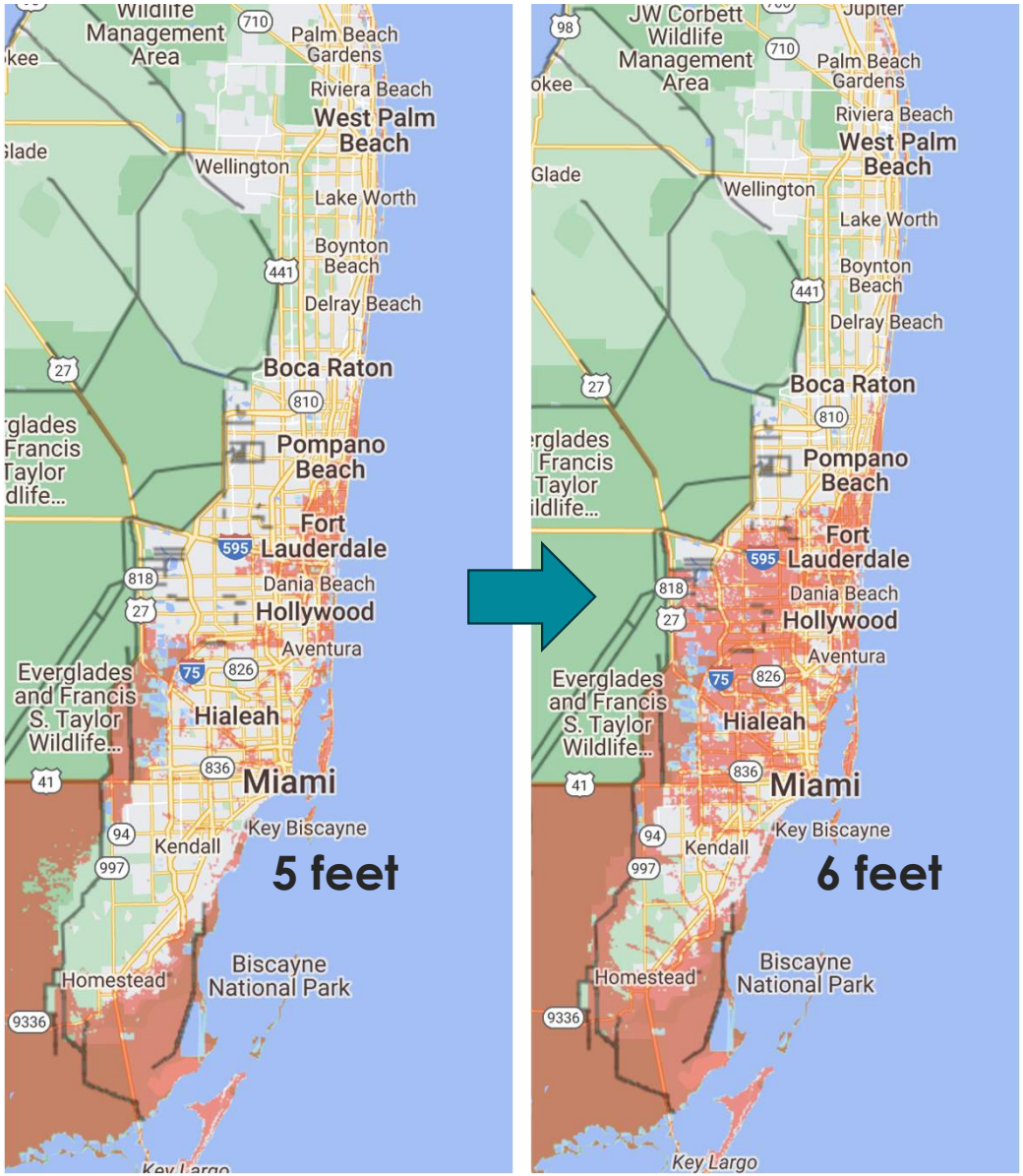
SCENARIO 1B METHOD

- BEBR based 2050 population and employment control totals (done)
- Allocate higher percentage of population and job control totals into multimodal corridors (done)
- 2045 Cost Feasible Roadway Network (done)
- 2050 Transit Needs network (in-process)



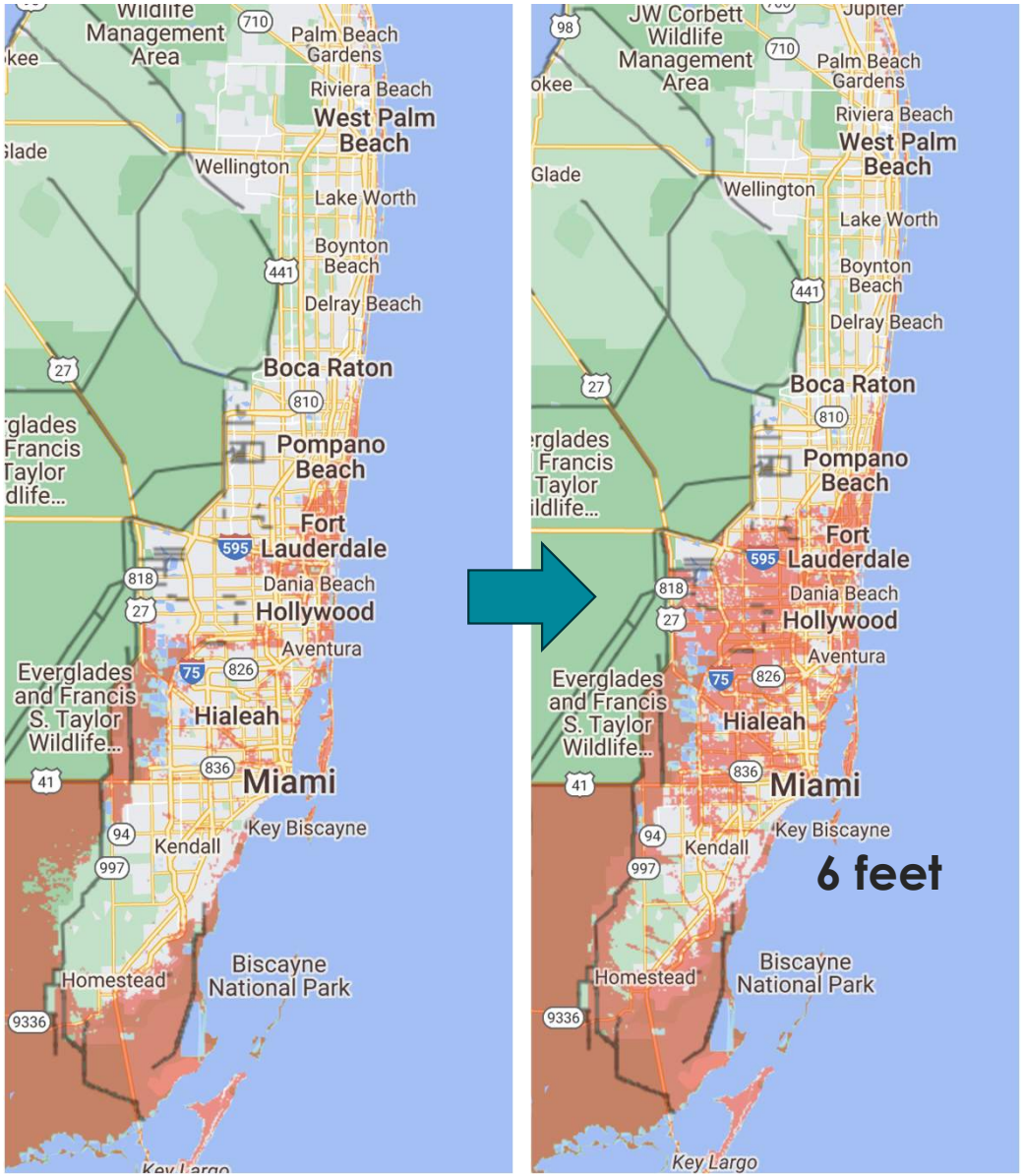
SCENARIO 2A

- **2050 sea level rise is 5 feet, 6 feet expected by 2060**
- Southern Broward / Northern Miami Dade hit hardest
- People and businesses move out of low-lying areas
- Massive shifts and uncertainty cause people to leave region
- Expressways and major arterials raised through inundated areas, other roads abandoned



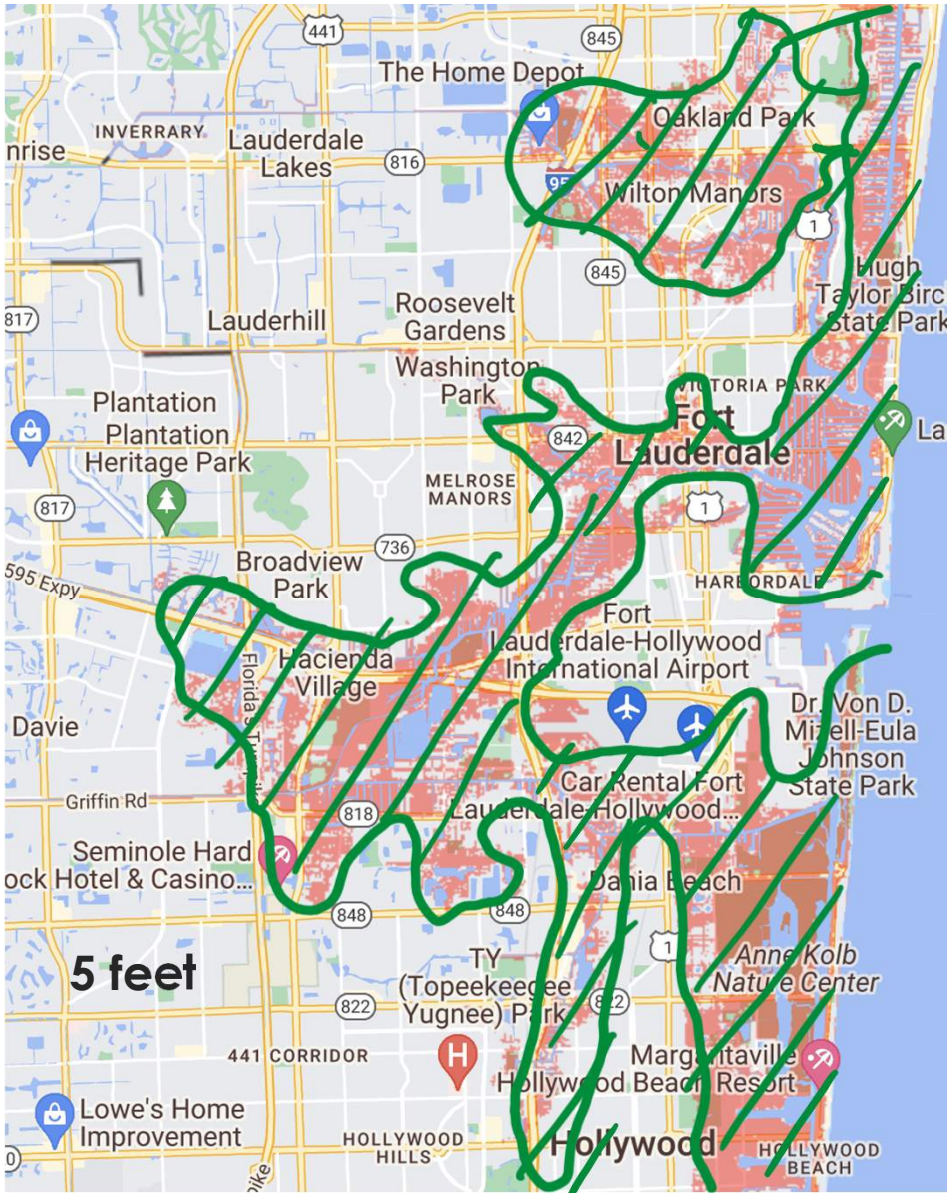
SCENARIO 2A METHOD

- Identify impacted land at 5.5 feet (done)
- Sum existing / future number of jobs / dwelling units within impacted lands (done)
- Assume portion of dislocated jobs / Dus relocate within region, another portion percent move out (done)
- Calculate new population / job control total (done)
- Allocate new control totals to viable growth areas (done)
- 2050 Transit Existing + Committed network (done)



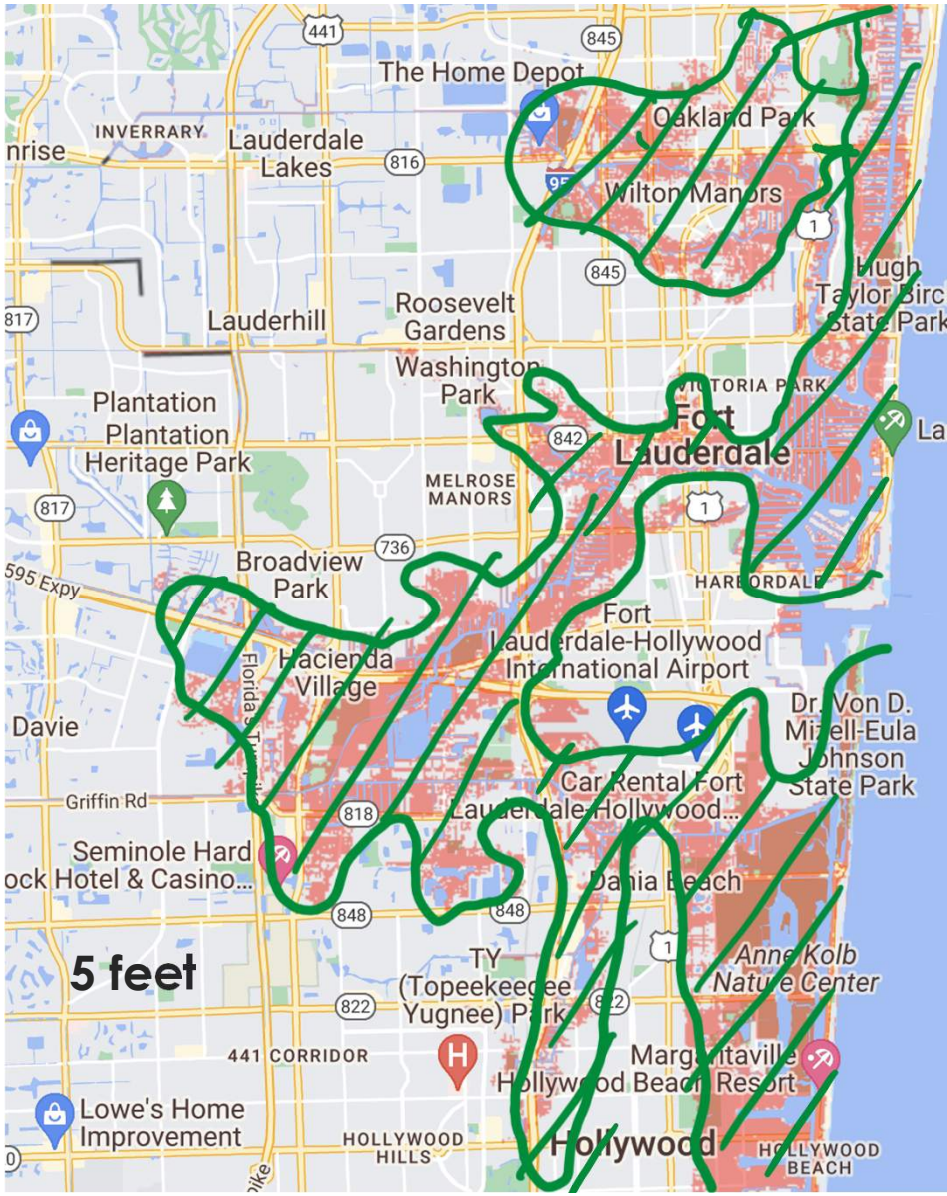
SCENARIO 2B STORY

- **2050 sea level rise is 5 feet, 6 feet expected by 2060**
- Region develops and protects natural systems
- Region creates high intensity, mixed use, multimodal development nodes within natural systems
- Region modifies road and transit networks to serve development nodes



SCENARIO 2B METHOD

- Overlay impacted land onto growth areas (done)
- Develop natural system layer (done)
- Redefine growth areas based on natural system layer (done)
- Allocate control totals to new growth areas (done)
- 2050 Transit Needs network (in-process)



Scenario Assumptions

Scenario	Land Use Forecasts	Roadway Network	Expway Capacity	Arterial Capacity	Transit Network	Telecommute Freq.	Shopping Trip Freq.	Freight (4 tire truck) Trip Freq.	Freight (larger truck) Trip Freq
1A. High Tech Reactive	Growth shifts to suburban and rural areas	2045 Cost Feasible	Increase 100%	Increase 40%	2050 E+C	Increase from 7% to 21%	Decrease from 15% to 5%	Increase by 10%	Increase by 5%
1B. High Tech Proactive	Growth concentrated on multimodal corridors	2045 Cost Feasible	Increase 100%	Increase 40%	2050 Needs	Increase from 7% to 21%	Decrease from 15% to 5%	Increase by 10%	Increase by 5%
2A. Resiliency Reactive	Shift away from inundated areas to rural areas and out of region (lower control total)	Modified 2045 Cost Feasible (1)	No change	No change	2050 E+C (1)	Increase from 7% to 14%	Decrease from 15% to 10%	Increase by 5%	No increase
2B. Resiliency Proactive	Shift away from inundated areas into multimodal corridors	Modified 2045 Cost Feasible (1)	No change	No change	2050 Needs (1)	Increase from 7% to 14%	Decrease from 15% to 10%	Increase by 5%	No increase
3A. Combined Reactive	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
3B. Combined Proactive	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

1. Road and transit networks modified in sea level rise areas

Scenario Development & Analysis 7

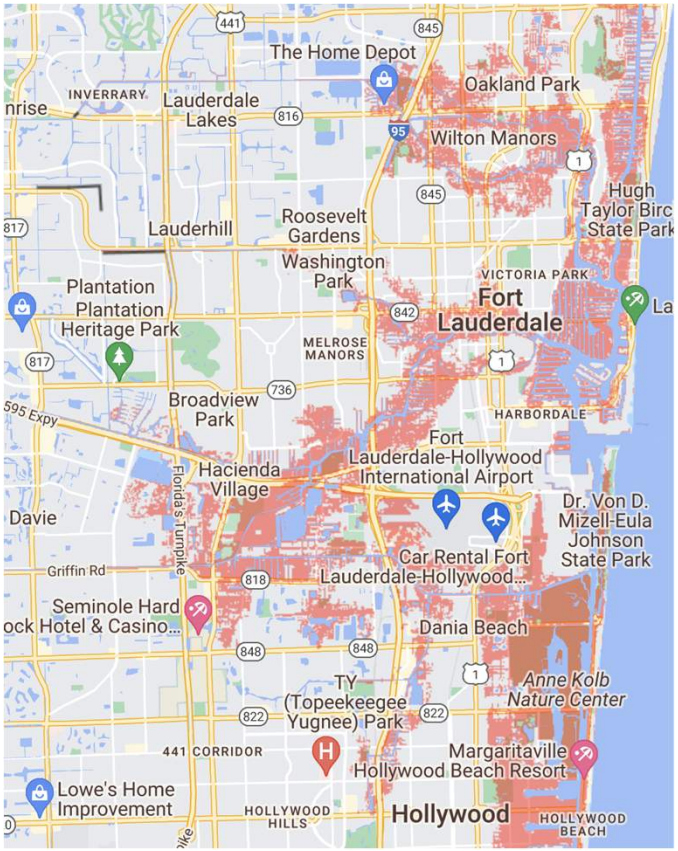
Performance Measures and Sources

Metrics	Details
VMT	HEVAL-24H-OverallSmry.prn, line 38
VHT	HEVAL-24H-OverallSmry.prn, line 39
PMT	Transit Trip Summaries.xlsx
PHT	Not directly available, exploring with SERPM9 team on extraction now
ridership	Transit Boarding Statistics.xlsx
Avg trip length	Not directly available, calculated
mode share	trips_by_mode_count.csv
link volume	Comb-HWYLOAD_D2050.net
links with v/c ratio>1	Comb-HWYLOAD_D2050.net, attribute AM_VC, MD_VC, PM_VC ,EV_VC, EA_VC (by period only), AL_VCLOSE(An estimated daily average directional LOS-E volume/capacity ratio)

Scenario Development & Analysis 7

Next Steps

- SERPM runs and input / assumptions refinements as needed
- Summarize results
- Share with MPOs for feedback and finalization



Model Support

8

Accessibility

Task 8.1: Accessibility

Accessibility refers to people's ability to reach desired services and activities, and reflects the primary goal of most transportation activity and provides a contrast to the traditional approach of evaluating mobility. The goal of this subtask is to evaluate the use of accessibility measures as an alternative to the traditional modeling approach (LOS) in an effort to determine the performance of the transportation network from an accessibility lens. As a foundation, the CONSULTANT shall utilize the adopted Goal, Objectives, and Targets as well as the inputs from the Southeast Regional Planning Model (SERPM) to develop an automobile and transit accessibility measure for the model network. Additional measures to calculate bicycle and pedestrian accessibility should be explored, if possible. The CONSULTANT will be responsible for researching and developing measures of accessibility for the region, applying accessibility measures to the regional transportation network, and evaluating the final output. The CONSULTANT will coordinate with the RTTAC to ensure consistency at the TPA/MPO/TPO level.

Task 8.1.1 Deliverable: *Accessibility Technical Memorandum*

Connects to the 2050 Goals & Objectives!

September 2023 – March 2024

Goal of Analysis – Types of Questions

Model Support 8

Q1: Do people have immediate access to community resources?

/ Can you ***walk / bike*** from home to a: →

% Residents for each
Grocery Stores
Hospitals
Library
School

Q2: Are people able to access regional transit centers from where they live and work?

/ Can you ***walk / bike*** from home or work to: →

% Residents & Jobs
Train Stations or Transit Transfer Center

Q3: Are residents able to access work and other major destinations using bus service?

/ Can you take ***bus*** from home to: →

Total Residents by Location
Job Centers or Tourist / Event Destinations

Focus of Accessibility:
Evaluating Transit Access to Regional Destinations

Model Support 8

- **Goals 1:** Create aggregated metric representing relative access to important destinations in SE Florida using transit

- **Goal 2:** Measure impact of proposed transit improvements
  - Where are benefits identified?
  - How many residents benefit?

Process:

- Step 1: Prepare Combined Transit Network
- Step 2: Select Access Destinations
- Step 3: Identify Nearby Transit Stops
- Step 4: Calculate Travel Times from Stops
- Step 5: Aggregate Access Regionwide
- Step 6: Compile new service for proposed projects
- Step 7: Rerun analysis future transportation network
- Step 8: Identify location / number of residents impacted

Step 1: Prepare Combined Transit Network

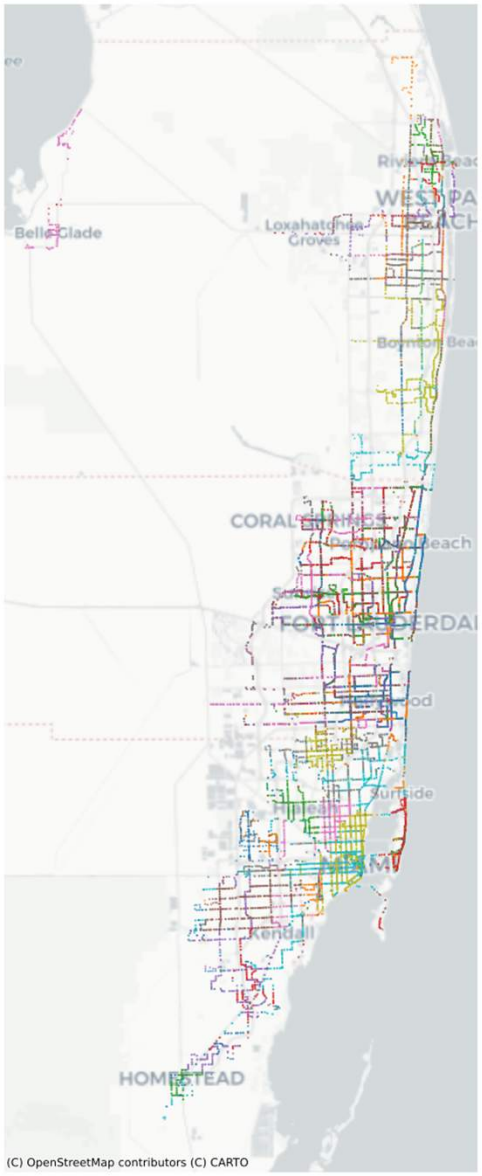
Agency GTFS Data:

- Fort Lauderdale
- Broward County Transit
- Miami Dade Transit
- Coral Gables Trolley
- Doral Trolley
- Miami Beach
- Miami Garden
- Miami Trolley
- Tri Rail
- Palm Trans

Preliminary data does not include Brightline. Looking to add for final results.

Identify Transfer Opportunities based on stop proximity

Step 2: Select Access Destinations
Step 3: Identify Nearby Transit Stops
Step 4: Calculate Travel Times from Stops
Step 5: Aggregate Access Regionwide



Step 1: Prepare Combined Transit Network

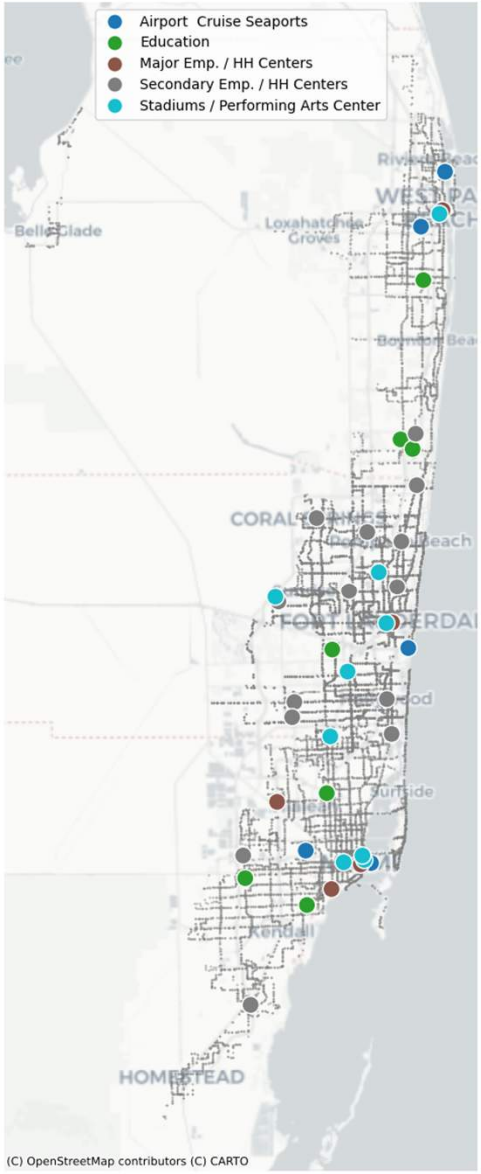
Step 2: Select Access Destinations

Select locations based on knowledge of area and prior reports. Locations grouped based on location type (*number*):

- Major Employment / Housing Centers (*5*)
  - E.g., Miami and Fort Lauderdale
- Secondary Employment / Housing Centers (*14*)
  - E.g., Sawgrass Mills and Coconut Creek
- Education (*7*)
  - Universities and Community Colleges
- Sports / Performance Destination (9)
  - Professional Sport Arenas
  - Primary Performance Art Center
- Airport / Cruise Terminals (6)

What are we missing?

Step 3: Identify Nearby Transit Stops
Step 4: Calculate Travel Times from Stops
Step 5: Aggregate Access Regionwide



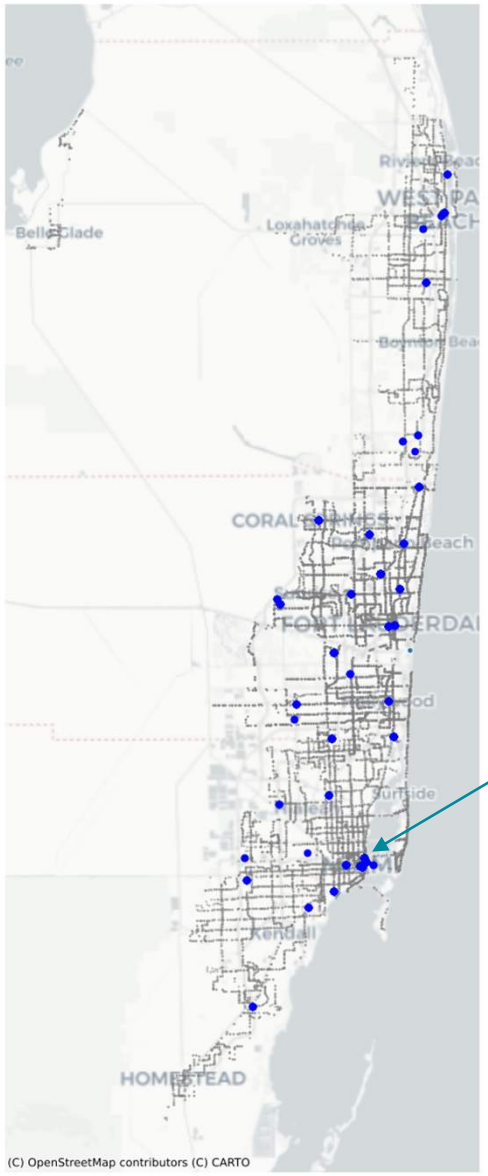
Model Support 8

Step 1: Prepare Combined Transit Network
Step 2: Select Access Destinations

Step 3: Identify Nearby Transit Stops

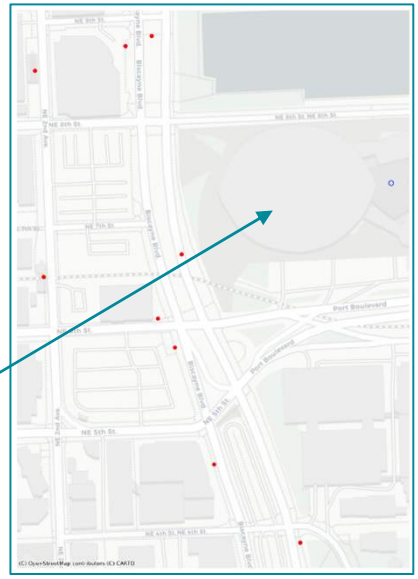
Using GTFS data and access destination, identified stops that provide access to destinations

Step 4: Calculate Travel Times from Stops
Step 5: Aggregate Access Regionwide



Model Support 8

Kaseya Center Stops



Step 1: Prepare Combined Transit Network
Step 2: Select Access Destinations
Step 3: Identify Nearby Transit Stops

Step 4: Calculate Travel Times from Stops

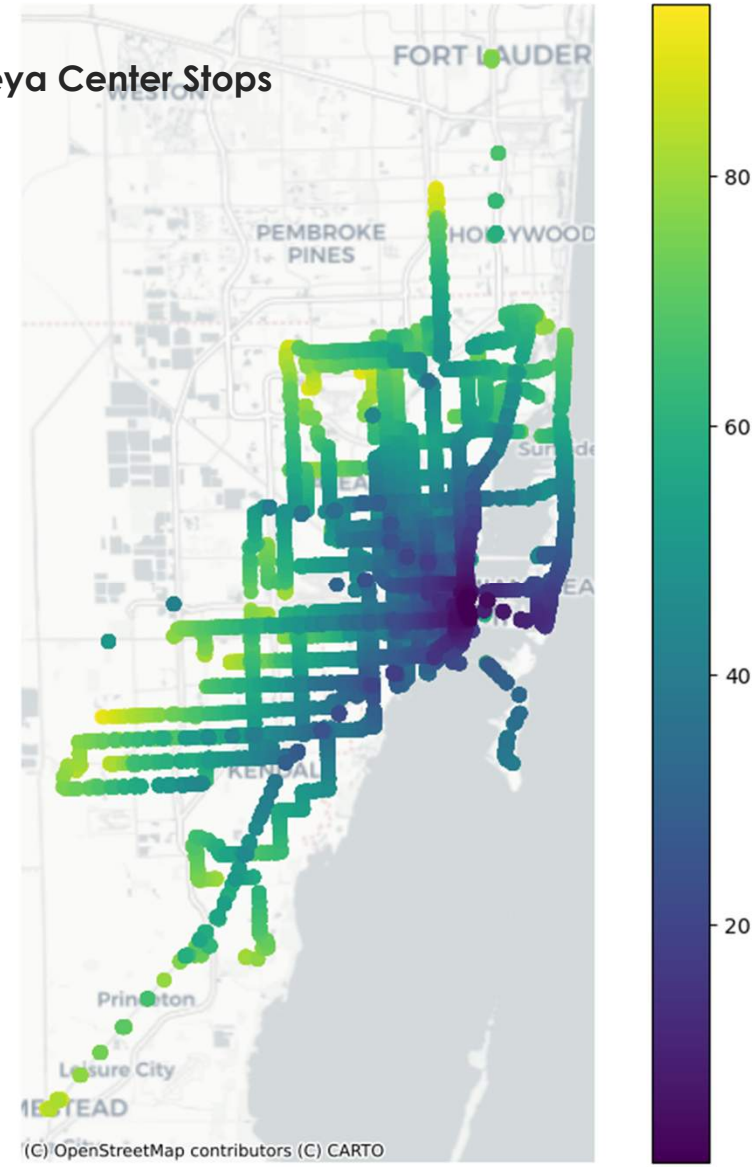
Calculated travel time to other stops in the system that can be reached using a script

- Two or fewer transfers
- Transfer within Quarter Mile
- Trip Completed between
  - 7am to 9am *(all examples for this time)*
  - 4pm to 6pm

Resulting table identify travel times by station

Step 5: Aggregate Access Regionwide

Kaseya Center Stops

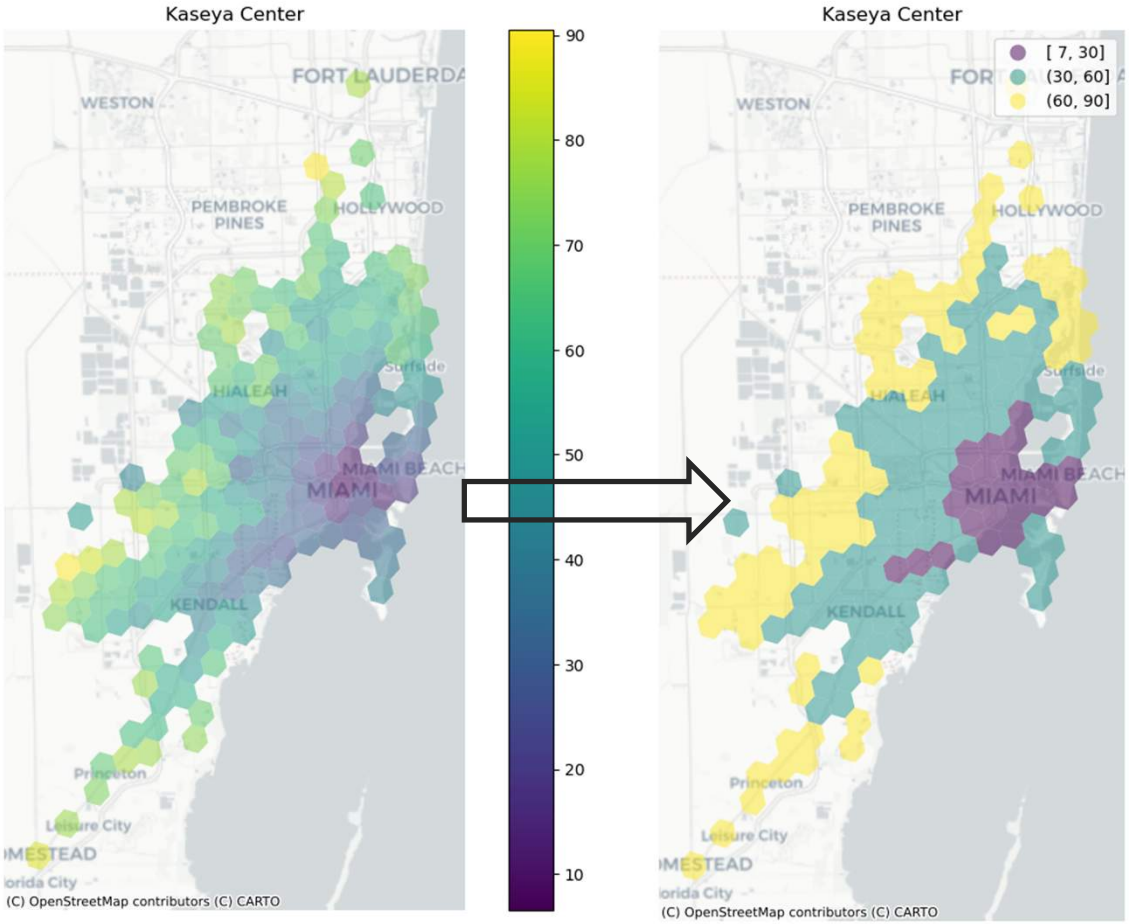


Step 1: Prepare Combined Transit Network
Step 2: Select Access Destinations
Step 3: Identify Nearby Transit Stops
Step 4: Calculate Travel Times from Stops

Step 5: Aggregate Access Regionwide

5.1 For each Destination, simplify travel time to describe if can travel to Destination within 30, 60 or 90 minutes

5.2 – 5.4 Next Slide



Model Support 8

Step 1: Prepare Combined Transit Network
Step 2: Select Access Destinations
Step 3: Identify Nearby Transit Stops
Step 4: Calculate Travel Times from Stops

Step 5: Aggregate Access Regionwide

5.1 Previous Slide

5.2 Apply travel time weight based on whether Destination can be reached in 0 – 30 minutes (3 point), 30 – 60 minutes (2 points), or 60 – 90 minutes (1 point).

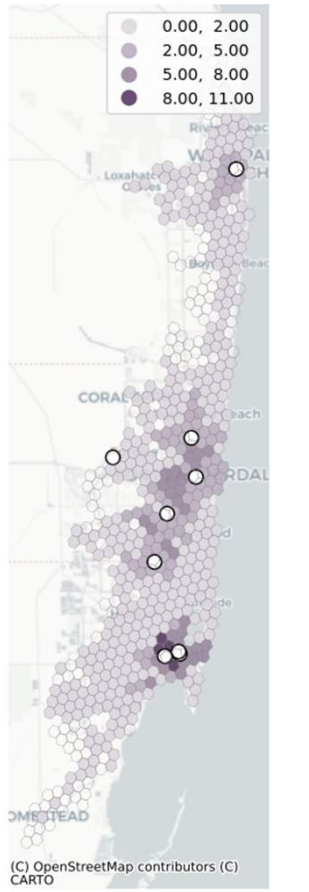
5.3 Create score for each Destination type by adding points for each location (Stadiums / Performing Arts Center shown in figure).

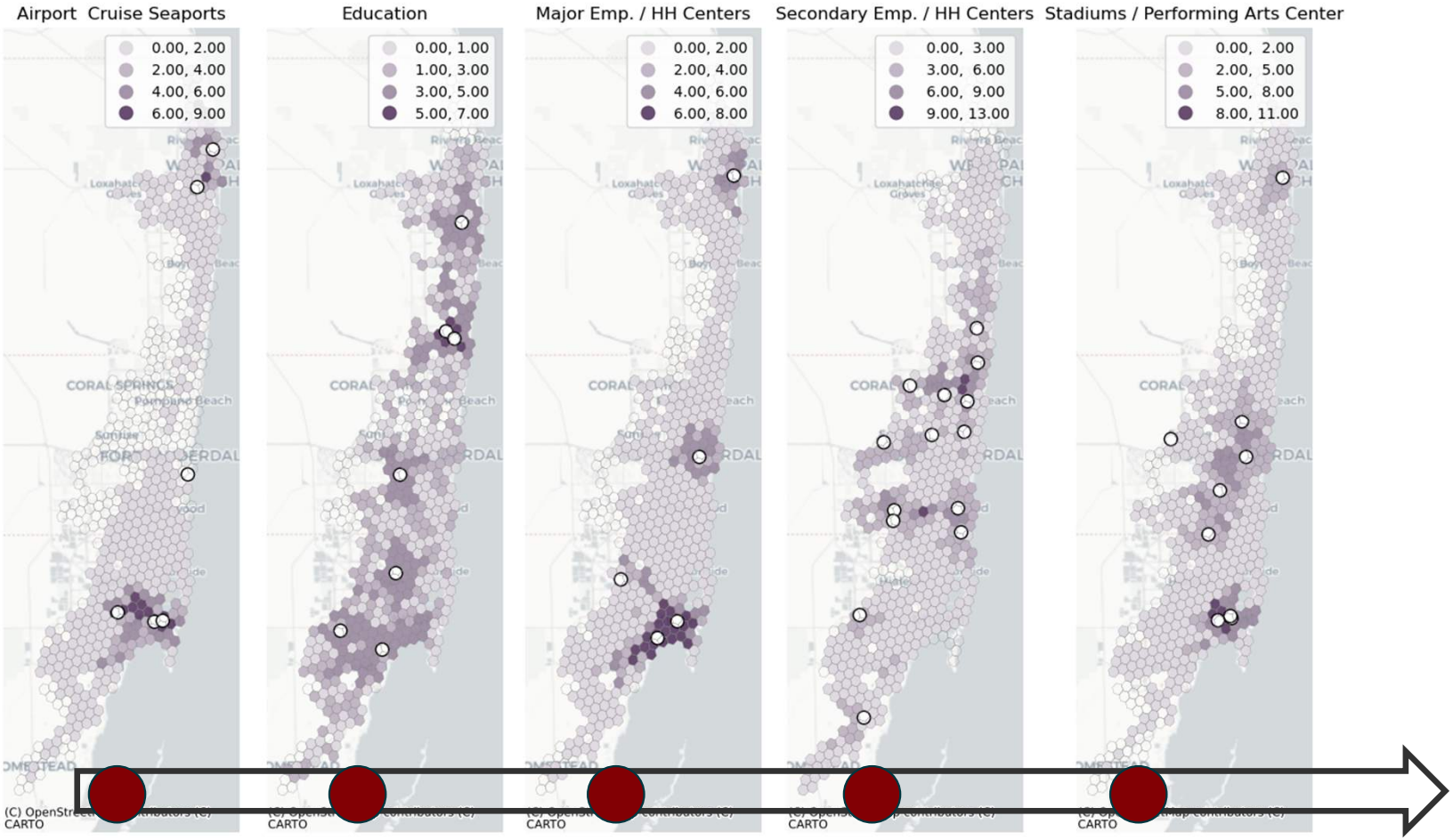
5.4 Create total aggregate score by combining scores from each Destination type.

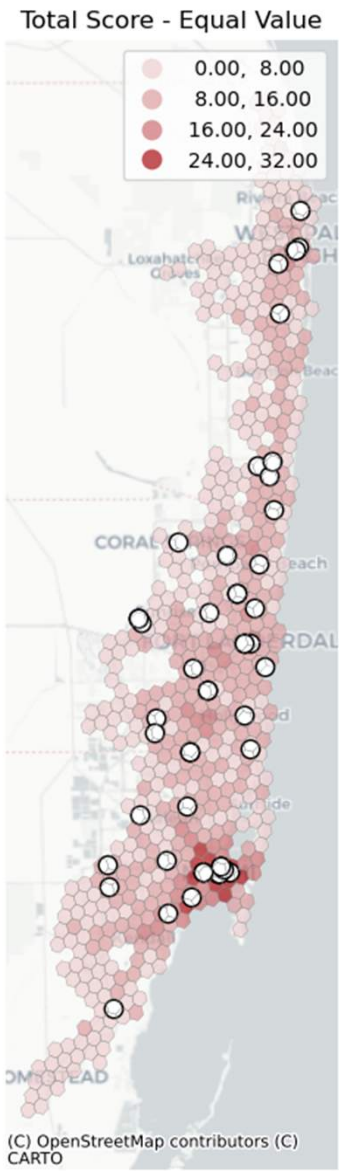
Scoring per Destination

Distance	Points
Under 30 min	3
30 – 60 min	2
60 – 90 min	1

Stadiums / Performing Arts Center







Model Support

Model Support 8

Accessibility Progress

- Hospitals added as a destination type
  - Specialty
    - Sylvester Comprehensive Cancer Center MD Co
    - Bascom Palmer Eye Institute in MD Co
  - Level 1 Trauma
    - St Mary's Medical Center in PB Co
    - Delray Medical Center in PB Co
    - Broward Health Medical Center in BR Co
    - Memorial Regional Hospital in BR Co
    - Jackson Memorial Hospital in MD Co
    - HCA Florida Kendall Hospital in MD Co
- First/last mile consideration will be "off-model"
- Weighting scenario testing in progress

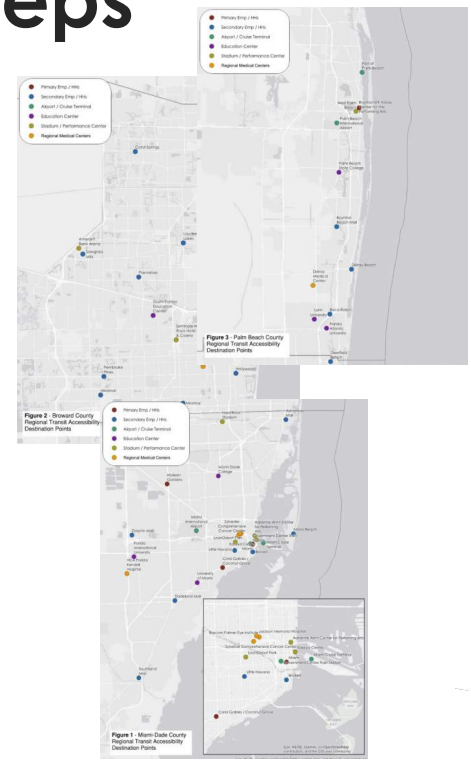
March 2023 – December 2024

Model Support

8

Accessibility Next Steps

1. Run existing condition accessibility model
2. Code premium transit needs in Remix
3. Re-run accessibility model
4. Generate results and compare to existing condition



SOUTHEAST FLORIDA REGIONAL TRANSPORTATION PLAN 2050

Miami-Dade • Broward • Palm Beach

Memorandum

March 12, 2024

Project# 27613

To: Regional Technical Advisory Committee (RTIAC)

From: Alex Garbier, Franco Saraceno and Jessica Josselyn, Kittelson & Associates, Inc.

CC: Franchesca Taylor, Miami-Dade TPO

RE: 2050 RTP Regional Transit Access Points - Final

This technical memorandum documents the 2050 Regional Transportation Plan (RTP) regional transit access points for the accessibility analysis element of the plan.

GOALS AND METRICS

The purpose of the regional transit accessibility task is to evaluate how well transit currently supports regional transportation across the three-county region and the potential of proposed projects to improve access for residents. The analysis will also consider the role of transit in serving disadvantaged communities. The following metrics will be evaluated for current conditions, unconstrained needs (2050) conditions, and under the cost feasible plan (2050) condition.

- Relative access based on number of regional destinations accessible from across SE Florida.
- Number of residents with relative levels of transit access.
- Number of residents living in disadvantaged communities based on the level of transit access.

The starting point for defining location categories was the 2040 RTP transit plan. After receiving feedback from the RTTAC, the categories were further refined to the six categories of locations as described below. Figures 1-3 visually portrays where these are specifically located across the three-county region.

Category	Description
1. Primary Centers	Locations with the highest concentrations of people and jobs.
2. Secondary Centers	Regionally important destinations where people and jobs are concentrated.
3. Airport / Cruise Terminals	Airports and cruise terminals that connect residents and visitors to destinations outside of Southeast Florida
4. Stadium / Performance Center	Locations that draw a regional audience to sports and entertainment events.
5. Education Centers	State Colleges and Universities
6. Regional Medical Centers	Specialty medical centers and hospitals with level 1 trauma centers

Model Support 8

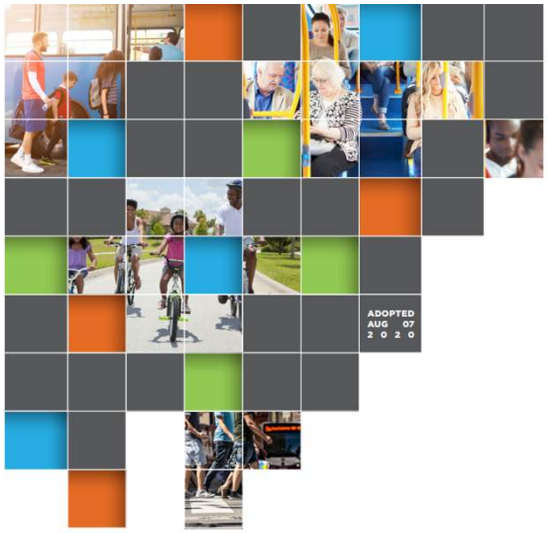
Network Coding Status

- **Needs analysis:**
  - Received Needs network from MD TPO and Broward; and Palm Beach pending
- **Scenario planning/modeling**
  - Developed SERPM9 inputs for all four alternative scenarios
  - Set up SERPM9 for scenario modeling and testing (adjustments on parameters, networks)
  - Completed three runs for initial analysis
  - Currently refining network with SLR impacts
- **Demographic report**
  - Finalized and addressed comments

March 2023 – December 2024

Scope of Work Highlights

1. Project Management
2. Schedule & Coordination
3. Public Participation
4. Regional Goals, Objectives and Targets
5. Revenue & Finance
6. Regional Transportation Network
7. Scenario Development & Analysis
8. Model Support
9. **2050 RTP**
10. SEFTC Support



SOUTHEAST FLORIDA REGIONAL TRANSPORTATION PLAN 2045
Miami-Dade • Broward • Palm Beach

2050 RTP LEADS:

Jessica Josselyn, Kittelson

Chris Romano, AICP, LEEP AP ND, Kittelson

Transit

Non-Motorized Transportation

Micromobility

Freight

ACCESSIBILITY

Resiliency

Equity

TDM/TSM&O

Policy Considerations

Scope of Work Highlights

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7. Scenario Development & Analysis
8. Model Support
9. 2050 RTP
10. SEFTC Support

SEFTC SUPPORT SERVICES LEADS:

Jessica Josselyn, Kittelson

Franco Saraceno, Kittelson

Monica Diaz, Infinite Source Communications Group

- RTTAC agendas feed into RTP schedule
  - Meetings help us facilitate coordination
  - Come to these meetings having reviewed backup
- Coordination with subcommittees

Southeast Florida Transportation Council

- Regional Transportation Technical Advisory Committee
- Modeling Subcommittee
- Public Participation Subcommittee
- Transportation System Management & Operations Subcommittee

SOUTHEAST FLORIDA REGIONAL TRANSPORTATION PLAN 2050

Miami-Dade • Broward • Palm Beach

THANK YOU!

Jessica Josselyn
Principal Planner, Kittelson & Associates, Inc.
jjosselyn@kittelson.com

SEFTC
Southeast Florida Transportation Council