



Member Organizations

Miami-Dade Transportation
Planning Organization

Broward Metropolitan
Planning Organization

Palm Beach
Transportation Planning
Agency

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Southeast Florida Transportation Council Meeting

MEETING OF FEBRUARY 23, 2023, at 9:30 AM

Miami-Dade TPO: 150 West Flagler Street, Suite 1924

Miami, Florida 33130 - Governing Board Chambers

AGENDA

I. CALL MEETING TO ORDER

II. ROLL CALL

III. APPROVAL OF AGENDA

IV. APPROVAL OF MINUTES – *Meeting of November 11, 2022*

V. PUBLIC COMMENTS – *2 minutes each speaker*

VI. COMMENTS FROM THE CHAIR

VII. ACTION ITEM(S)

A. **Motion to Elect Officers**, Chair & Vice Chair to serve from, February 2023 through January 2024

B. **Motion to Approve** the Fiscal Year 2024 – Fiscal Year 2029 Transportation Regional Incentive Program (TRIP) List

VIII. INFORMATION ITEMS

A. 2050 Regional Transportation Plan Update

B. Coastal Link Update

i. SMART Program - Northeast Corridor

ii. Broward Commuter Rail - South

C. SEFTC Grants Mechanism Discussion

IX. ADMINISTRATIVE ITEMS

A. Member Comments

B. Next Meeting: April 21, 2022, at the Broward MPO

(100 W Cypress Creek Rd #650, Fort Lauderdale, FL 33309)

XI. MOTION TO ADJOURN

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
SOUTHEAST FLORIDA TRANSPORTATION COUNCIL
Friday, November 4, 2022, 9:30 a.m.
100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181

Board Members Present

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

Also Present

Aileen Boucle, Executive Director, Miami-Dade TPO
Paul Calvaresi, Broward MPO
Valerie Neilson, Executive Director, Palm Beach TPA
Jad Salloum, Broward MPO
Greg Stuart, Executive Director, Broward MPO
Carla Blair, Recording Secretary, Prototype, Inc.

Regular Items

(All Items Open for Public Comment)

1. Call to Order

Chair Gilbert called the meeting to order at 9:32 a.m.

2. Approval of Minutes February 2022

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

3. Approval of Agenda

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

4. Public Comments

None.

5. Comments from the Chair

None.

ACTION ITEMS

1. ADOPTION of the 2023-2025 Southeast Florida Transportation Meeting Schedule

Francesca Taylor of the Miami-Dade TPO briefly reviewed the 2023-2025 Southeast Florida Transportation Council (SEFTC) schedule, noting that meetings occur on a quarterly basis.

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

NON-ACTION ITEMS

1. Transportation Regional Incentive Program (TRIP) Update

Paul Calvaresi of Broward MPO Staff explained that prioritization and approval of projects for the Transportation Regional Incentive Program (TRIP) is one of SEFTC's core functions. The Regional Transportation Technical Advisory Committee (RTTAC), which includes the three transportation entities, Florida Department of Transportation (FDOT) Districts 4 and 6, and other regional transportation partners, has made significant strides in bringing these agencies together to develop the TRIP list, and FDOT Districts 4 and 6 have created a standardized joint application for TRIP funds.

Vice Chair Furr recalled there has been recent discussion of different entities applying for major grants together, and asked what steps SEFTC can take to facilitate this cooperation. Mr. Calvaresi advised that this would be discussed further under Non-Action Item 2.

2. Federal Discretionary Spending Overview

Jad Salloum of Broward MPO Staff gave a presentation on federal grants, recalling that a bipartisan infrastructure bill was signed into law in December 2021. This bill included \$1.2 trillion, and was the largest transportation reauthorization bill in U.S. history.

Throughout 2022, discretionary programs have been rolled out with notices of funding opportunities. The Broward MPO has worked to develop a regional coordination model between the MPO, Broward County, and the MPO's member governments, with a focus on coordination rather than competition. The U.S. Department of Transportation (USDOT) has indicated this is the best way to proceed, as they have an interest in advancing regional projects with multiple stakeholders and jurisdictions. The Broward

MPO has kept its Executive Board updated of these opportunities. They hold biweekly grants coordination calls, which may be attended by all interested member governments.

Mr. Salloum cited the recent example of a rail crossing elimination program, on which the MPO, Broward County, Brightline, and eight cities on the FEC rail corridor partnered to apply for safety improvements on that corridor. This resulted in a strong application that could secure funds to improve exit gates and equipment at 21 different rail crossings throughout Broward County. Local matching funds for this grant would be a combination of Broward County surtax dollars as well as municipal funds. The application was submitted on October 10, 2022 and the partner agencies are awaiting announcement of the award.

Mr. Salloum continued that the intent is to expand this model of coordination on a regional basis. While some projects within the three South Florida counties are competitive, others offer an opportunity for a multiple-agency or multiple-county grant application. Examples could include the proposed Tri-Rail Coastal Link. In addition to the benefit of stronger applications, the agencies can pool their resources and skills among staff and act as a unified entity to promote the application after its submittal. They can also leverage the lobbying power of their Congressional delegations.

Another example of a program that Southeast Florida might be able to leverage is the Multimodal Project Discretionary Grant Common Application, which combines three different grant programs. This is for large projects that would cost between \$100 million and over \$500 million. Another option is the Infrastructure for Rebuilding America (INFRA), which provides funding for projects that cost up to \$100 million. These grants focus on large projects with regional economic benefits and significance.

Vice Chair Furr asked if there is federal interest in providing grant funds for public-private partnership projects (P3s). Mr. Salloum advised that for projects costing more than \$750 million, a 60% match is required.

Broward MPO Executive Director Greg Stuart advised that the Broward MPO has been working with the federal government to encourage lowering the 80/20 matching requirements. There are now some grants which provide up to 100% of funds. They have also worked successfully with FDOT's Central Office, which is willing to provide toll credit letters for an 80/20 match. This may be a useful opportunity if the region works together to pursue grants.

Miami-Dade TPO Executive Director Aileen Boucle addressed the Vice Chair's question regarding P3s, stating that two regional projects on the North and Northeast Corridors are positioned to include private sector involvement as stations are developed. This may include privately owned rail right-of-way. She added that when mega-transit projects are in development, there is the potential for partnerships with private entities.

Vice Chair Furr pointed out that Broward and Palm Beach Counties would have more work to do in order to reach a state of readiness for a regional grant, and asked what this readiness might need to include.

Mr. Stuart advised that the Broward MPO conducted an informal local planning agency (LPA) selection two months ago. The selection of an actual LPA would not occur until 2023. Broward County and the city of Fort Lauderdale are using their contract to hire a group to complete engineering studies for the New River crossing. It is possible that there may be a way to select an LPA for the entire corridor from Broward to Palm Beach and address the New River crossing separately from the LPA selection. This would allow Broward to catch up to Miami-Dade, which has already submitted plans for a portion of the Northeast Corridor to the Federal Transit Administration (FTA).

Ms. Boucle emphasized the importance of collaboration and communication in submittal of a mega-grant application, and noted that Miami-Dade is already working closely with Palm Beach on the funding framework as well as other aspects of their projects. She added that it may be possible for Miami-Dade to work with FDOT Districts 4 and 6 and continue to modify project limits, provide updated environmental information, and provide updated categorical exclusions as the Aventura station is constructed.

Palm Beach TPA Executive Director Valerie Neilson advised that this county has not yet identified a local funding source for the operations of enhanced transit, which means the Coastal Link is still in a planning and vision stage until these funds have been identified.

In terms of regional grants, Ms. Neilson advised that Palm Beach has partnered with the South Florida Regional Transportation Authority (SFRTA) for Tri-Rail grants, providing both capital and letters of support for this entity as well as for Brightline. They are currently in phase two of quiet zone implementation for Brightline. In addition, Brightline has approached the TPA to be a lead applicant in a potential technology grant, which may provide further opportunities for regional partnership.

Mr. Stuart stated that the Broward County Board of County Commissioners and FDOT District 4 entered into a memorandum of understanding (MOU) between themselves which did not include the Broward MPO. For this reason, the MPO can work with the Palm Beach TPA as a partner agency but not with FDOT District 4 on commuter rail service.

Ms. Boucle observed that the Miami-Dade TPO would serve as a resource and a partner for future collaboration, pointing out that what they have accomplished thus far is on behalf of the region.

Ms. Neilson requested clarification of what the region would propose when seeking federal grant funds, explaining that the TPA is working with passenger rail operators, Palm Beach County, and Palm Beach municipalities toward the gateway into the Downtown area. This may involve seeking a federal planning grant.

Ms. Boucle explained that the state of project readiness is key, and pointed out that while the proposed corridor would be built over a number of phases, it is not a segmented project. Miami-Dade has already gone through the environmental phase, selected station locations, partnered with private sector entities, and identified a dedicated funding source and financial framework. She concluded that any regional grants would need to be evaluated for their potential value.

Ms. Neilson added that the transit agencies have been working toward the development of a regional pass and seamless fare interoperability across county lines. Mr. Stuart recalled that the Broward MPO recently provided funding to SFRTA to continue working toward this goal, as well as toward Broward County Transit (BCT) to replace its fare boxes. They are currently seeking a way to get the four transit authorities to work together toward a common pass.

Vice Chair Furr asked if it would be reasonable to bypass the proposed New River portion of the project and move forward with other aspects of a regional project, pointing out that several studies for northern stations have already been conducted. These phases could advance while the New River phase is still underway. Mr. Stuart agreed, stating that the Broward MPO's Metropolitan Transportation Plan (MTP), which is their long-range plan, includes funding for a connector that would allow Tri-Rail trains to cross the FEC tracks and extend from Fort Lauderdale into Palm Beach County.

Vice Chair Furr asked if a regional grant application would address this potential connector while a separate grant could be applied for to realize the New River crossing. Mr. Stuart confirmed this, noting that some municipalities have expressed interest in investing their own funding into regional transit rather than waiting for their county to do so.

Vice Chair Furr asked how it would be possible to proceed while removing the New River portion of the project from the equation. Mr. Stuart suggested that SEFTC could make a motion to this effect.

Motion made by Vice Chair Furr, seconded by Ms. Reed, to direct FDOT District 4 to explore rail on the FEC from the New River up to Palm Beach County's northern border, including but not limited to the crossover. In a voice vote, the **motion** passed unanimously.

Mr. Stuart explained that the funds currently being used toward Broward commuter rail were set aside by the MPO some years ago and are now awaiting use. This means the MPO does not have to list the proposed exploration among its priority projects.

Vice Chair Furr commented that the LPA has been established on the southern portion of the project, and the intent is now to establish another LPA for the northern part, which could "piggyback" on the existing contract. He recommended thinking in terms of

providing matching funds if a grant is applied for, which could limit the current plans to extend the rail corridor as far north as Boca Raton.

Ms. Reed advised that the city of Palm Beach Gardens is preparing to help Brightline extend to that municipality and is moving toward transit-oriented development and redevelopment around the proposed station. They have created a connected urban court that would be suitable for a train station.

Ms. Neilson stated that because Palm Beach County has not yet identified a local funding source for the Coastal Link, discussions with Brightline are farther into the future. She hoped that in one to two years, Brightline may be more open to this conversation. Mr. Stuart added that Broward County has already assigned funding for operations and construction in its budget, and is working to catch up with Miami-Dade County's progress.

Mr. Stuart continued that FDOT also has funds set aside for Palm Beach as well as for Broward, and recommended ensuring that these dollars are used before any additional funding is prioritized by the TPA. Ms. Neilson confirmed that a placeholder has been created for project development and environmental (PD&E) studies, but it cannot be activated until a local funding source has been identified.

It was clarified that FDOT District 4 has a rail office, which is why District 6 defers leadership on the proposed Coastal Link to them.

New SEFTC member Chelsea Reed introduced herself at this time. In addition to her service as Vice Chair of the TPA, she is also Mayor of Palm Beach Gardens and Chair of Palm Beach's Transportation Disadvantaged Board.

COMMITTEE REPORTS – no discussion

1. Modeling Subcommittee

None.

2. Public Participation Subcommittee

None.

3. TSM&O Subcommittee

None.

ADMINISTRATIVE ITEMS

1. Member Comments

Mr. Stuart provided an overview of what SEFTC has accomplished over the past five years. They have created and adopted the RTTAC, which is the technical advisory board for SEFTC, and have adopted By-laws codifying operations and procedures. The Broward MPO has saved the three transportation entities roughly \$100,000 each by taking over operations of SEFTC rather than allowing these operations to be assumed by a consultant. These cost savings allowed the 2045 Regional Transportation Plan (RTP) to add other priorities. The SEFTC website has also been updated.

Mr. Stuart continued that the first RTP included scenario planning, examined relationships between transportation and land use, and identified a regional transportation funding policy. This policy was noted at both the state and federal levels. Outreach for the 2045 RTP was a challenge due to the COVID-19 pandemic and required modification to be successful.

SEFTC signed and transmitted Resolutions of support for Tri-Rail stations on the strategic intermodal systems (SIS) corridor, which meant SIS funds could be used toward terminal facilities. Regional coordination and TRIP planning leveraged approximately \$20 million in federal funds over a five-year period, with roughly \$40 million toward rolling stock for SFRTA.

Ms. Boucle confirmed that the Miami-Dade TPO will assume responsibility for SEFTC on January 1, 2023.

There being no further business to come before the Council at this time, the meeting was adjourned at 10:27 a.m.

NEXT SEFTC MEETING: February 17, 2023 (hosted by Miami-Dade TPO)

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST															
Fiscal Years (FY) 24-29															
Broward MPO, Miami-Dade TPO, and Palm Beach TPA															
DRAFT															
County-Rank	Proj. #	Year Added	New / DTWP / TIP	Project	Location	Improvement	Upcoming Transportation Improvement Programs								Notes
							Current Year	Next Year							
							FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29		
MDC-1		2023	New	Downtown Intermodal Terminal	Next to the Government Center Metrorail Station	To design and build a Downtown Intermodal Terminal to serve as the end-of-line terminal for existing bus routes as well as proposed premium BRT routes such as the SMART Plan East-West and Flagler Corridor BRT. This terminal is proposed to be integrated with a TOD development in the Government Center area, which will also provide an intermodal connectivity with the Metrorail, Metromover systems, and MiamiCentral station.					LF \$4,851	LF \$5,635	LF \$5,635	Total project cost is estimated to be \$35M. The project can use more state funding if more is available.	
										TRIP \$4,851	TRIP \$5,635	TRIP \$5,635			
MDC-2		2023	New	South Dade Trail	from Florida City to Dadeland South Metrorail Station	Upgrade the multi-use path within the South Dade Transitway			LF \$3,786					Planning Phase is funded; Design Phase \$7.5M	
									TRIP \$3,786						
MDC-3		2023	New	25th Street Widening	from 87th Ave to Turnpike	Capacity Improvement - Widen from 4 to 6 Lanes			LF \$ 6,738					Design Phase Funded; ROW Phase \$13M	
									TRIP \$ 6,737						
MDC-4		2023	New	Waterborne Transportation	from near Haulover park to Downtown Miami	Waterborne Transportation - NEPA and Design			LF \$600						
									TRIP \$600						
MDC-5	444622-3	2022	DTWP	Beach Express North	I-195 (Sr 112)	Capital to purchase 6 40' electric buses and begin service				TRIP \$1,283	TRIP \$520			Purchase Vehicle/Equipment	
										TRWR \$1,451	LF \$520				
										LF \$2,734					
MDC-6	451656-1	2022	DTWP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.		TRIP \$2,500						Purchase Vehicle/Equipment	
								LF \$2,500							
MDC-7	447413-1	2022	DTWP	SOUTH DADE TRANSITWAY SW 112 AVE PARK & RIDE LOT	SW 112 Ave	Park and Ride Lot		TRIP \$1,138						Pre construction of Park n Ride Lot underway	
								TRWR \$1,111							
								LF \$2,249							
MDC-8	447414-1	2022	DTPW	SOUTH DADE TRANSITWAY SW 296 ST PARK & RIDE LOT	SOUTH DADE TRANSITWAY & SW 296 ST	PARK & RIDE LOT		TRIP \$892						Pre construction of Park n Ride Lot underway	
								LF \$892							
MDC-9	447416-1	2022	DTPW	PICKUP/DROP OFF LOCATIONS FROM SW 344 ST TO DADELAND	SW 344 ST TO DADELAND	PICKUP/DROP OFF LOCATIONS	TRIP \$625	TRIP \$1,089	TRIP \$1,192					Pre construction of Park n Ride Lot underway	
							LF \$625	TRWR \$837	LF \$1,192						
								LF \$1,926							
MDC-10	447417-1	2022	DTPW	SOUTH DADE TRANSITWAY - MARLIN RD PARK & RIDE LOT	SOUTH DADE TRANSITWAY & MARLIN RD	PARK & RIDE LOT			TRIP \$473					Park and Ride lot, adopted - not begun	
									TRWR \$1,292						
									LF \$1,765						
MDC-11	447418-1	2022	DTPW	SOUTH DADE TRANSITWAY SW 264 ST/BAUER DR PARK & RIDE	SOUTH DADE TRANSITWAY & SW 264 ST/BAUER DR	PARK & RIDE LOT			TRIP \$893					Park and Ride lot, adopted - not begun	
									LF \$893						
MDC-12	447419-1	2022	DTWP	MOUNT SINAI MULTIMODAL SMART TERMINAL	MOUNT SINAI	MULTIMODAL SMART TERMINAL	TRIP \$1,787							Pre construction of Park n Ride Lot underway	
							LF \$1,787								
MDC-13	449501-1	2022	DTWP	SOUTH DADE TRANSITWAY PARK & RIDE LOT DADELAND SOUTH	SOUTH DADE TRANSITWAY & DADELAND SOUTH	PARK & RIDE LOT				TRIP \$2,015				Park and ride lot, adopted - not begun	
										TRWR \$465					
										LF \$2,480					
MDC-14	449641-1	2022	DTPW	UNITY STATION TRANSIT-ORIENTED DEVELOPMENT TERMINAL	UNITY STATION	TRANSIT-ORIENTED DEVELOPMENT TERMINAL			TRIP \$720					Parking Facilituy, adopted not begun	
									TRWR \$624						
									LF \$1,344						

DRAFT

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PROJECT PRIORITY LIST

Fiscal Years (FY) 24-29

Broward MPO, Miami-Dade TPO, and Palm Beach TPA

DRAFT

County-Rank	Proj. #	Year Added	New / DTWP / TIP	Project	Location	Improvement	Upcoming Transportation Improvement Programs										Notes		
							Current Year	Next Year											
							FY 23	FY 24		FY 25		FY 26		FY 27		FY 28		FY 29	
BC-1	446200.1		DTWP	RESURFACING	SR-820/PINES BLVD FROM I-75 NORTH ON-RAMP TO E OF NW 118TH AVE	MPO ADDED SCOPE: SHARED USE PATH, PEDESTRIAN LIGHTING, AND TRANSIT FEATURES AT BUS STOPS. SAFETY FEATURES TO INCLUDE INTERSECTION WIDENING, SIGNALS, AND PED LIGHTING AT NW 142 AVE/SW 145 AVE		ACNR DDR DIH SU TRIP TRWR	\$7,310 \$1,236 \$46 \$1,037 \$463 \$397	DIH \$47							2022 FDOT added TRIP/TRWR to this project DTWP.		
BC-2	448102.1	2021	DTWP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.						TRIP	\$322	SU TRWR TRIP	\$2,500 \$1,781 \$397			2022 TRIP Value increased from \$397 to \$719	
BC-3	431756.1	2018	TIP	University Drive	NW 40th St to Sawgrass Expressway	Widen from 4 to 6 lanes	SU \$100	CM TRWR	\$13 \$205									Fully funded as of 2021. 2022 DTWP does not show funding.	
BC-4	436980.1	2019	TIP	Pembroke Rd	Douglas Rd to University Dr	Widen from 4 to 6 lanes		SA SU TRIP	\$90 \$1,017 \$164	SU SU TRIP	\$791				SU TRIP	\$5,226 \$4,008		2022 funding moved to FY24 in 23-27 DTWP	
BC-5	448104.1	2020	TIP	Griffin Rd. Bus Service	Griffin Rd. Tri-Rail (Dania Beach) to Sunrise (Sawgrass Mills Mall)	New local bus route along Griffin Rd., operating seven days a week. TRIP request supports purchase of five new buses needed for new service.		LF TRIP	\$3,390 \$3,390										
BC-6		2022	New	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.				SU TRIP	\$2,500 \$2,500			SU TRIP	\$5,000 \$5,000	SU TRIP	\$2,500 \$2,500	Added 2022 to utilize TRIP reserves in 2025, 2027, 2028	
PBC-1	448103.1	2020	TIP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.				SU TRIP TRWR	\$2,500 \$1,956 \$544								
PBC-2	446098.1	2020	TIP	US 1	Camino Real to Indiantown Road	Purchase electric buses and charging stations to add transit capacity and support introduction of corridor-based BRT		SU TRWR	\$2,168 \$2,168										
PBC-3	438386.4	2018	TIP	US 1	Palmetto Park Rd to Northlake Blvd (SR-850)	Construct 14 enhanced transit shelters within existing ROW		DIH	\$238			SU TRIP TRWR	\$3,853 \$1,135 \$1,001	SU \$26					
PBC-4	449850.1	2021	DTWP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.								SU TRIP	\$2,500 \$2,500			Requesting \$2.5M TRIP match.	
PBC-5	448103.2	2022	DTWP	Rolling Stock for South Florida Rail Corridor	South Florida Rail Corridor	Additional rolling stock to meet the needs for additional stations.						SU TRIP TRWR	\$2,500 \$600 \$400	TRIP \$1,500					
PBC-6	TBD	2023	New	Okeechobee Blvd and SR 7 corridor	Okeechobee Blvd and SR 7 from Wellington Mall to downtown West Palm Beach	Purchase electric buses to support enhanced transit service										SU TRIP	\$5,000 \$5,000	Requesting \$5M in TRIP match.	
Notes:						Total TRIP Funding Request	\$2,412	\$14,354	\$21,317	\$8,672	\$16,549	\$12,143	\$10,635						
1. For each project, the TRIP funding request is equal to the identified matching funds in each year.																			
2. Bold Underlined text = request for new project and/or new funding																			
3. LF - Local Funds; SU - Surface Transportation Funds (STP), Urban Areas > 200K																			



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Non-Programmed TRIP Funding Summary (\$1,000's)	Fiscal Year	FY 23	FY 24 ^a	FY 25	FY 26	FY 27	FY 28	FY 29	TOTAL
	FDOT D4 (TRIP + TRWR)		\$3,553	\$862	\$104	\$6,695	\$104	\$8,597	\$19,916
	FDOT D4 419282.1 Reserves: TRIP		\$690	\$0	\$20	\$3,771	\$38	\$5,673	\$10,193
	FDOT D4 419282.1 Reserves: TRWR		\$2,862	\$862	\$84	\$2,924	\$66	\$2,924	\$9,723
	FDOT D6			\$11,124	\$0	\$4,851	\$5,635	\$5,635	\$27,245
	Total (D4 + D6)	\$0	\$3,553	\$11,986	\$104	\$11,546	\$5,738	\$14,232	\$47,160
	a. FY 24 reserves cannot be programmed.								

SOUTHEAST FLORIDA

REGIONAL TRANSPORTATION PLAN

Miami-Dade • Broward • Palm Beach



2050

FEBRUARY 23, 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

PAST ADOPTED PLANS



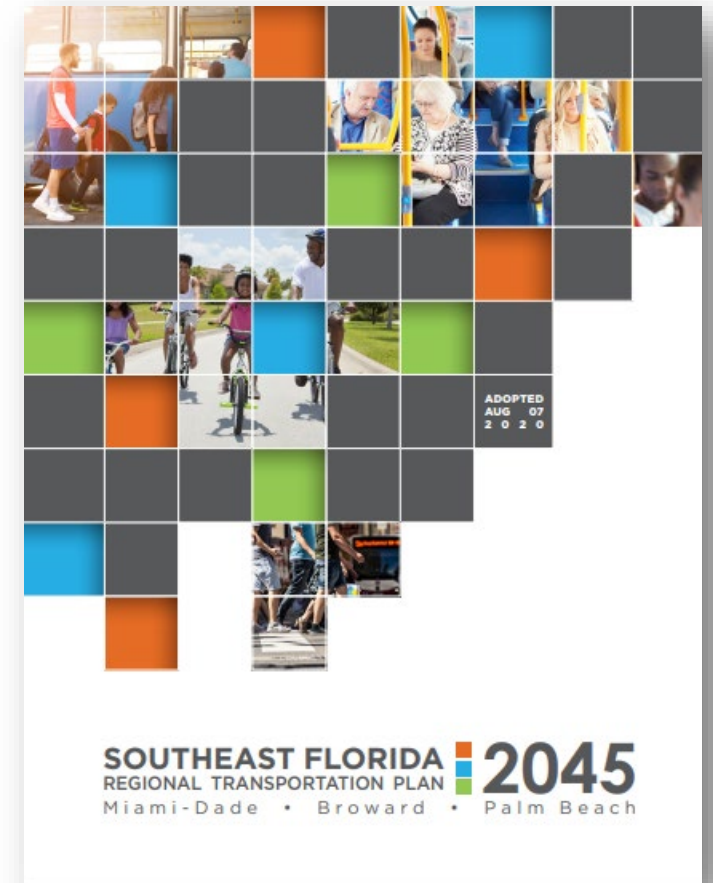
Adopted 2010

Managed by PB TPA



Adopted 2015

Managed by MD TPO



Adopted 2020

Managed by BMPO

PARTICIPATING MPOS / FUNDING AGENCIES

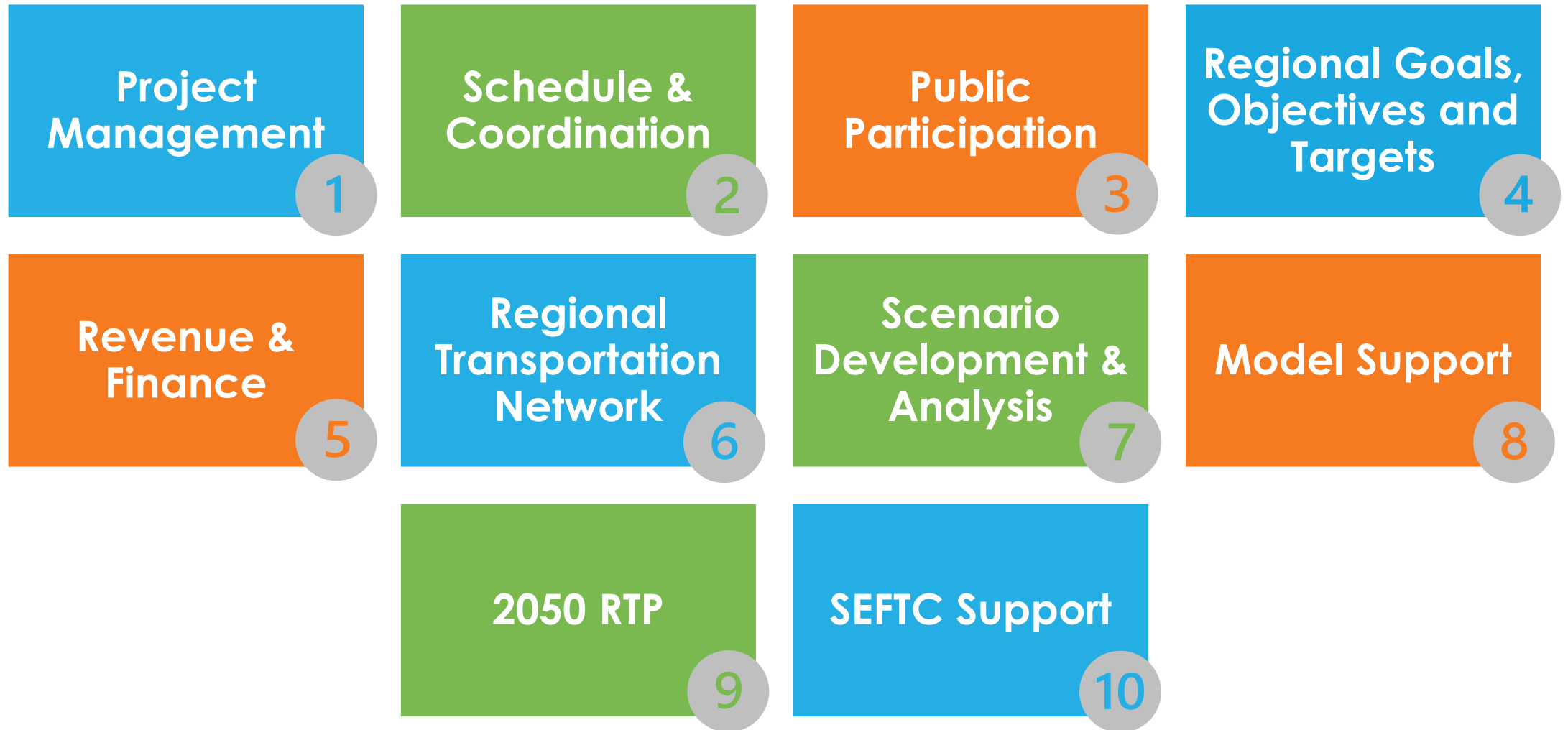


Other Advisory Agencies

- 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



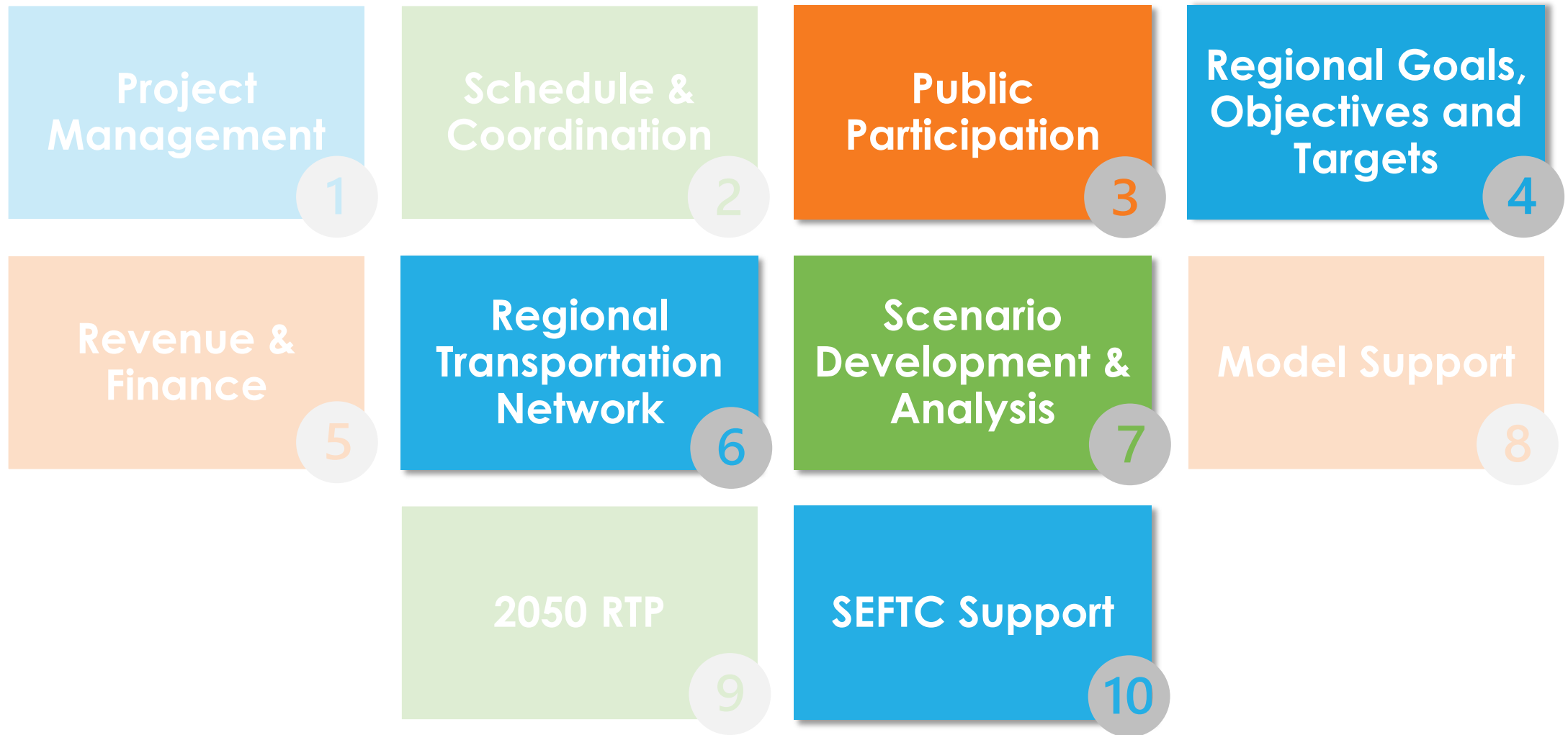
SCOPE OF WORK



Adoption Anticipated Summer 2025



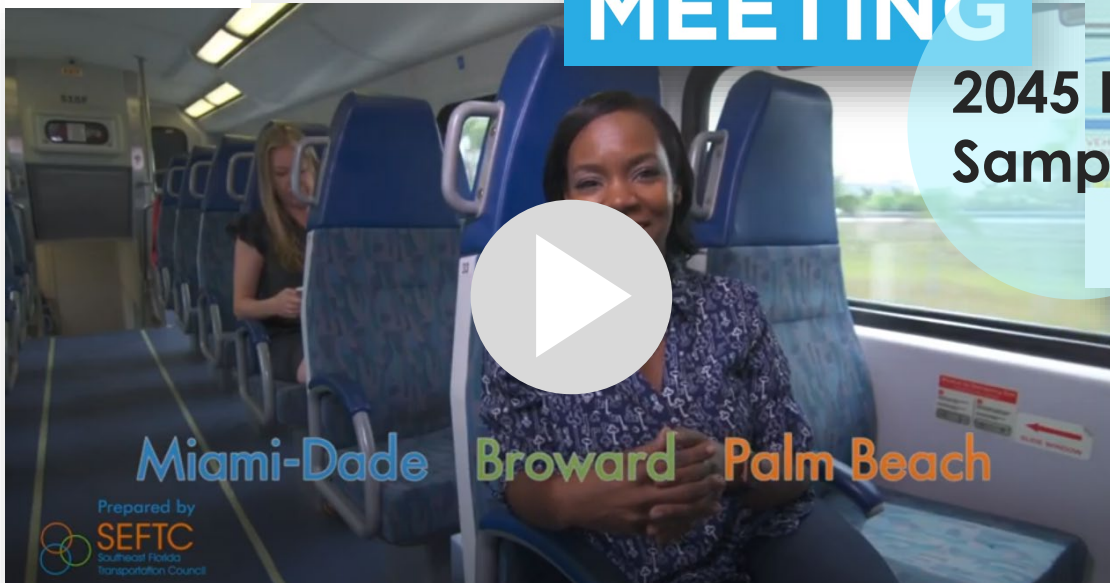
SCOPE OF WORK



Adopting Summer 2025

Public Participation

3



2045 RTP
Samples

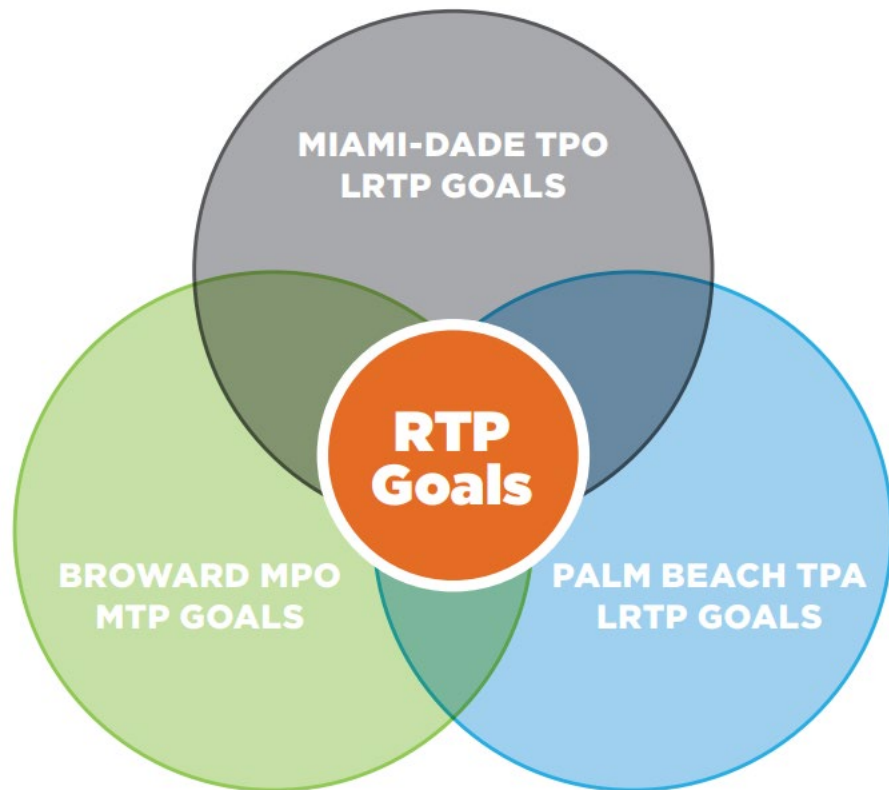


- Seeks feedback on regional needs
- Directly integrated into local MPO planning efforts

Now through Summer 2025

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

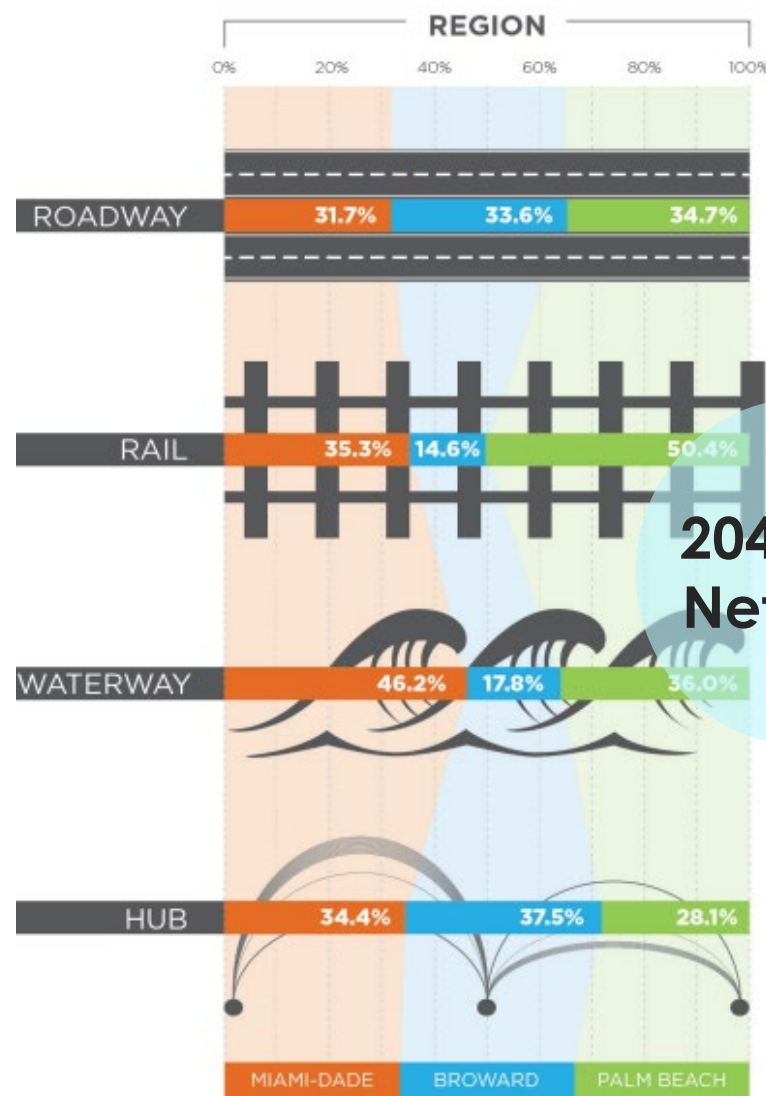


March – June 2023

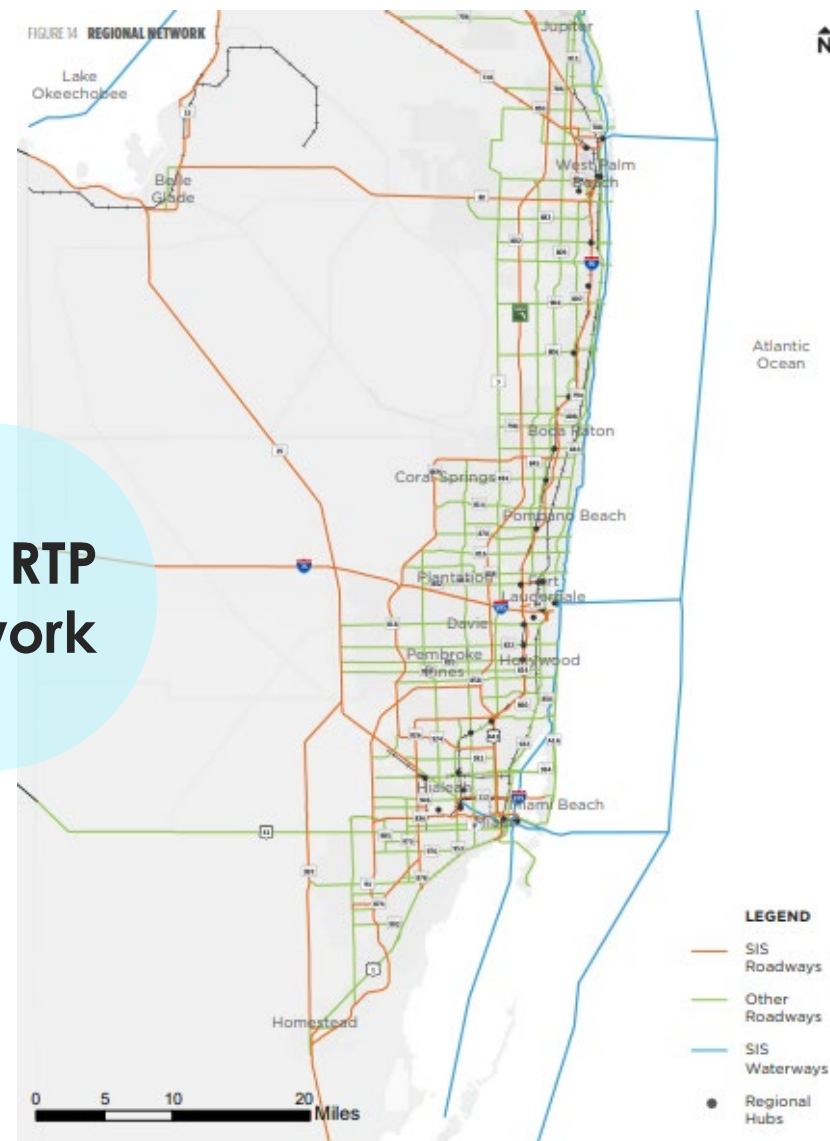
Regional Transportation Network

6

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



2045 RTP Network



March – June 2023



Scenario
Development &
Analysis

7

2045



1. HIGH-CAPACITY
TRANSIT NEEDS



2. GROWTH AND
DEVELOPMENT



3. FINANCIAL AND
LEGISLATIVE

PALM BEACH

2050



1. ACES + TECH



2. RESILIENCY



3. DISRUPTIONS +
OPPORTUNITIES

BROWARD

MIAMI-DADE

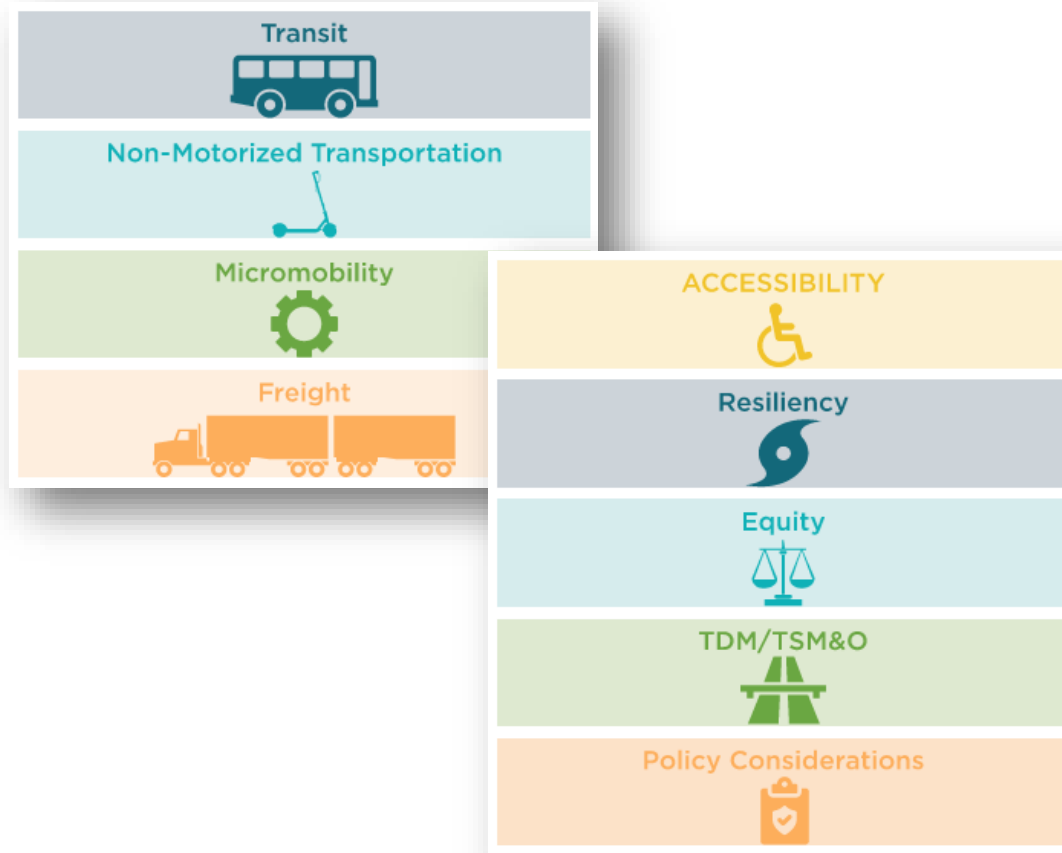
March 2023 – December 2024

SEFTC Support

10



- RTTAC agendas feed into RTP schedule
- Meetings help us facilitate coordination
- Coordination will occur with subcommittees
- Recommendations will be provided by the RTTAC to SEFTC
- SEFTC will formally adopt the plan in the Summer of 2025



Regional Transportation Technical Advisory Committee

Modeling Subcommittee

Public Participation Subcommittee

Transportation System Management & Operations Subcommittee

Now through Summer 2025

SOUTHEAST FLORIDA 2050

REGIONAL TRANSPORTATION PLAN

Miami-Dade • Broward • Palm Beach

THANK YOU!

Franchesca Taylor, AICP
Program Development Manager
Miami-Dade TPO
305-375-1738
Franchesca.Taylor@miamidade.gov

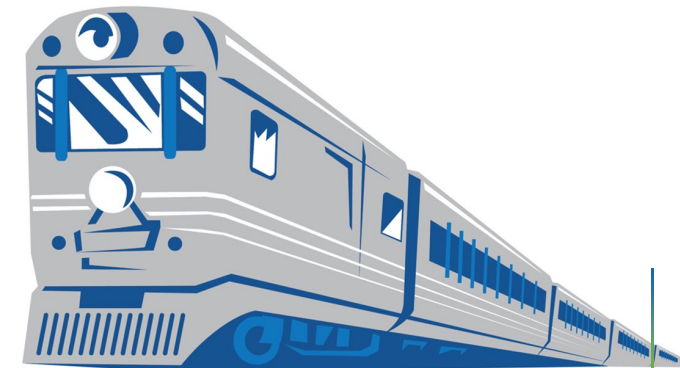
Commuter Rail - Joint Project Update

Miami-Dade County Northeast Corridor Project and Broward Commuter Rail (BCR) Project

NORTHEAST CORRIDOR



FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT 4
BROWARD COUNTY, FLORIDA • FPID: 417031-5-22-01



Comparing Rail Transit Alternatives

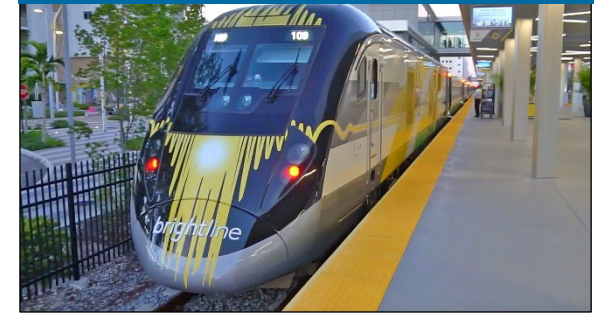
Metro Rapid Transit



Commuter Rail



Intercity Rail



EXAMPLES

Metrorail

Tri-Rail or SunRail

Brightline

TRAVELS ON

Dedicated Rail Line

Shared Rail Line

Shared Rail Line

CONNECTS

Transit Centers
within a City

Communities in
a Metro Area

Cities within a
Region

FREQUENCY (HEADWAYS)

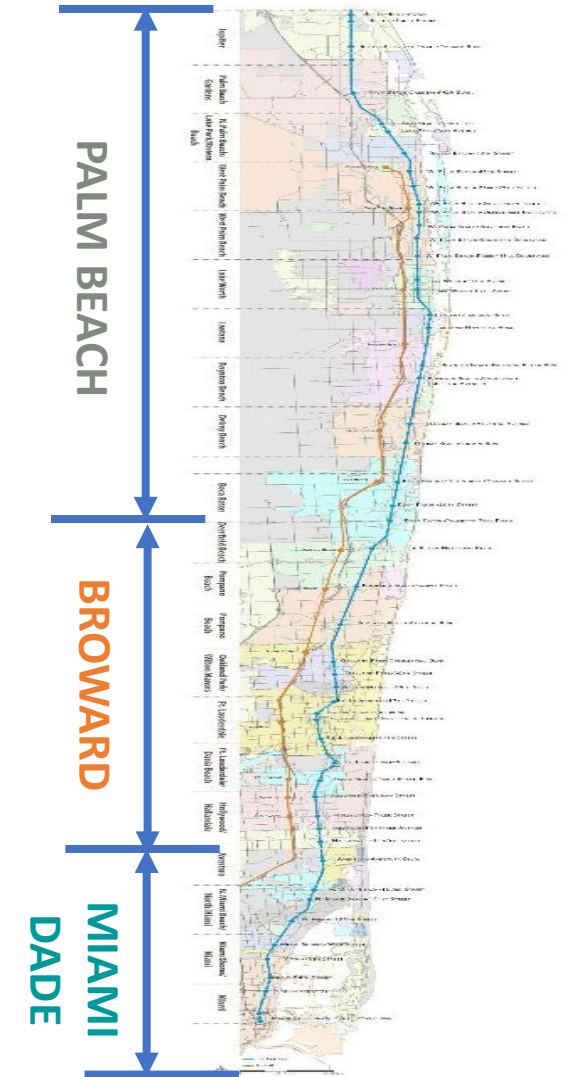
10-15 Minutes

30-60 Minutes

Hourly

History of the Corridor

- **2004 - 2010:**
 - MPOs and FEC request Regional Transit Study conducted by FDOT
- **2012:**
 - Refined Master Plan for 85-mile commuter rail service from Miami to Jupiter
 - All Aboard Florida (AAF) intercity service announced from Miami to Orlando
- **2013:**
 - Three MPOs authorize request for Entry into FTA New Starts Project Development (PD)
- **2014:**
 - FDOT & SFRTA formally request Entry into PD from FTA but then put request on hold until three Counties could commit to dedicated funding and advance track access dialogue
- **2018:**
 - Brightline starts intercity revenue service from Miami to West Palm Beach
 - Miami Dade County starts access discussions with Brightline for NE Corridor study
- **2019:**
 - FDOT conducts New River Crossing Feasibility Study for Florida Legislature
- **2020:**
 - Miami-Dade County Resolutions for track access framework
 - Broward County continues dialogue with Brightline and FDOT
- **2021:**
 - Broward County and FDOT execute MOU to advance BCR
 - **Miami-Dade NE Corridor enters Project Development with FTA**
- **2022:**
 - Broward County Commissioners approve LPA for BCR South
 - **BCR South entrance into FTA's Project Development**



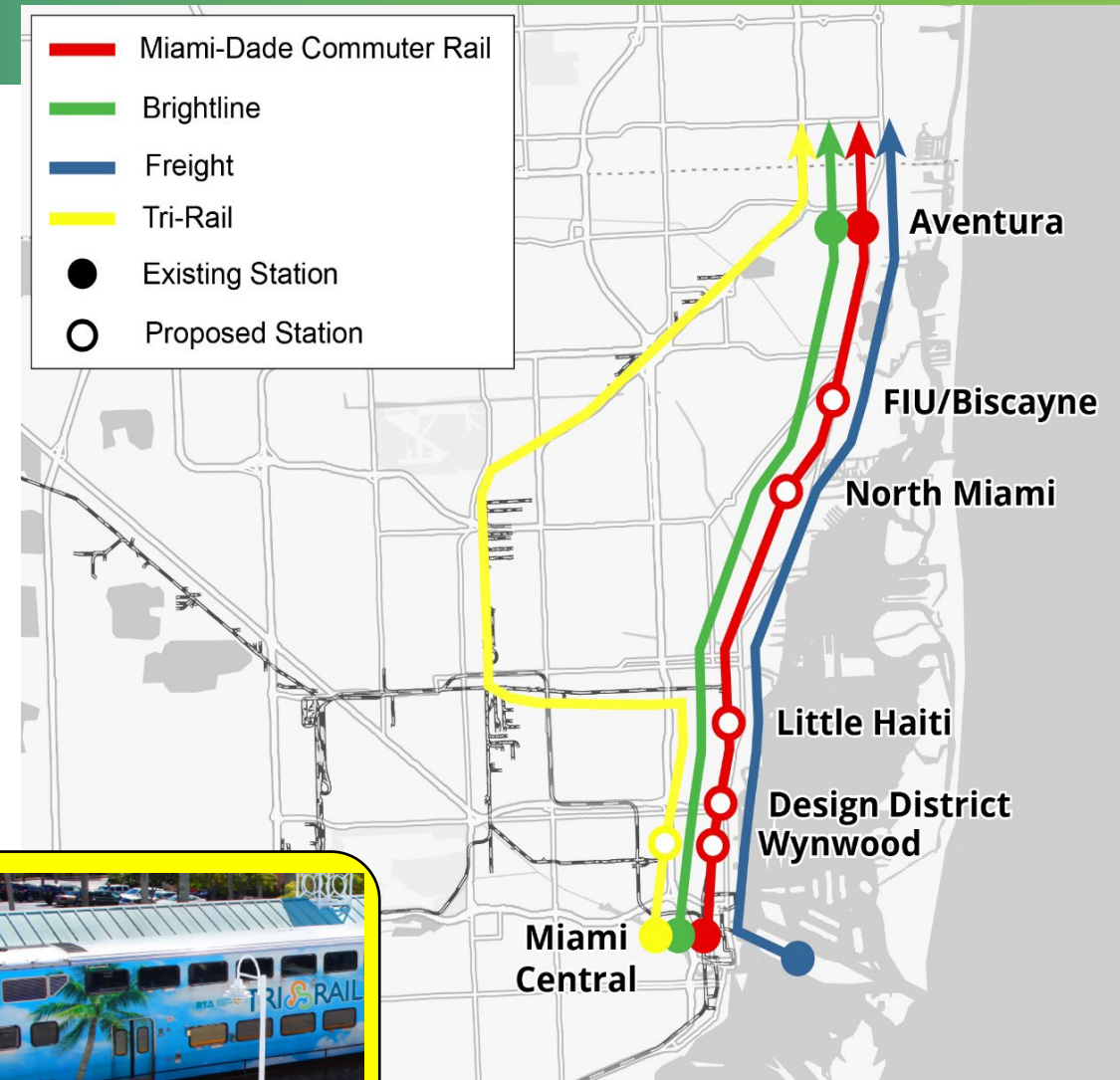
Corridor Users

EXISTING AND FUTURE USERS OF THE CORRIDOR

- **Freight:** Up to 24 trains daily
- **Brightline:** Intercity passenger rail, 36 trains daily
- **SFRTA Tri-Rail*:** Future commuter rail, 28 trains daily
- **Northeast Corridor:** Planned commuter rail, 54 trains daily (approximate)

***NOTE:**

Tri-Rail Operates on the CSX/FDOT Corridor North of Iris/Little Haiti



Proposed Stations



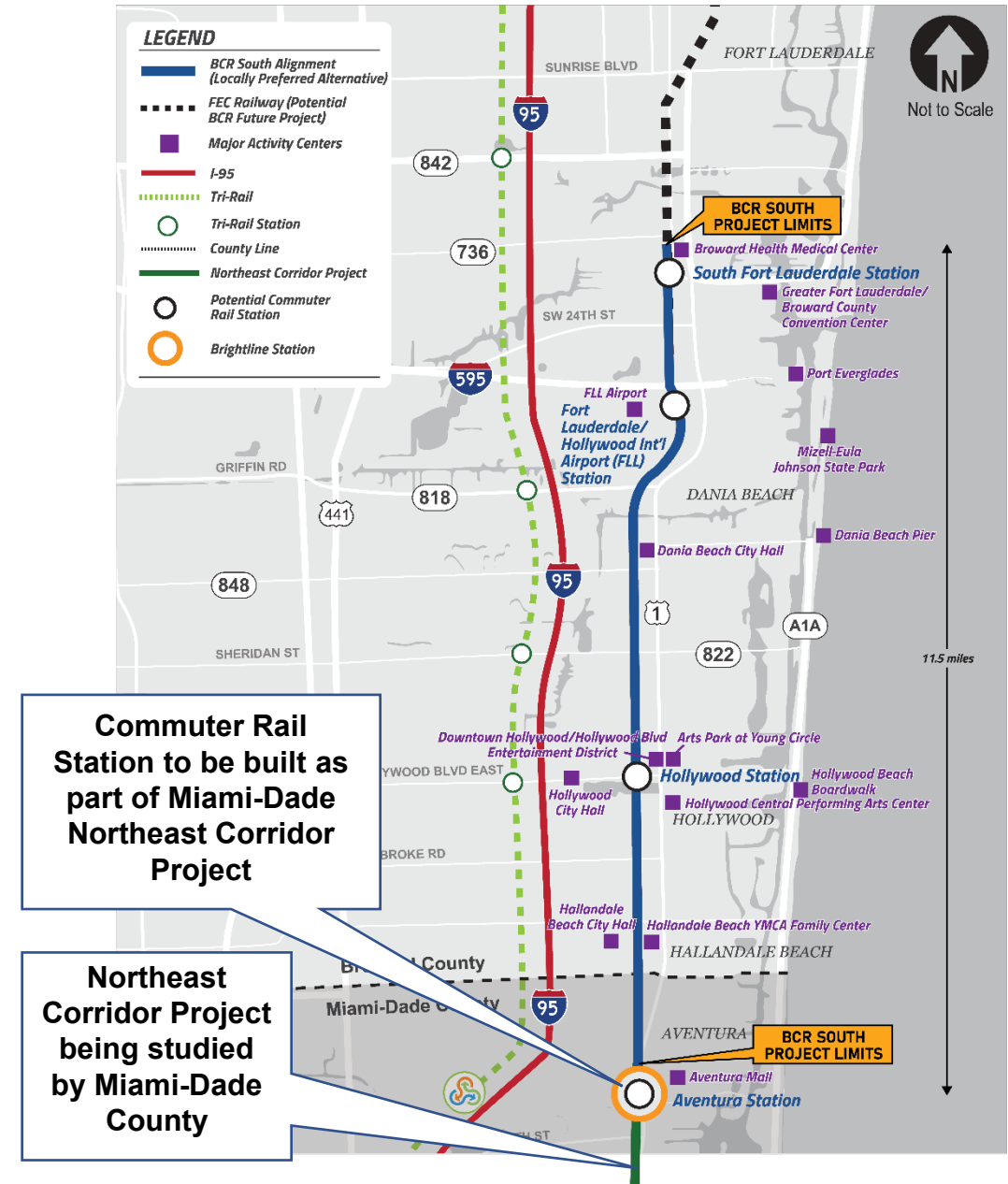
PROPOSED NEW STATIONS and AFFILIATED PARK-AND-RIDE/MOBILITY HUB LOCATIONS

- Wynwood
- Design District
- Little Haiti
- North Miami
- FIU/Biscayne

PROPOSED VEHICLE MAINTENANCE FACILITY

- At the existing FDOT-Owned Hialeah Rail Yard

- ❑ Alignment: FEC Railway Corridor, from the planned station in Aventura, Florida, to a terminus located near Broward Health Medical Center
- ❑ Mode: Commuter Rail Transit
- ❑ Technology: Push-pull locomotive
- ❑ Recommended Station Locations:
 - Hollywood Station
 - Fort Lauderdale/Hollywood International Airport Station
 - South Fort Lauderdale Station (Broward Health)
- ❑ Project Length is approximately 11.5 miles
- ❑ Vehicle Maintenance Facility is anticipated to be at the existing Hialeah Yard (NE Corridor will provide environmental and design analysis)



NE Corridor – BCR South Project Coordination

- ❑ Project Schedules
- ❑ Design Criteria and Assumptions
 - ❑ Florida East Coast Railway, L.L.C. owns the FECR Right of Way and operates freight service
- ❑ Rolling Stock
- ❑ Hialeah Yard
- ❑ Access and Operator Agreements
 - ❑ Brightline operates inter-city passenger rail trains via a passenger easement in the rail corridor
- ❑ Traffic Analysis
- ❑ Safety Analysis (FRA)



BCR South & NE Corridor Grant Approach

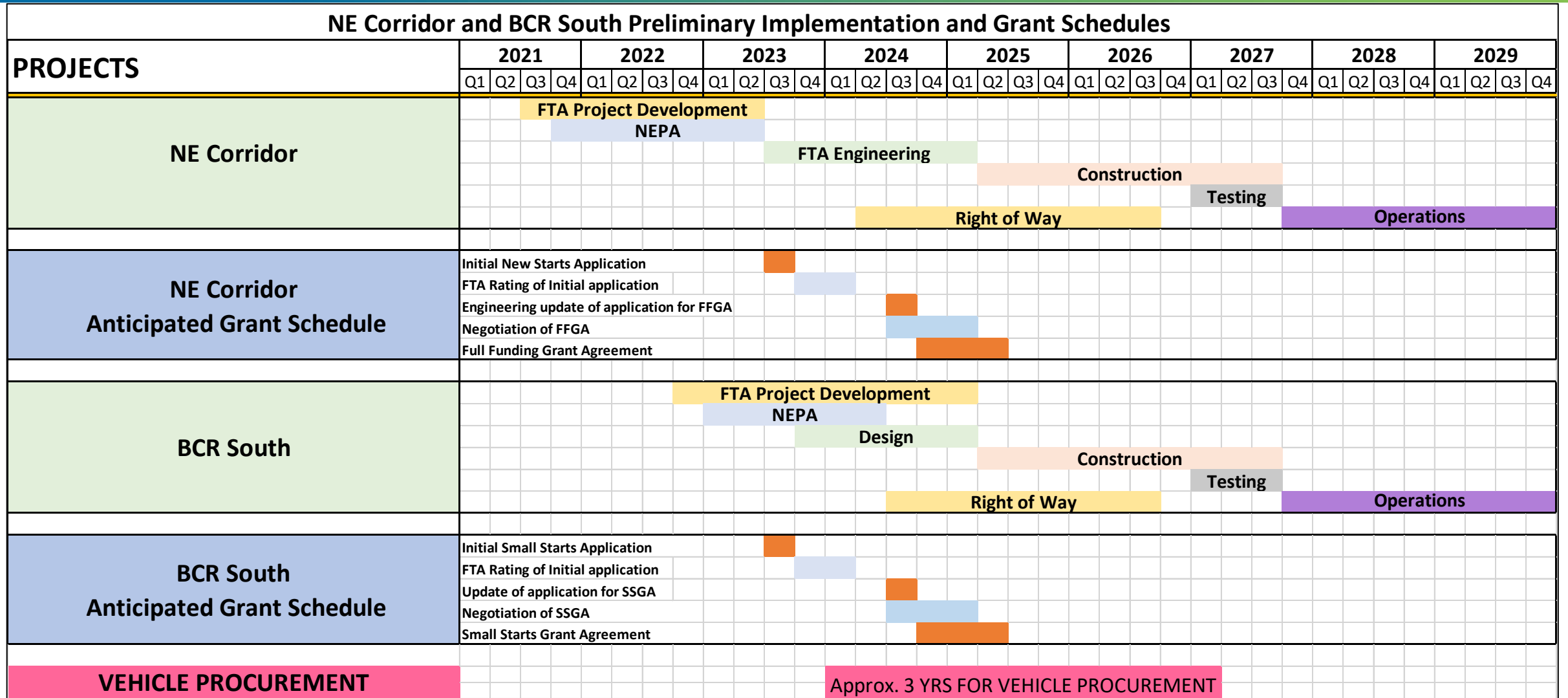
NE Corridor – (Accepted into Project Development with FTA as a New Starts Project)

- ☐ Project Development must be completed within 2 years
- ☐ Project Must go through an Engineering Phase for final approvals of the Full Funding Grant Agreement (FFGA)
- ☐ Project Capital Costs are estimated at approximately \$796M and anticipate the New Starts Grant to cover 50% of costs

BCR South – (Accepted into Project Development with FTA as a Small Starts Project)

- ☐ Project Capital Costs must be below \$400M (Currently Estimated at \$297M)
- ☐ Maximum Small Grant Agreement is \$150M
- ☐ No Engineering phase is required for the Small Starts Grant Agreement (SSGA)

Schedule





Thank You