



**AGENDA**  
**Southeast Florida Transportation Council**  
Friday, August 7, 2020 9:30 a.m.  
**Virtual Meeting**

[https://us02web.zoom.us/webinar/register/WN\\_Fjh6VaAeTxy9QJ0nhskvNq](https://us02web.zoom.us/webinar/register/WN_Fjh6VaAeTxy9QJ0nhskvNq)

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In response to the COVID-19 situation, in order to allow for social distancing, our meetings are being held virtually. Participants & attendees must click here to register and join the meeting:

[https://us02web.zoom.us/webinar/register/WN\\_Fjh6VaAeTxy9QJ0nhskvNq](https://us02web.zoom.us/webinar/register/WN_Fjh6VaAeTxy9QJ0nhskvNq)

**REGULAR ITEMS**  
**(All Items Open for Public Comment)**

1. Call to Order, Roll Call and Recognition of Quorum
2. [Approval of Minutes - February 21, 2020](#)
3. Approval of Agenda
4. Public Comments
5. Comments from the Chair

**ACTION ITEMS**

1. **ADOPTION** of the 2045 Regional Transportation Plan
2. **APPROVAL** of Travel Demand Model Memorandum of Understanding

**NON-ACTION ITEMS**

1. Regional Transportation Plan Outreach Update

**COMMITTEE REPORTS - no discussion**

**ADMINISTRATIVE ITEMS**

1. Member Comments

**NEXT SEFTC MEETING: October 30, 2020**

**\*MOTION TO ADJOURN**

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\* Motion Requested

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For complaints, questions or concerns about civil rights or non-discrimination please contact: Erica Lychak, Title VI Coordinator at the numbers or e-mail above.



**Southeast Florida Transportation Council  
(SEFTC)**

**2.**

**Meeting Date:** 08/07/2020

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**SUMMARY:**

[Approval of Minutes - February 21, 2020](#)

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**Attachments**

Approval of Minutes - February 21, 2020

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**MEETING MINUTES  
SOUTHEAST FLORIDA TRANSPORTATION COUNCIL  
Friday, February 21, 2020, 9:30 a.m.  
100 West Cypress Creek Road  
6<sup>th</sup> Floor, Suite 650  
Fort Lauderdale, FL 33309-2181**

**Board Members Present**

Oliver G. Gilbert III, Chair  
Maria Marino, Vice Chair  
Beam Furr

**Also Present**

Aileen Bouclè, Executive Director, Miami-Dade Transportation Planning Organization  
Paul Calvaresi, Broward Metropolitan Planning Organization  
Jessica Josselyn, Kittelson and Associates  
Greg Stuart, Executive Director, Broward Metropolitan Planning Organization  
Nick Uhren, Palm Beach Transportation Planning Agency  
Jamie Opperlee, Recording Secretary, Prototype, Inc.

**Regular Items  
(All Items Open for Public Comment)**

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

Vice Chair Gilbert called the meeting to order at 10:30 a.m. Roll was called and it was noted a quorum was present.

**2. Approval of Minutes – October 4, 2019**

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

**3. Approval of Agenda**

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

**4. Public Comments**

None.

## **5. Comments from the Chair**

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

### **ACTION ITEMS**

#### **1. MOTION TO ELECT OFFICERS, Chair and Vice Chair, to Serve for the Next Year, February 2020 through December 2020**

**Motion** made by Ms. Marino, seconded by Mr. Furr, to nominate Mr. Gilbert as Chair. In a voice vote, Mr. Gilbert was unanimously elected Chair.

**Motion** made by Mr. Furr, seconded by Mr. Gilbert, to nominate Ms. Marino as Vice Chair. In a voice vote, Ms. Marino was unanimously elected Vice Chair.

#### **2. Approval of the FY 2020 – FY 2026 Transportation Regional Incentive Program (TRIP) List**

**Motion** made by Mr. Furr, seconded by Vice Chair Marino, to approve the Item.

Nick Uhren of the Palm Beach TPA advised that this organization requested two changes to the document's table, which are reflected in the printed version provided to the members. The changes are as follows:

- Transportation Regional Incentive Program (TRIP) funds requested for Project #8 were moved from fiscal year (FY) 2025 to FY 2026
- A note that would have funded Project #10 with state gas tax revenue only was removed

In a voice vote, the **motion** passed unanimously.

### **NON-ACTION ITEMS**

#### **1. 2045 Regional Transportation Plan Update**

Paul Calvaresi of the Broward MPO advised that the Regional Transportation Plan (RTP), which is a plan for all three South Florida counties, is near completion. Today's review will address policies, as the state policies for funding the agencies' transportation needs are not consistent with those needs. These policies have been vetted through the Regional Transportation Technical Advisory Committee (RTTAC). The Southeast Florida Transportation Council (SEFTC) is expected to endorse these policy changes at its April 3, 2020 meeting, followed by adoption of the RTP before July 1.

Jessica Josselyn of Kittelson and Associates, Project Manager for the RTP, advised that as South Florida continues to grow, its existing transportation systems cannot keep up. In addition, there are several restrictions on how transportation agencies can use the funding they are provided, and the agencies must be able to use their funds differently in order to accommodate future growth.

Over the last two years, the RTTAC has taken an objective-driven, performance-based approach to this issue. They determined that achieving the goals of the agencies' long range plans requires the following changes:

- Transit system with supporting infrastructure
- Complementary land use
- Greater flexibility of available funding
- Identification of new funding sources

The team determined that when a high-capacity transit system is developed to move people throughout the three counties, transit ridership would increase significantly. This system would also provide access to jobs and homes for 35% to 50% of South Florida residents, as opposed to the 5% to 10% provided by the current transit system. Ms. Josselyn emphasized that SEFTC can play a role in changing from the 20<sup>th</sup> century suburban approach to a more modern future. This begins at the policy level.

Ms. Josselyn recalled that SEFTC provided significant feedback at their October 2019 meeting, including identification of the need for first/last mile connections. The project team addressed the need for this network in order to make transit improvements successful.

Ms. Josselyn reviewed the RTP's policies, pointing out that the plan acknowledges the continued necessity of auto travel. Complementary land use is also essential, and will require changes to how land is developed in order to provide greater opportunities to use transit at maximum capacity. If 30% to 50% of existing state revenue dollars can be used for transit, this would provide approximately \$9 billion more over the 25-year life of the RTP. The three-county regional transit system imagined by the project team, which includes the Strategic Miami Area Rapid Transit (SMART) plan and other efforts, would cost approximately \$12 billion to build and \$7 billion to operate through 2045. This discrepancy would require the identification of new revenue sources and does not include the impact of the recently passed Broward County surtax.

The priority order of the RTP has not yet been finalized. Ms. Josselyn noted that many local initiatives and land use changes will need to be implemented at the city and county rather than the regional level. A final report on the policies will be written after today's meeting and will address each of the three counties' long range transportation plans, cost feasible plans, and use of discretionary and non-discretionary funds.

Ms. Josselyn noted that a brochure to begin this conversation is currently in development. The team is also determining how to best reach out to different demographics. Chair

Gilbert recommended an approach that relates to what individuals could be doing with time that is currently spent in their cars, as traffic is an issue for all regardless of political identity.

Vice Chair Marino recommended that the team reach out to Chambers of Commerce, as these organizations include both small and large businesses, as well as economic councils, business development boards, and affordable housing interests. She added that the League of Cities should be included as well as elected officials.

Ms. Josselyn requested that the members send comments on the draft brochure. Chair Gilbert recommended that in addition to the brochure, which he characterized as “last century,” the team also provide outreach via social media such as Instagram and Twitter. Mr. Furr recommended that social media outreach include a clear message.

## **2. Discussion of NW 27<sup>th</sup> Ave / University Drive**

Mr. Calvaresi advised that there is a perception at the state level that the three South Florida transportation entities do not work well together. He suggested that coordination on the NW 27<sup>th</sup> Avenue/University Drive project could demonstrate otherwise, as it presents an opportunity for counties to work together, and asked if SEFTC wished to take formal action to show how they planned to coordinate this high-profile effort and establish a positive precedent for the region.

Miami-Dade TPO Executive Director Aileen Bouclè reminded all present that SEFTC adopted a unanimous Resolution urging the state to designate the north corridor of University Drive as a regionally significant corridor. To address concerns at the state level, she recommended that the partnership between agencies go even further.

Mr. Stuart noted that this corridor has not prioritized by the Broward MPO, as they are waiting for Broward County Transit (BCT) to integrate Miami-Dade’s SMART Plan into their systems planning. The portion of this roadway designated as the North Corridor in Miami-Dade runs north into Broward, with no connection to Palm Beach. He suggested looking to the Northeast Corridor, for which the Tri-Rail Coastal Link is proposed, for a connection that would include all three counties.

Ms. Boucle noted that the Resolution would designate the North Corridor as a Strategic Intermodal Systems (SIS) corridor, which denotes regional significance. At present, there is no such designation, although SEFTC has identified the corridor as regionally significant. The designation would open up new funding for the roadway. All three transportation agencies, as well as SEFTC, have adopted Resolutions requesting this designation.

Chair Gilbert proposed a visit to Tallahassee by representatives of the three agencies to discuss their partnership and explain to the counties’ delegations how the NW 27<sup>th</sup> Avenue/University Drive project would address transportation.

Mr. Furr requested additional information on connections between the three counties. Ms. Bouclè replied that three of the SMART Plan's corridors connect through to Palm Beach: the North Corridor, the Northeast Corridor, and the I-95 managed lanes. The SMART Plan has programmed these projects as priority #1, which means they will be advanced as environmental authorization is provided and will be delivered in staggered order.

Mr. Furr observed that the counties should consider combining resources to provide a connected system that extends across the New River. Mr. Stuart noted that the existing bascule bridge across this waterway only carries two tracks at present: adding more commuter service would mean the bridge must be raised and lowered more frequently, which affects the marine industries using the river as a corridor. FDOT has studied the possibility of bridges with different heights as well as a tunnel. As he has an upcoming meeting with the local business community regarding this project, he suggested coming back to SEFTC to determine a way to bring funding to the table for options.

Mr. Uhren addressed the NW 27<sup>th</sup> Avenue/University Drive, emphasizing that this corridor is a regional initiative in part because of the lack of flexible use of existing revenues. Designating the roadway as a SIS facility would make it eligible for restricted SIS funds; however, FDOT does not want SIS projects that are limited to within one county, but prefers projects that span a larger region. Ms. Bouclè added that there is a component of SIS that supports transit projects.

Mr. Uhren continued that capacity can be maximized by the NW 27<sup>th</sup> Avenue/University Drive projects, as more people can be moved within a continuous corridor used for high-capacity transit than single-occupancy vehicles. An above-grade option may also be a possibility, as this would provide high-capacity transit while maintaining space for cars in a vertically separated facility. He concluded that while this concept for NW 27<sup>th</sup> Avenue/University Drive does not extend into Palm Beach County, its value as a precedent would be significant for the region if projects of this nature can be seen as worthy of investment using SIS dollars. Future proposals of this nature could be accepted within a shorter time frame.

### **3. Discussion of the July 2020 Meeting Date**

The members determined by consensus to move the July 31, 2020 meeting date to August 7, 2020 at 9:30 a.m.

### **COMMITTEE REPORTS – no discussion**

- 1. Modeling Subcommittee**
- 2. Public Participation Subcommittee**
- 3. TSM&O Subcommittee**

**ADMINISTRATIVE ITEMS**

**1. Member Comments**

There being no further business to come before the Council at this time, the meeting was adjourned at 11:21 a.m.

**NEXT MEETING: April 3, 2020**



**Southeast Florida Transportation Council  
(SEFTC)**

1.

**Meeting Date:** 08/07/2020

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**REQUESTED ACTION:**

**ADOPTION** of the 2045 Regional Transportation Plan

**WHAT THIS ACTION ACCOMPLISHES:**

Adoption of this item will finalize the required five-year update of the Southeast Florida Regional Transportation Plan, ensure state compliance, and address regional transportation issues on behalf of the residents of this region.

**SUMMARY EXPLANATION/BACKGROUND:**

In October 2017, Broward MPO took over the responsibility as the project management team of the 2045 Regional Transportation Plan (RTP). The Regional Transportation Technical Advisory Committee (RTTAC) serves as the formal 2045 RTP Steering Committee supported by the Southeast Florida Transportation Council's (SEFTC) other advisory committees. Since the start of the 2045 RTP, the project management team has been working with the SEFTC and its advisory committees as well as the MPOs within the Miami Urbanized Area to obtain feedback, input, and data for development of the final Plan. The resulting draft 2045 RTP is the culmination of these efforts and lays out policy changes to achieve the vision set forth in the RTP and match transportation needs with federal and state funding.

The project management team presented the 2045 RTP to the RTTAC on May 13, 2020. Comments received have been addressed and incorporated into the 2045 RTP as appropriate. An overview of the comments received and how they were addressed as part of the final document will be provided at the meeting. Once approved by the RTTAC, the 2045 RTP will be presented to the SEFTC on August 7, 2020 for final approval.

**ADDITIONAL INFORMATION/PREPARER:**

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

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**Attachments**

ADOPTION of the 2045 Regional Transportation Plan

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

SEFTC MEETING  
AUGUST 7, 2020

# 2045 RTP TRACKER

COMPLETED ACTIVITIES

ADOPTION 

GOALS

NETWORK

SCENARIOS TESTING & PROJECT RECONCILIATION

POLICIES &  
REVENUE SUMMARY

REPORT

The 2045 RTP process began January 2018 and is scheduled for adoption August 2020

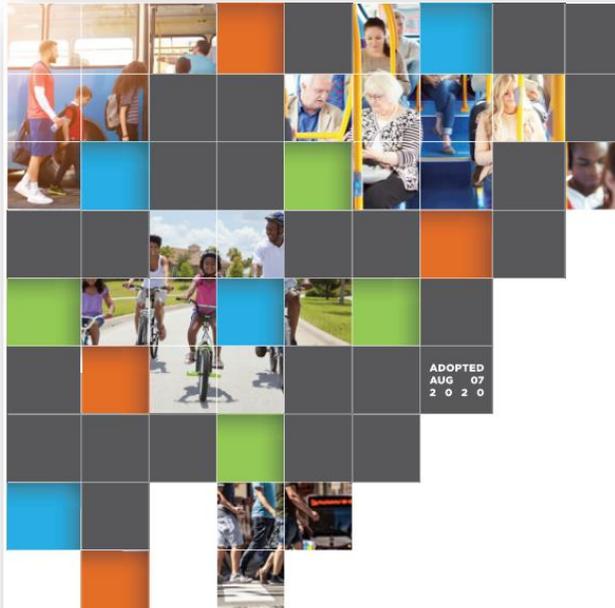
## RTP VISION

Create a shared regional transportation document that identifies regional needs, funding and policies that serve and benefit the entire Southeast Florida region.

# What Has Occurred Since February's SEFTC Meeting?

- Completed all Technical Memoranda
  1. Goals, Objectives and Measures of Effectiveness & Best Practices for Transit Supportive Regions
  2. Regional Multimodal Corridors Network
  3. Legislative and Funding
  4. Scenario Planning and Transit Propensity
  5. Financial Resources
  6. Travel Demand Modeling (and associated networks)
- Prepared, reviewed, and completed the RTP Final Summary Document
  - 15+ reviewers across 5 agencies

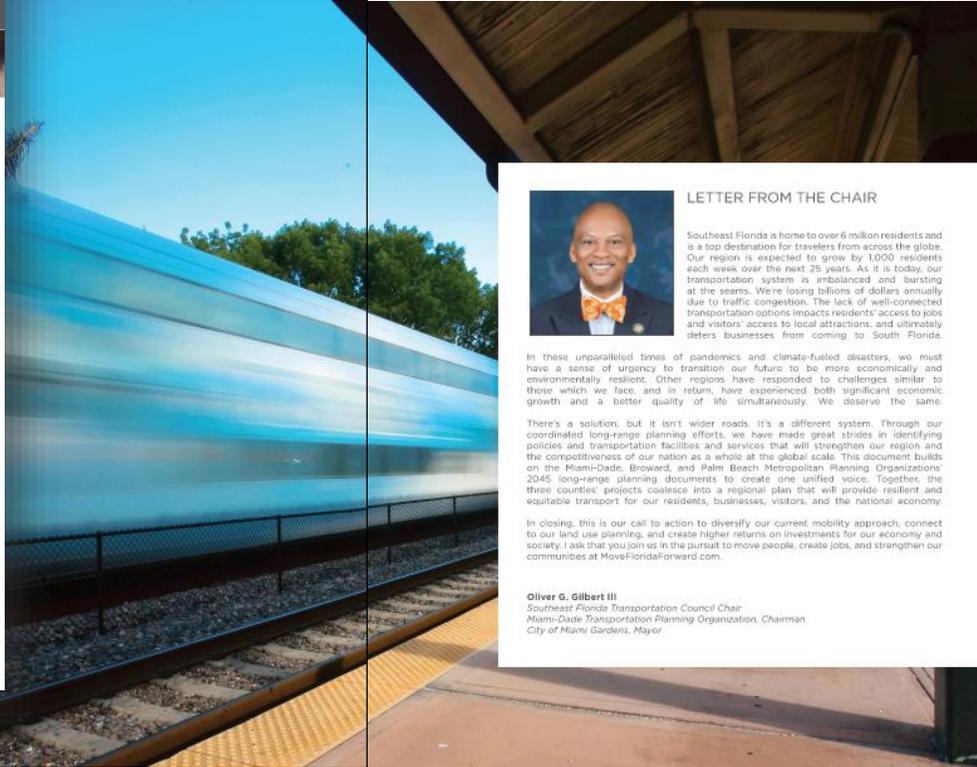
# The 2045 Regional Transportation Plan...



ADOPTED  
AUG 07  
2020

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

**2045**



## LETTER FROM THE CHAIR

Southeast Florida is home to over 6 million residents and is a top destination for travelers from across the globe. Our region is expected to grow by 1,000 residents each week over the next 25 years. As it is today, our transportation system is imbalanced and bursting at the seams. We're losing billions of dollars annually due to traffic congestion. The lack of well-connected transportation options impacts residents' access to jobs and visitors' access to local attractions, and ultimately deters businesses from coming to South Florida.

In these unparalleled times of pandemics and climate-fueled disasters, we must have a sense of urgency to transition our future to be more economically and environmentally resilient. Other regions have responded to challenges similar to those which we face, and in return, have experienced both significant economic growth and a better quality of life simultaneously. We deserve the same.

There's a solution, but it isn't wider roads. It's a different system. Through our coordinated long-range planning efforts, we have made great strides in identifying policies and transportation facilities and services that will strengthen our region and the competitiveness of our nation as a whole at the global scale. This document builds on the Miami-Dade, Broward, and Palm Beach Metropolitan Planning Organizations' 2045 long-range planning documents to create one unified voice. Together, the three counties' projects coalesce into a regional plan that will provide resilient and equitable transport for our residents, businesses, visitors, and the national economy.

In closing, this is our call to action to diversify our current mobility approach, connect to our land use planning, and create higher returns on investments for our economy and society. I ask that you join us in the pursuit to move people, create jobs, and strengthen our communities at [MoveFloridaForward.com](http://MoveFloridaForward.com).

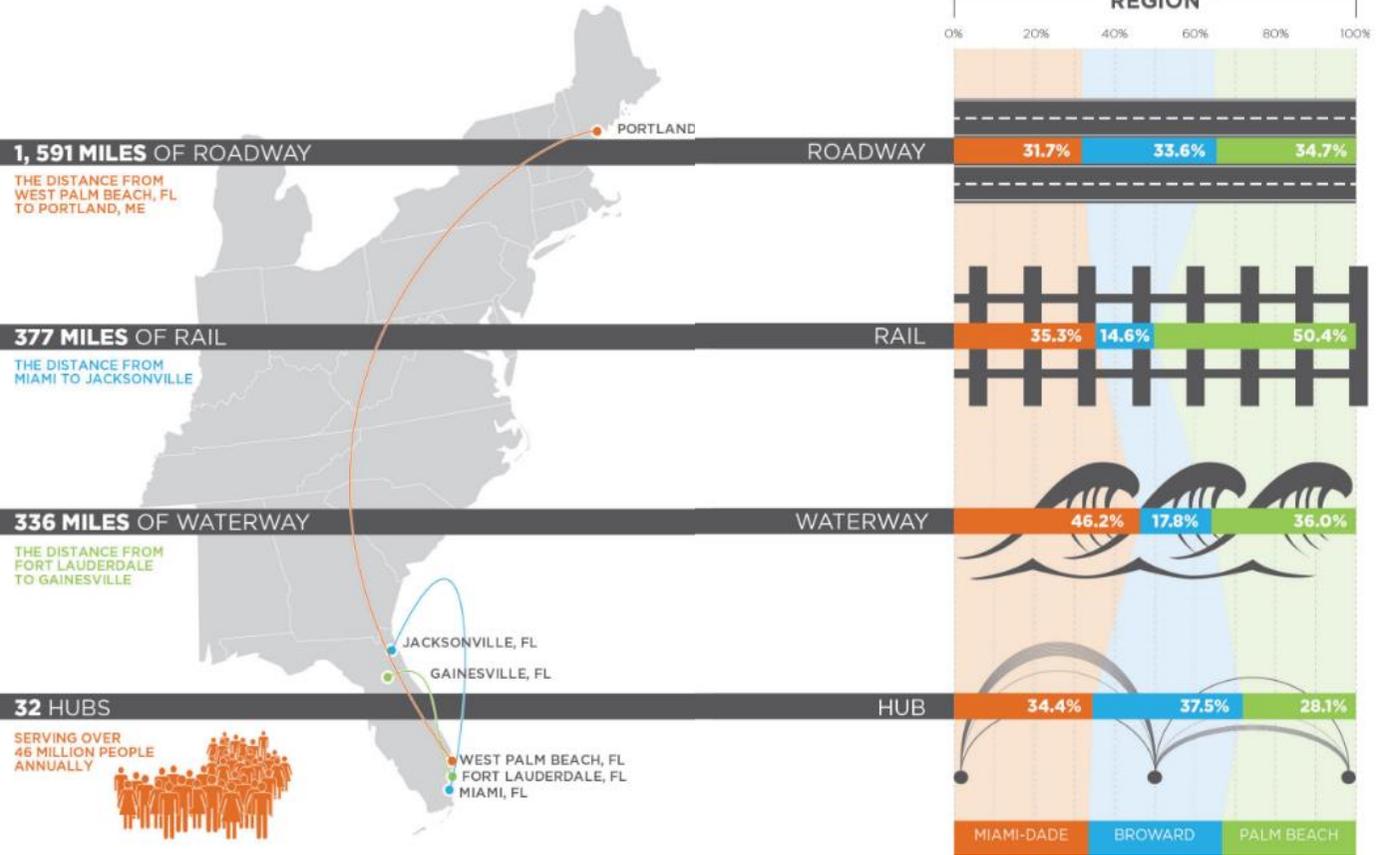
**Oliver G. Gilbert III**  
Southeast Florida Transportation Council Chair  
Miami-Dade Transportation Planning Organization, Chairman  
City of Miami Gardens, Mayor

...a call to action.

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# Defining “Regional” is the 1<sup>st</sup> Step



# Goals, Objectives, and Performance Measures

2045 RTP VISION:

**CREATE A SHARED REGIONAL TRANSPORTATION PLAN THAT IDENTIFIES REGIONAL NEEDS, FUNDING, AND POLICIES THAT SERVE AND BENEFIT THE ENTIRE SOUTHEAST FLORIDA REGION**



## 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



**Never doubt that a small group of thoughtful, committed people can change the world; indeed, it's the only thing that ever has."**

**-Margaret Mead, Anthropologist**

# GROWING POPULATION



# MISMATCHED INVESTMENTS



VS.

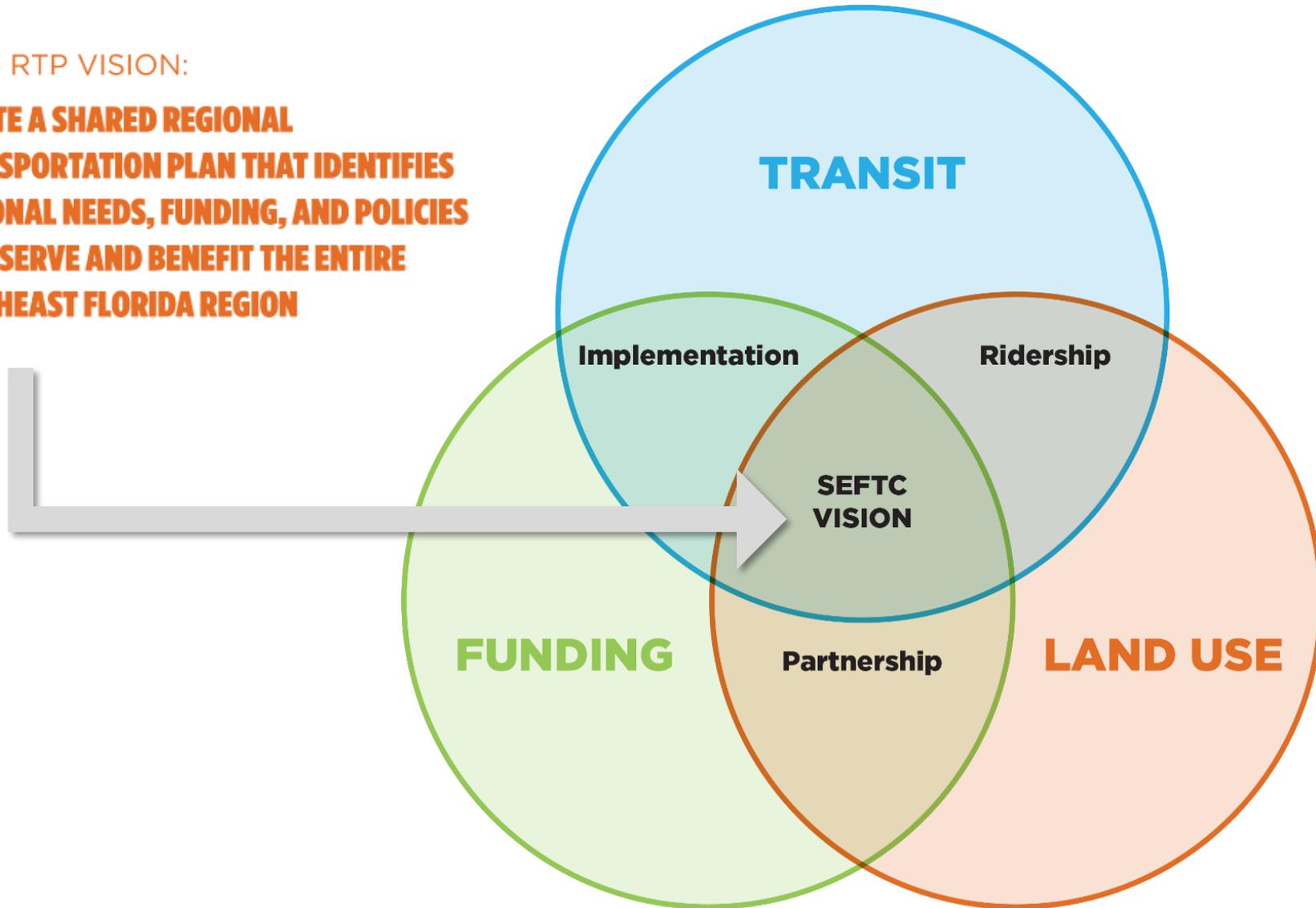


# LIMITED ACCESS



2045 RTP VISION:

**CREATE A SHARED REGIONAL  
TRANSPORTATION PLAN THAT IDENTIFIES  
REGIONAL NEEDS, FUNDING, AND POLICIES  
THAT SERVE AND BENEFIT THE ENTIRE  
SOUTHEAST FLORIDA REGION**



# Planning for Different Future Scenarios



## 1. HIGH-CAPACITY TRANSIT NEEDS:

What regional-scale transit services are needed to accommodate the future growth anticipated for the region?



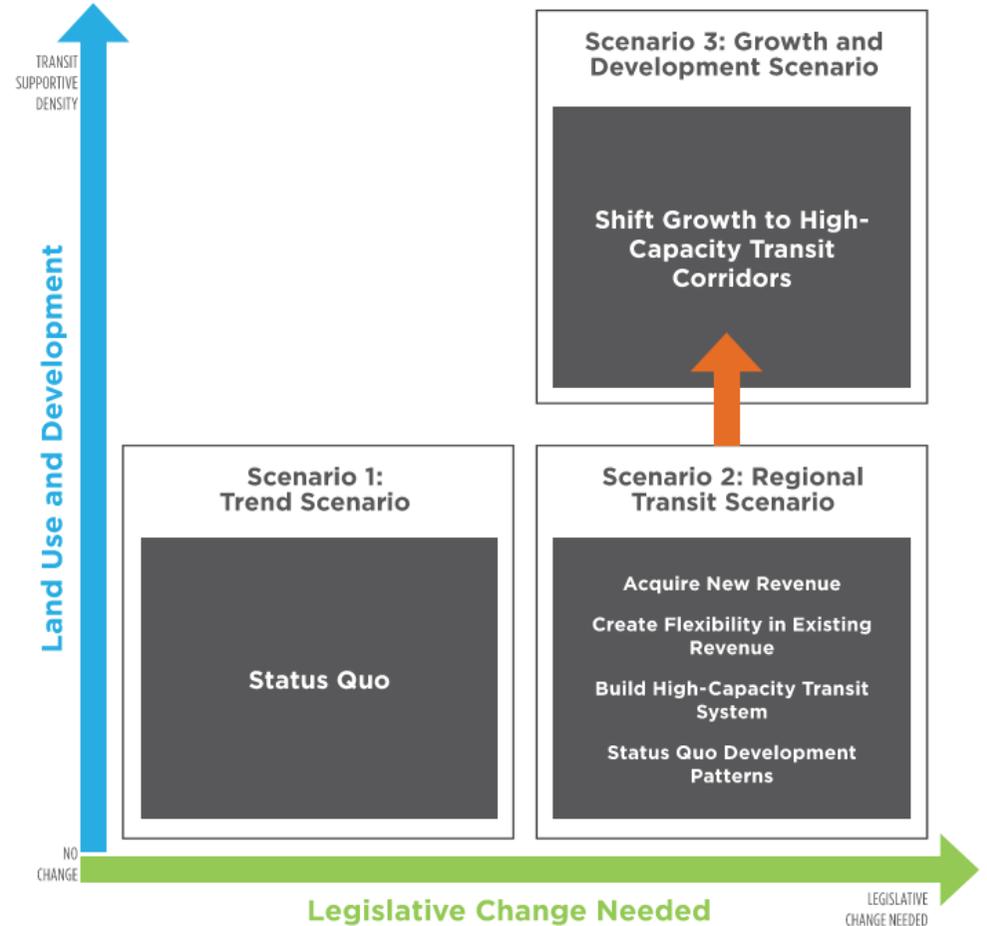
## 2. GROWTH AND DEVELOPMENT:

Are changes in development patterns necessary to complement regional high-capacity transit investments?



## 3. FINANCIAL AND LEGISLATIVE:

What changes to policy and legislation will allow for greater flexibility in how existing revenue sources are used? What new revenue sources can feasibly generate revenue for regional transportation infrastructure?



# Scenario

## Unchanged Future

## Alternative Future



High-capacity transit system ridership

~190,000 Daily riders

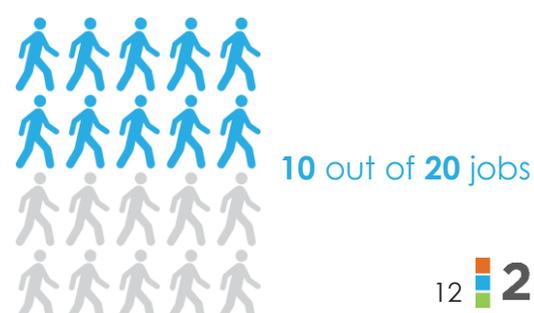
~665,000 Daily riders



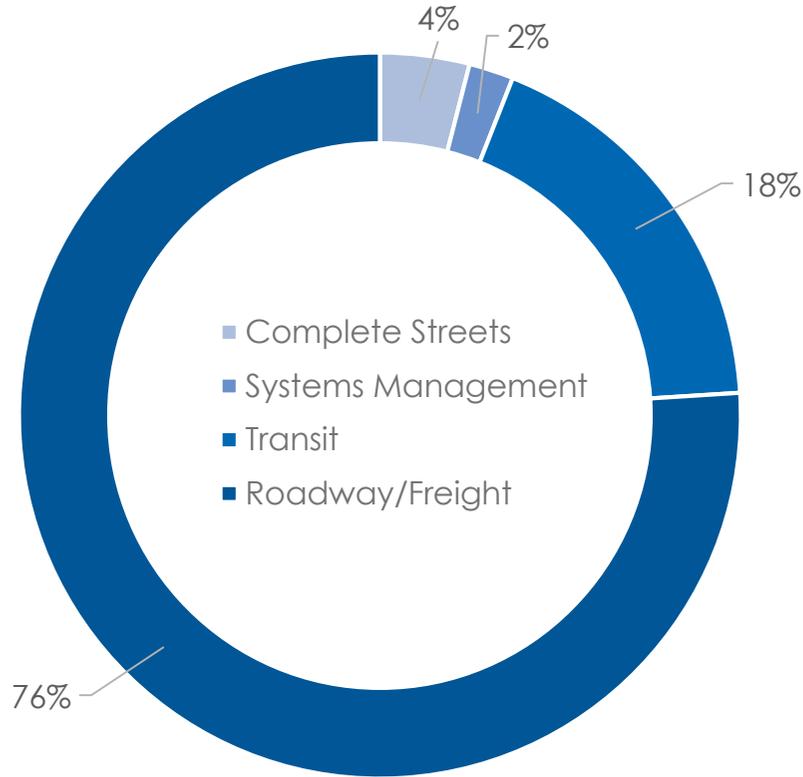
Walkable access to high-capacity transit from home



Walkable access to jobs from high-capacity transit



# Our Investment Decisions as a Region through 2045



LANE MILES ADDED BY FACILITY TYPE

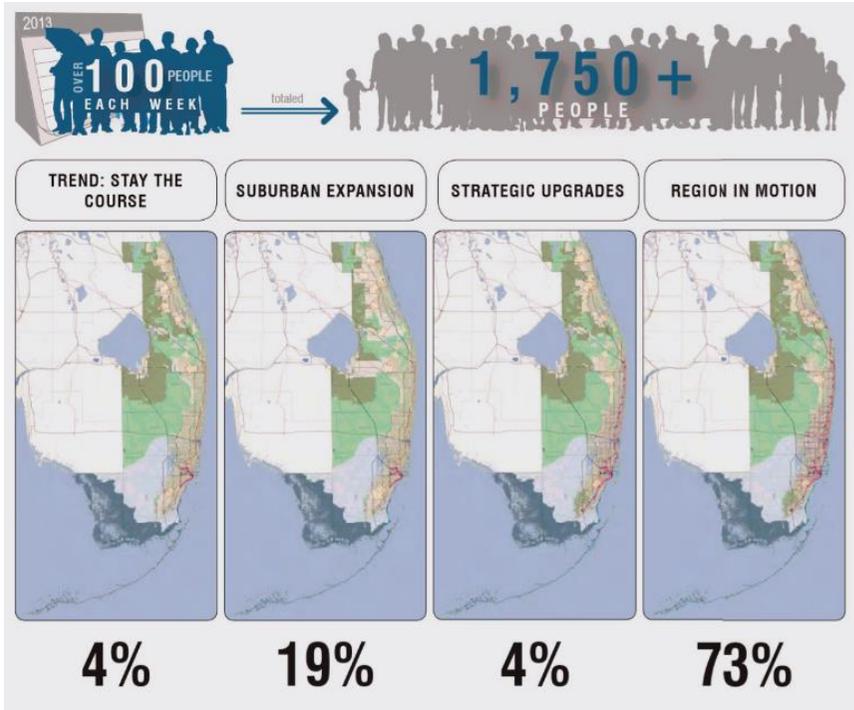
TRANSIT OPERATOR	2015	2045	CHANGE	PERCENTAGE DIFFERENCE
Commuter Rail	71	85	14	+19%
Urban Rail	24	35	11	+45%
BRT/LRT	0	149	149	+100%
Express Routes	328	465	137	+42%
<b>TOTAL</b>	<b>424</b>	<b>735</b>	<b>311</b>	<b>+73%</b>

HIGH-CAPACITY TRANSIT AND COMMUTER/ EXPRESS SERVICE ROUTE MILES ADDED

FACILITY TYPE	2015	2045	DIFFERENCE	PERCENTAGE DIFFERENCE
Limited Access	3,400	4,500	1,100	+33%
High Speed Arterials	8,600	9,100	500	+6%
Low Speed Roadways	4,000	4,300	300	+7%
<b>TOTAL</b>	<b>16,000</b>	<b>17,900</b>	<b>1,900</b>	<b>+12%</b>

\* Estimate does not include Miami-Dade DTPW existing transit O&M expenses of \$22.71B or Broward County's \$10.76B Sales Surtax

In 2013 our region told us they wanted a different future...



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...and in 2020, we are hearing the same message.

**MIAMI-DADE TPO PLAN PERIODS I-IV FUNDING ALLOCATION PRIORITIES**

Transit and Transit-Supportive Infrastructure identified through the SMART Plan is the #1 priority.

**BROWARD MPO FUNDING PROGRAMS AND POLICY ALLOCATION PRIORITIES**

- 20% Roadway
- 10% Transit
- 15% Systems Management/Safety
- 25% Complete Streets & Localized Incentives
- 10% Mobility Hubs

**PALM BEACH TPA MAJOR PROJECT PRIORITY ALLOCATIONS**

- 13% Transit
- 73% Complete Streets/Pedestrian and Bicycle
- 14% Roadway

# Funding Available for MPO Priorities

\$ Miami-Dade  
\$912 million

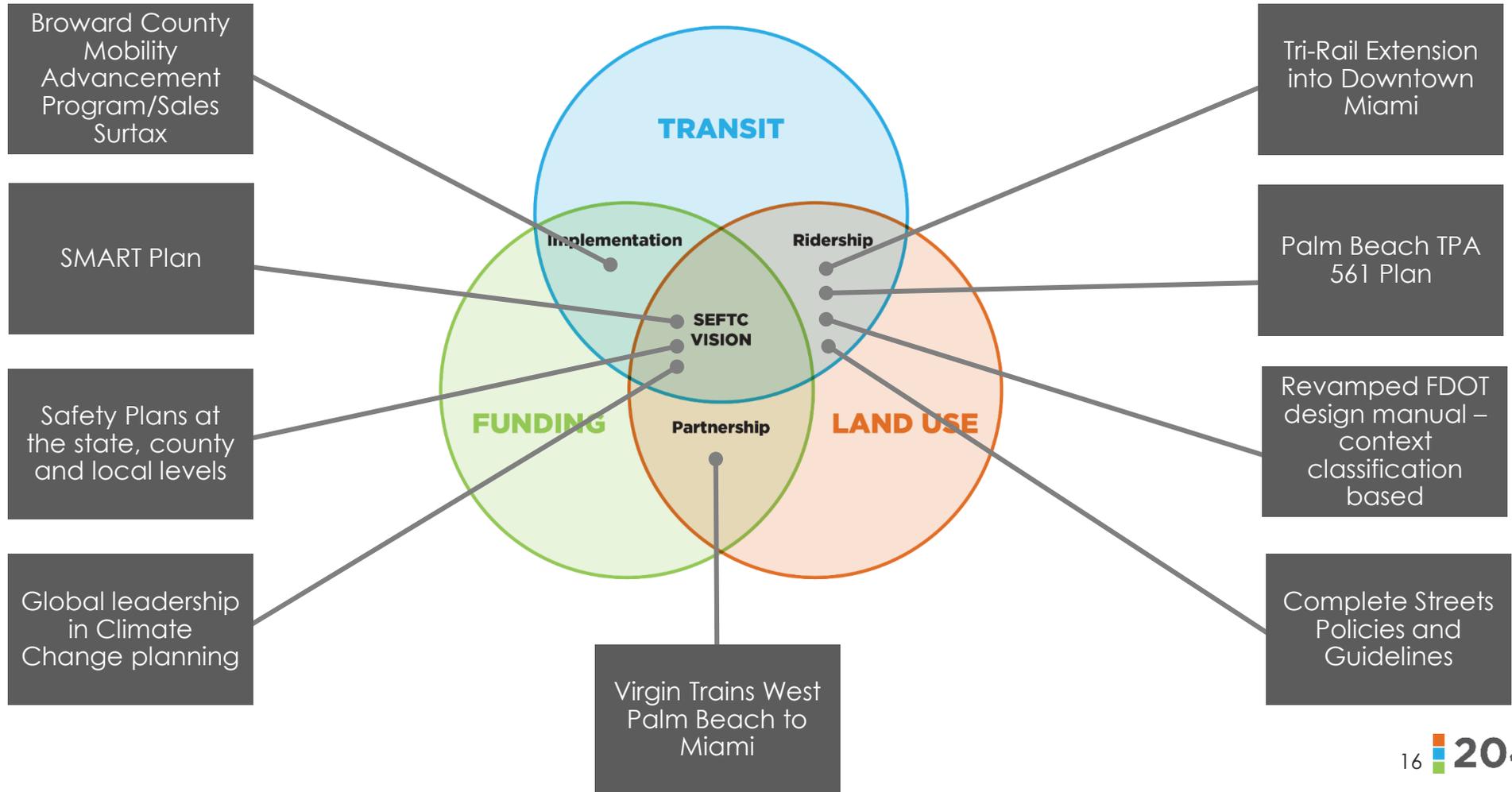
\$ Broward  
\$538 million

\$ Palm Beach  
\$462 million

The amount of funding the MPOs can influence the most is less than 5% of the total revenue available.

\*Based on TMA/SU and  
TA-TALU Funds 2025-2045

# We are making great strides towards achieving the Vision!



# POLICIES



# 1. Regional transit with supporting infrastructure are primary long-term mobility objectives

- a. A regionally connected high-capacity transit system fundamentally changes Southeast Florida's mobility outlook. It is needed to move the amount of people we are anticipating.
- b. There will always be demand for auto travel and associated congestion but implementing a high-capacity transit system provides Southeast Floridians with viable and more reliable mobility.
- c. A safe, complete, and well-connected first/last mile system is needed to support the transit system.

## 2. Complementary land use is essential

- a. A major high-capacity transit investment in the region will not be successful without complementary land uses.
- b. A majority of new development should occur around existing and future high-capacity transit routes.
- c. Complementary land uses also make short walk/bike trips possible and further reduce the need for motorized transportation.

### **3. Creating flexibility within how our existing revenue resources are spent is vital**

- a. The current State funding programs are too restrictive and do not allow for implementing transit investments in the manner needed to serve our rapidly growing urbanized area.
- b. Greater flexibility is needed with existing State funding sources so they may also be used to fund transit investments and other supporting infrastructure.
- c. Each dollar spent on transit will have greater impact on moving people than each dollar spent on highways.
- d. We must continue to operate and maintain our highway system.

#### **4. New revenue sources are necessary**

- a. Our current revenue projections indicate we will not have enough funding to cover the cost of building, operating and maintaining the desired regional high-capacity transit system.
  
- b. We will need to seek additional funding sources at all levels (Federal, State, County and Local) to build, operate, and maintain the regional high-capacity transit system.

# 2045 RTP TRACKER

COMPLETED ACTIVITIES

ADOPTION

GOALS

NETWORK

SCENARIOS TESTING & PROJECT RECONCILIATION

POLICIES &  
REVENUE SUMMARY

REPORT

The 2045 RTP process began January 2018 and is scheduled for adoption August 2020

## RTP VISION

Create a shared regional transportation document that identifies regional needs, funding and policies that serve and benefit the entire Southeast Florida region.



**Southeast Florida Transportation Council  
(SEFTC)**

**2.**

**Meeting Date:** 08/07/2020

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**REQUESTED ACTION:**

**APPROVAL** of Travel Demand Model Memorandum of Understanding

**WHAT THIS ACTION ACCOMPLISHES:**

Approval of the Memorandum of Understanding will enable the parties to acquire Probed GPS / Mobile Spatial and Temporal Data to support the regional travel demand model and other multi-modal transportation planning and performance management efforts in the region.

**SUMMARY EXPLANATION/BACKGROUND:**

The Probed GPS / Mobile Spatial and Temporal Data “Big Data” MOU is an agreement between six entities: Broward County, Broward Metropolitan Planning Organization (MPO), Miami-Dade Transportation Planning Organization (TPO), Palm Beach Transportation Planning Agency (TPA), and Florida Department of Transportation (FDOT) Districts 4 and 6. The MOU outlines the roles and responsibilities of the six entities related to the acquisition of the “Big Data”.

This term of the MOU will be four years, commencing in September 2020 and lasting until December 2024. This is the first iteration of the agreement.

**COMMITTEE RECOMMENDATION(S):**

The Regional Transportation Technical Advisory Committee (RTTAC) recommends approval of this item.

**ADDITIONAL INFORMATION/PREPARER:**

If you have any questions, please contact Paul Flavien at (954) 876-0045 or [Flavienp@browardmpo.org](mailto:Flavienp@browardmpo.org).

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**Attachments**

Approval of Probed GPS / Mobile Spatial and Temporal Data Memorandum of Understanding  
MOU - Travel Demand Modeling

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# MOU for Big Data Acquisition

- RTTAC-Modeling Subcommittee (MS) developed a MOU for the joint acquisition of probed GPS/mobile spatial and temporal data “Big Data”.
  - Broward County is a PARTNER in the MOU
- Purpose of the MOU:
  - To assign roles and responsibilities to the PARTNERS
  - To create the decision-making framework for the acquisition of the Big Data
    - Broward MPO will be the lead in acquisition
    - All PARTNERS will serve on selection committee
- Purpose of the Big Data acquisition:
  - To aid in the development of the SERPM 9 Model to be used in the next LR/MTPs
  - To aid in M/TPA/O’s and BC’s Performance Management related activities
  - To aid in other multi-modal transportation planning activities

# MOU for Big Data Acquisition

- Next steps:
  - PARTNERS to finalize scoring matrix to be used in evaluation of potential vendors
  - Begin procurement process in Fall 2020 immediately following the completed procurement of the SERPM 9 Consultant

**MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE BROWARD METROPOLITAN PLANNING ORGANIZATION, THE MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION, THE PALM BEACH TRANSPORTATION PLANNING AGENCY, THE FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT FOUR AND DISTRICT SIX AND BROWARD COUNTY FOR ACQUISITION OF PROBED GPS/MOBILE SPATIAL AND TEMPORAL DATA FOR SOUTHEAST REGIONAL PLANNING MODEL (SERPM) DEVELOPMENT, MULTI-MODAL TRANSPORTATION PLANNING AND PERFORMANCE MANAGEMENT RELATED ACTIVITIES**

**1. PURPOSE**

This Memorandum of Understanding (MOU) is entered into jointly by the following six (6) entities: Florida Department of Transportation, District 6 (FDOT-D6) - an agency of the State of Florida; the Florida Department of Transportation, District 4 (FDOT-D4) - an agency of the State of Florida; Broward County (BC); the Broward Metropolitan Planning Organization (MPO); the Miami-Dade Transportation Planning Organization; and the Palm Beach Transportation Planning Agency, (hereafter these agencies are called PARTNERS and the aforementioned Counties will be called the Tri-County Region). The PARTNERS are committed to data collection methodologies that are both cost effective and provide quantifiable value for multi-modal transportation planning efforts in the Tri-County Region.

The purpose of this MOU is to assign roles and responsibilities to PARTNERS and create a decision-making framework for the acquisition of probed GPS/mobile spatial and temporal data ("Big Data"). This data will serve to support both the Southeast Regional Planning Model (SERPM), various other multi-modal transportation planning and performance management activities in the Tri-County Region. Furthermore, this MOU is to ensure mutual compliance and adherence with the statutory federal, state, county requirements, and other related policies and procedures in procurement and production.

**2. BACKGROUND**

Beginning with the 2035 Long Range Transportation Plan (LRTP) effort, the Tri-County Region formally recognized SERPM as the region's travel demand model tool. SERPM 8 development was supported by these agencies conducting a Tri-County Regional Travel Survey completed in 2017. This shared and coordinated approach led to an effective and efficient use of transportation planning funds among the PARTNERS. Prior to this, each of the MPOs supported their respective county-wide models, which lacked the ability to dynamically model the heavy travel interactions between counties.

**2.1. Southeast Florida Transportation Council (SEFTC)**

After several years of ad hoc cooperation, the Southeast Florida Transportation Council was created, under Florida Statutes Chapter 339. 175, to serve as a formal forum for policy coordination and communication to carry out these regional initiatives agreed upon by the MPOs from Miami-Dade, Broward, and Palm Beach Counties. An Interlocal Agreement between the three parties was completed in 2005 paving the way for the first SEFTC meeting in January 2006. SEFTC is the primary policy

coordinating body for regional matters within the Tri-County region. The Regional Transportation Technical Advisory Committee (RTTAC) is the body reporting to the SEFTC and coordinating all aspects of technical issues. It also comprises several subcommittees, including a Modeling Subcommittee, RTTAC-MS.

## **2.2. Regional Transportation Technical Advisory Committee (RTTAC)**

Pursuant to, the RTTAC and RTTAC-MS structure, membership and roles will follow those identified in the Interlocal Agreement creating SEFTC and subsequent amendments between the MPOs in the Tri-County Region.

The RTTAC is a staff-level working group tasked to address many of the issues brought before the SEFTC. The RTTAC is comprised of numerous agencies within the region including the following:

- Florida Department of Transportation District 4 (FDOT-D4)
- Florida Department of Transportation District 6 (FDOT-D6)
- Miami-Dade Transportation Planning Organization (TPO)
- Broward Metropolitan Planning Organization (MPO)
- Palm Beach Transportation Planning Agency (TPA)
- Palm Tran
- Miami-Dade Transportation and Public Works (DTPW)
- Broward County Transit (BCT)
- South Florida Regional Planning Council (SFRPC)
- Treasure Coast Regional Planning Council (TCRPC)
- Miami-Dade Expressway Authority (MDX)
- South Florida Regional Transportation Authority (SFRTA)
- Florida Turnpike Enterprise

## **2.3. Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS)**

The Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS) was created in 2008 to provide a forum for coordination of modeling activities. The RTTAC-MS is a technical staff-level working group tasked to address many of the modeling related issues brought before the RTTAC and SEFTC. The RTTAC-MS is made up of five voting representatives: one each from FDOT-D4, FDOT-D6, Broward MPO, Miami-Dade TPO and Palm Beach TPA. Additional agencies also contribute to the RTTAC-MS through participation in discussions and meetings. As such, the RTTAC-MS has overseen the model development and maintenance efforts as part of the 2035, 2040 and 2045 LRTP cycles.

The RTTAC-MS provided major input into coordination of funding for model related activities and decision to transition into an Activity Based Model (ABM). It has also served as the oversight body for the SERPM 8 development and supports activities outlined in the prior MOU. The RTTAC-MS is expected to continue its oversight role under this MOU. Under this effort only, Broward County, as they will be providing funding will be considered a PARTNER and therefore will have all rights and responsibilities.

### **3. ROLES AND RESPONSIBILITIES**

All PARTNERS shall abide by the defined roles and responsibilities in the following section. Each PARTNER plays a critical role in the successful implementation of regional efforts such as Big Data Acquisition. Awareness and appreciation of each other's roles is essential for effective co-operation. Joint coordination should extend across the planning, management, and delivery of major products.

#### **3.1. Travel Data Collection**

Travel behavior is dynamic and fluctuates along with trends in urban development and advances in technology. Since the year 2000, these changes have accelerated within the Tri-County Region. As such, the PARTNERS recognize the need for a robust and multi-dimensional data collection effort to primarily enhance the SERPM product through a more comprehensive understanding of the Tri-County Region's travel characteristics and the variations over time. The PARTNERS also recognize that the data collected can serve to support other transportation and non-transportation-related functions.

The Southeast Florida Regional Travel Study was completed in 2017 and represented a major effort for the region to collect information on household characteristics and travel activity on selected sample household's representative of the Tri-County Region. The findings from the household survey were instrumental in development of SERPM 8. Additionally, the Regional Travel Study collected GPS based travel data for system and freight movement. This data was very useful in understanding regional travel behavior and served as a supplement to the household information. It is the intent of the parties to further explore the utility of these "big data" sources to support the enhancements and the development of SERPM and other transportation planning activities.

PARTNERS desire to use probed GPS/mobile spatial and temporal data ("Big Data"). Big Data is quickly becoming the state-of-the-art data collection methodology as it provides a more cost-effective means of collecting vital travel information than traditional methods such as household travel surveys. In addition, Big Data can be used to inform various multi-modal transportation planning and performance management efforts being undertaken by the PARTNERS.

##### **3.1.1 Big Data Acquisition**

The following is a list of key responsibilities of the PARTNERS related to Big Data Acquisition activities in support of SERPM9 development that all PARTNERS shall abide by:

1. The PARTNERS agree that Broward MPO will serve as the lead agency for the acquisition of the Big Data to support: the SERPM 9 development, 2050 LRTP development, multi-modal transportation planning and performance management activities in Southeast Florida, as identified in this MOU. In close coordination and direction from the PARTNERS through RTTAC-MS, the Broward MPO will be responsible for coordination of the Big Data Acquisition vendor contract development, vendor procurement and services performed under the Big Data

Acquisition effort. The Broward MPO will also coordinate the Big Data Acquisition effort with federal agencies, state agencies, and other private and public entities.

2. All PARTNERS of this MOU will participate in the selection of the Big Data Acquisition vendor by following the Broward MPO's vendor selection process. All the PARTNERS will participate in the management of the Big Data Acquisition vendor through a cooperative decision-making process guided by the RTTAC-MS.
3. PARTNERS agree to provide funds as specified in **Table 2** to acquire at a minimum:
  - a. probed GPS/mobile spatial and temporal data which depict people and vehicles movements and can portray trip origins and destinations of the region, including transit, freight and non-motorized trips. (All data deliverables will be specified in a separate scope of services)
4. PARTNERS agree that the RTTAC-MS will serve as the primary oversight and coordination mechanism for the Big Data Collection efforts. Each party to this MOU will designate a representative and alternate who has the authority to speak for their respective agency on the RTTAC-MS in relations to the Big Data Acquisition. The representatives will be available, upon adequate notice, to attend and participate in the RTTAC-MS meetings or otherwise provide timely input into the preparation, coordination and review of the Big Data Acquisition interim and final products. Prompt requests for input will be forwarded to the appropriate contact person(s) for a timely review and comment period.
5. PARTNERS cooperatively will develop selection criteria for Big Data Acquisition vendor.
6. PARTNERS agree to make available to the Broward MPO and the Consultant, at no cost to the PARTNERS, relevant, readily available, resources such as data and information systems to the extent achievable for use in the proposed Big Data Collection.
7. All PARTNERS will be guaranteed access to the Big Data acquired in accordance to the MOU.
8. PARTNERS will bear in-kind contribution in their respective capacities for vendor contract selection or administration.

#### **4. DURATION OF MEMORANDUM OF UNDERSTANDING**

This MOU shall take effect September 1, 2020 and shall be in force through December 31, 2024. Nine (9) months before the expiration of the MOU, the PARTNERS will examine the terms hereof and agree to either reaffirm the same, amend provisions or discontinue MOU arrangement. However, the failure to amend or to reaffirm the terms of this MOU shall not invalidate the decisions rendered among the PARTNERS during the term of this MOU.

It is recognized that continued coordination will be necessary to ensure the utility of SERPM 9 products beyond 2024. Future coordination may lead to the development of new MOU's or Joint Participation Agreements (JPA) among the various PARTNERS and federal, state, and/or regional agencies.

The following is a general schedule of the major work elements related to the SERPM support including Big Data Acquisition. Detailed schedules and timetables will set by the PARTNERS through the RTTAC-MS.

**Table 1 – SERPM 9 Support Schedule**

<b>Calendar Year Task (Jan-Dec)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	
<b>Fiscal Year Task (Jul-Jun)</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
SERPM 8 Maintenance/Support						
SERPM 9 Procurement						
Travel Data Collection						
SE Data Development						
SERPM 9 Model Development (to Delivery)						
SERPM 9 Development Refinements						

**5. FUNDING**

Because the proposals may involve funding, concurrence, or permitting actions from several of the PARTNERS, each PARTNER will be responsible for identifying the issues that must be addressed in the process to satisfy its respective statutory requirements. Each of the signatories to this MOU agree to the funding schedule as shown in **Table 2** which covers the activities outlined in this MOU. This funding arrangement shall be included as part of the respective MPO’s Unified Planning Work Programs (UPWP) for the time periods covered under this MOU.

Given that the data collection level of effort is largely based on the population distribution, The MPO’s contributions represent a per capita distribution of funding.

The annual breakdowns for these activities may be modified based on expected workload/costs by the RTTAC-MS without a formal amendment of the MOU, if said modification does not exceed the total amount of the MOU. Such modifications shall be reflected accordingly in the respective M/TPO/A’s UPWPs.

The Broward, Miami-Dade and Palm Beach M/TPOs/As agree to fully fund the cost of socio-economic data development and updates of their respective jurisdictions.

**Table 2 - SERPM 9 Partner Funding Schedule**

		FY 2020	FY 2021	FY2022	FY 2023	FY 2024	TOTAL
<b>Travel Data Collection</b>							<b>300,000</b>
	<b>FDOT</b>	0	75,000	75,000	0	0	150,000
	<b>MPO</b>	0	12,500	12,500	0	0	25,000
	<b>TPO</b>	0	30,000	30,000	0	0	60,000
	<b>BC</b>		12,500	12,500			25,000
	<b>TPA</b>	0	20,000	20,000	0	0	40,000

**6. AMENDMENTS**

PARTNERS may only modify this MOU by unanimous agreement of the parties to the MOU. This MOU and any amendments or modifications to the MOU shall become effective upon execution.

**7. SEVERABILITY**

All PARTNERS agree not to withdraw from their participation in this MOU prior to its expiration date, since withdrawing participation may adversely impact the development schedule for SERPM 9. Withdrawal could also adversely impact other partners’ ability to complete their respective 2050 LRTPs before the adopted 2045 LRTPs expire.

**8. CONCLUSIONS**

In signing this MOU, the undersigned understands and accept the roles and responsibilities assigned to each of the parties. Each of the parties agrees to pursue maximum cooperation and communication to ensure that the project fully complies with applicable Federal, State and County requirements and results in a minimum duplication of effort and is performed in a cost-effective manner.

**SIGNATURE OF PARTICIPATING PARTNERS**

*For the Florida Department of Transportation FDOT - District 6*

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*Date*

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*Witness*

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*For the Florida Department of Transportation FDOT - District 4*

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*Date*

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*Witness*

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***For the Broward Metropolitan Planning Organization***

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***Date***

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***Witness***

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***For the Miami-Dade Transportation Planning Organization***

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***Date***

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***Witness***

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***For the Palm Beach Transportation Planning Agency***

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***Date***

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***Witness***

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***For Broward County***

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***Date***

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***Witness***

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