

Independent Transportation Surtax Oversight Board Regular Meeting

November 19, 2021

9:30 AM

REGULAR AGENDA

1. **Motion to Approve** the Minutes of the August 20th Regular Meeting
2. **Motion to Approve** surtax funding in the not-to-exceed amount of \$2.75M per year for up to five years (\$13.75M total) for a Broward County Transit (BCT) Community Micro-transit Pilot Program
3. **Motion to Approve** surtax funding in the not-to-exceed amount of \$2M per year for up to five years (\$10M total) for a BCT Late Shift Connect Pilot Program
4. **Motion to Approve** surtax funding in the not-to-exceed amount of \$500,000 to Broward County Public Works to begin a Broadview Park (Unincorporated Broward County) Drainage Study (preparing for Grant-Funded Project)
5. **Motion to Approve** surtax funding in the not-to-exceed amount of \$29M for the design, construction, right of way acquisition, drainage, land acquisition, and environmental mitigation required for the Pat Salerno Interchange project partnership with FDOT
6. **Motion to Approve** surtax funding in the not-to-exceed amount of \$2.35M to support County's role in Memorandum of Understanding with FDOT regarding the PD&E Study (Broward Commuter Rail)

Action Item 1

- Discussion of, or corrections to, Workshop Verbatim Minutes from August 19, 2021
- **Approval of Minutes** from Regular Meeting August 20, 2021 (FY 2022 Budget Requests and Approvals; Five-Year Plan Review and Approval (FY2022-2026))

Action Item 2: Community Microtransit Pilot Program

Goal: To provide a convenient and flexible on-demand transit option to compliment the BCT Community Shuttle Program in areas that cannot substantiate fixed route bus service.

Total Surtax Request: \$13.75M (\$2.75M/year for up to five years)

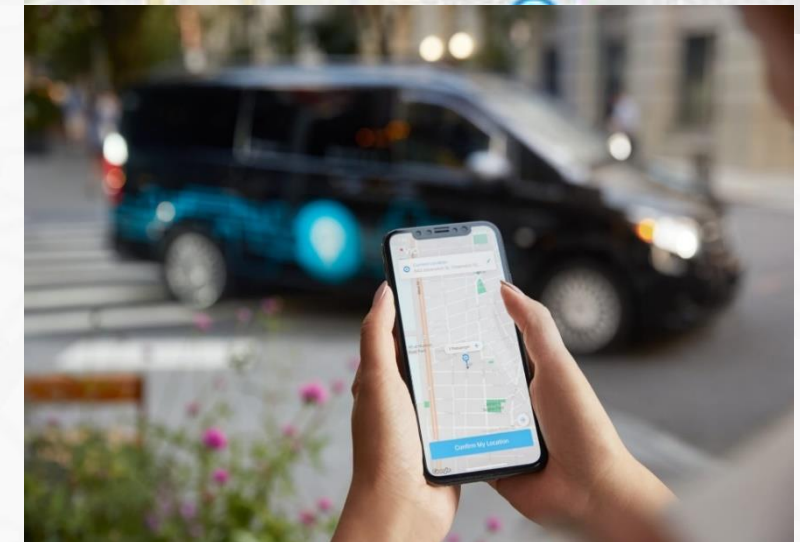
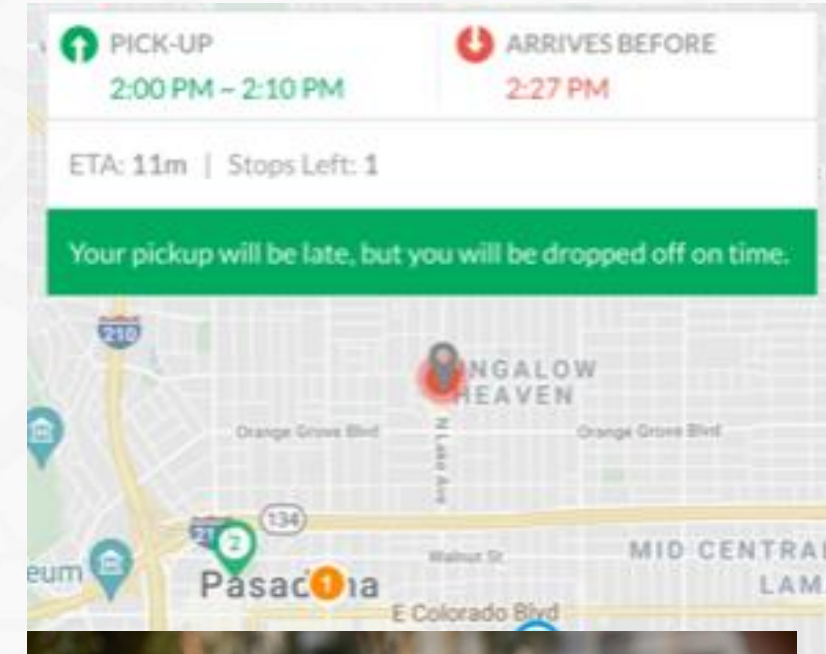
Vendor will provide Microtransit as a “turn-key” solution, including:

- ✓ Vehicles (ADA accessible)
- ✓ Operators
- ✓ Mobile Application
- ✓ Dedicated Call Center
- ✓ Marketing
- ✓ Five (5) initial microtransit service zones, plus future expansion

Service Characteristics:

- **Free Fare – complimentary to community shuttle**
- Micro-transit provides trips up to 3 miles within the pick-up zone
- Vendor ensures 15-minute maximum wait time as a service standard
- Initial Service Span is 7am to 7pm, 5 days per week
- Preference for Low and No Emission Vehicles
- Vendor to provide fleet that meets all State/Federal Requirements for operation on all roadways
- MAP Broward Branding of Micro-transit Vehicles

BCT Service & Strategic Planning will actively monitor the service throughout the pilot program. Flexibility is built into solicitation to permit adjustments based on customer feedback.



Action Item 3: Late Shift Connect Pilot Program

Goal: To provide a flexible mobility option for late shift workers to commute to work.

Total Surtax Request: \$10M (\$2M/year for up to five years)

Negotiate with existing vendor (Cab Connect) to configure program for late shift connect, including:

- ✓ System Configuration
- ✓ Purchase of Fare Cards/Physical Media
- ✓ Maintenance of System
- ✓ Data Sharing for BCT to Monitor Service

Service Characteristics:

- Program is for exclusive use of late shift commuters
- Eligible late shift workers complete registration to receive a program fare card
- Fare card provides \$15 dollar taxi/TNC subsidy on eligible trips to or from work locations during late night hours (11PM – 6AM)
- Passenger responsible for \$2 per trip fee, portion of fare in excess of \$15, and gratuity to driver
- Maximum of five (5) trips per week. Up to \$300 in savings per month
- Trip origin and destination must be within Broward County

BCT Service & Strategic Planning will actively monitor the service throughout the pilot program. Adjustments to be made based on customer feedback.



Discussion? Q&A?

Eligible Uses-- Sec. 212.055(1)(d)(1)(4), Florida Statutes

Project eligibility recommendations by Surtax General Counsel

“(d) Proceeds from the surtax shall be applied to as many or as few of the uses enumerated below in whatever combination the county commission deems appropriate:

1. Deposited by the county in the trust fund and shall be used for the purposes of development, construction, equipment, maintenance, operation, supportive services, including a countywide bus system, on-demand transportation services, and related costs of a fixed guideway rapid transit system; . . .

4. Used by the county for the planning, development, construction, operation, and maintenance of roads and bridges in the county; for the planning, development, expansion, operation, and maintenance of bus and fixed guideway systems; for the planning, development, construction, operation, and maintenance of on-demand transportation services . . . Pursuant to an interlocal agreement entered into pursuant to chapter 163, the governing body of the county may distribute proceeds from the tax to a municipality. . .”

Action Items 2 and 3

1. **Motion to Approve** surtax funding in the not-to-exceed amount of \$2.75M per year for up to five years (\$13.75M total) for a Broward County Transit (BCT) Community Micro-transit Pilot Program
2. **Motion to Approve** surtax funding in the not-to-exceed amount of \$2M per year for up to five years (\$10M total) for a BCT Late Shift Connect Pilot Program

Action Item 4:

D104 Broadview Park Neighborhood Drainage Improvement Project

NEW PROJECT

Broward Municipal Services District

Replace aged drainage piping and install green stormwater management infrastructure to reduce roadway flooding in Broadview Park. FL Dept. of Economic Opportunity (DEO) is currently reviewing a grant application for this project (total cost-\$21.7M, DEO grant for \$16.7M and County match of \$5M). DEO requires a planning study to fully define scope and schedule before final grant approval, which is expected in 1st Quarter of 2022. If grant is approved, a future request for remaining \$4.5M County match will be submitted for MAP funding approval.

Capital Cost Estimate:

Current Capital Cost - \$5M (County match)

FY21-25 Cap. Plan Cost – N/A

Reasons for Change – New Project

FY2022 Budget Request:

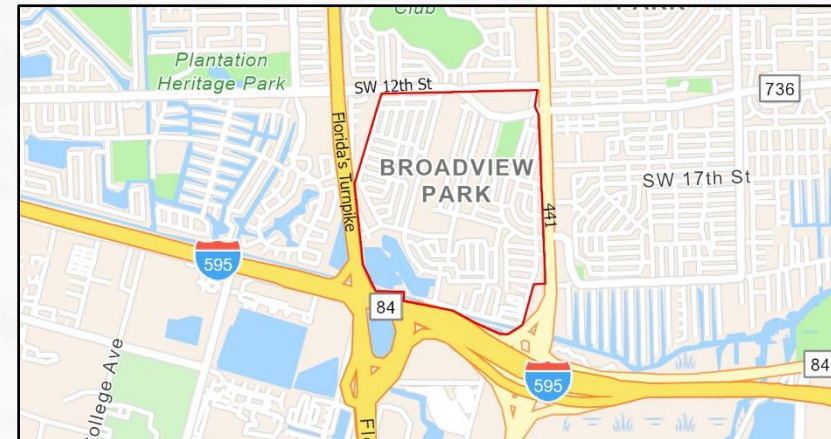
\$500,000 for Planning Study

Schedule:

Current Study Start – 2022

FT21-25 Cap. Plan Start –N/A

Reasons for Change – New Project



Discussion? Q&A?

Eligible Uses- Sec. 212.055(1)(d)(1)(4), Florida Statutes

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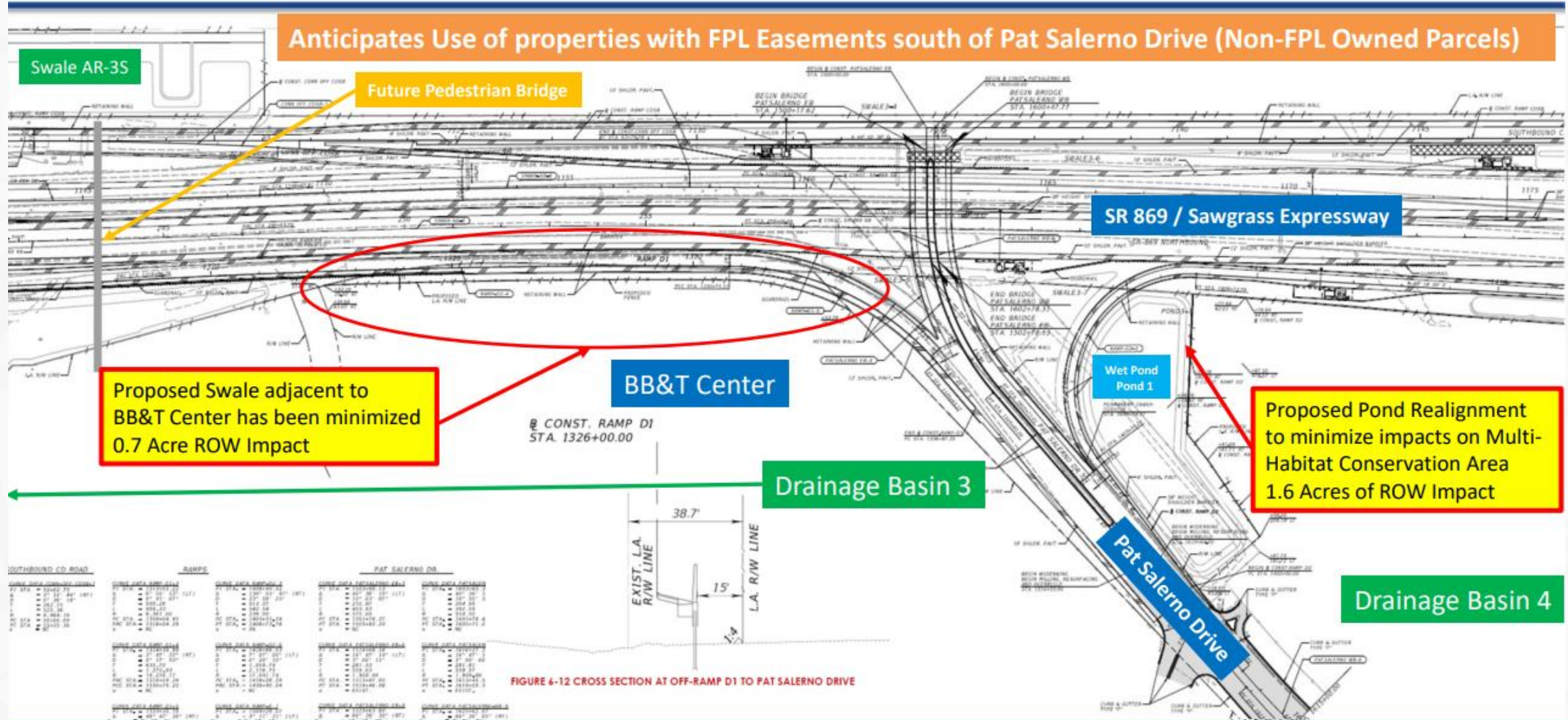
Action Item #4

4. **Motion to Approve** surtax funding in the not-to-exceed amount of \$500,000 to Broward County Public Works to begin a Broadview Park (Unincorporated Broward County) Drainage Study (preparing for Grant-Funded Project)

Action Item 5: Pat Salerno Interchange

- During the Oversight Board Budget Workshop in August 2020, funding for Pat Salerno Interchange was included in the Five-Year Plan and it was noted that future funding needs were unknown (subject to negotiations)
- At the Oversight Board's January 29, 2021 Meeting, Item 1, staff noted for the record that the County Commission approved an agreement to work with the City of Sunrise and the Florida Turnpike Enterprise/FDOT to continue to work reach an agreement for the full funding of a full north/south interchange at the Pat Salerno Drive and the Sawgrass Expressway (SR 869) by using \$3,000,000 of FY 2021 surtax funds to continue the interchange's design for the calendar year 2021.
- An Agreement as to how the Local Funding will be shared between the City of Sunrise and Broward County has been agreed to and is expected to be finalized before December 31, 2021, and the Florida Turnpike Enterprise/FDOT and Broward County are expected in late December or early January 2022 to finalize a Local Funding Agreement.

PSD Concept 2A Revised – 15% Line and Grade – Pat Salerno Drive Int.



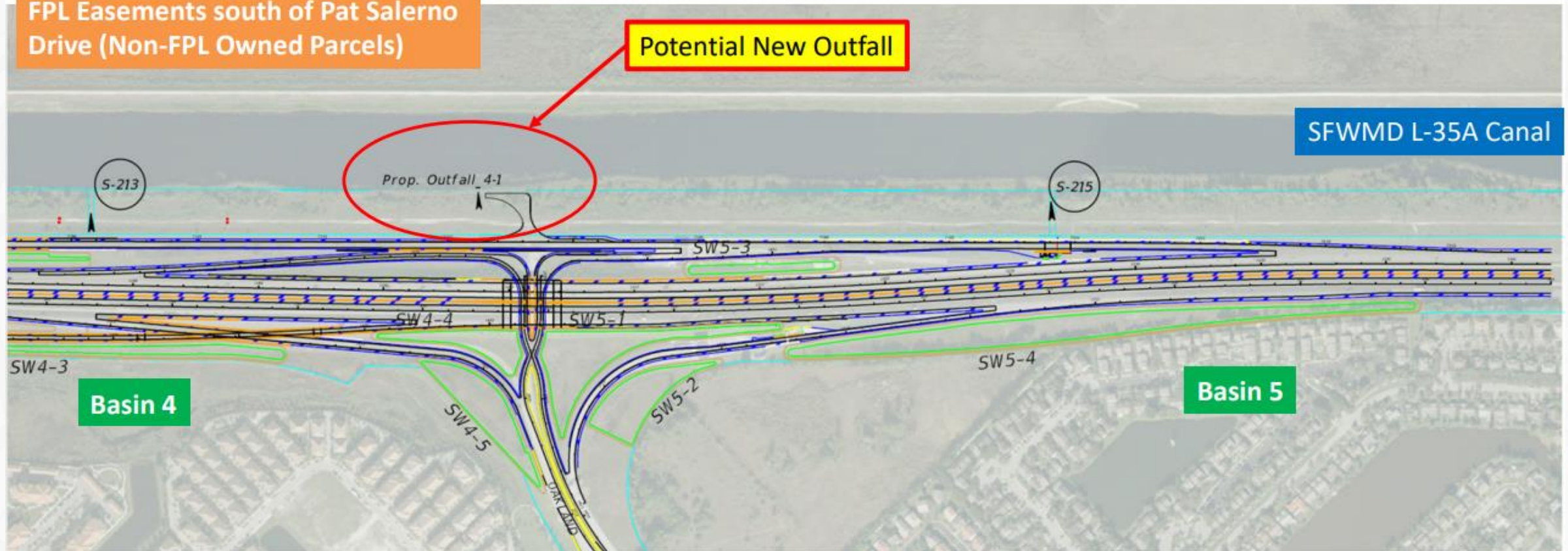
Pat Salerno Drive (PSD) Interchange (cont.)

PSD Concept 2A Revised – Pat Salerno Drive Int. – Use of FPL Easement

Anticipates Use of properties with FPL Easements south of Pat Salerno Drive (Non-FPL Owned Parcels)

Potential New Outfall

SFWMD L-35A Canal



Action Item 5: Pat Salerno Interchange cont...

- Surtax funding is being requested in a not-to-exceed amount of \$29M (including the \$3 million already approved) to complete the scope of work described as follows.
- Full Bi-directional Interchange: New Northbound (NB) braided on-ramp from Pat Salerno Dr and New Southbound (SB) collector-distributor (CD) system
- One (1) Removal and three (3) New / Modified Structures: Removal of existing Pat Salerno Dr Bridge over Sawgrass Expressway, New Pat Salerno Dr Bridge over Sawgrass Expressway, New NB access braided ramp bridge over off-ramp to Oakland Park Blvd, Additional widening of the NB mainline bridge over Oakland Park Blvd
- Three (3) Tolling Points: Two (2) reconstructed tolling points (Pat Salerno Dr and Oakland Park Blvd), One (1) new ramp tolling point (New NB on-ramp from Pat Salerno Dr)

Discussion? Q&A

Action Item 5

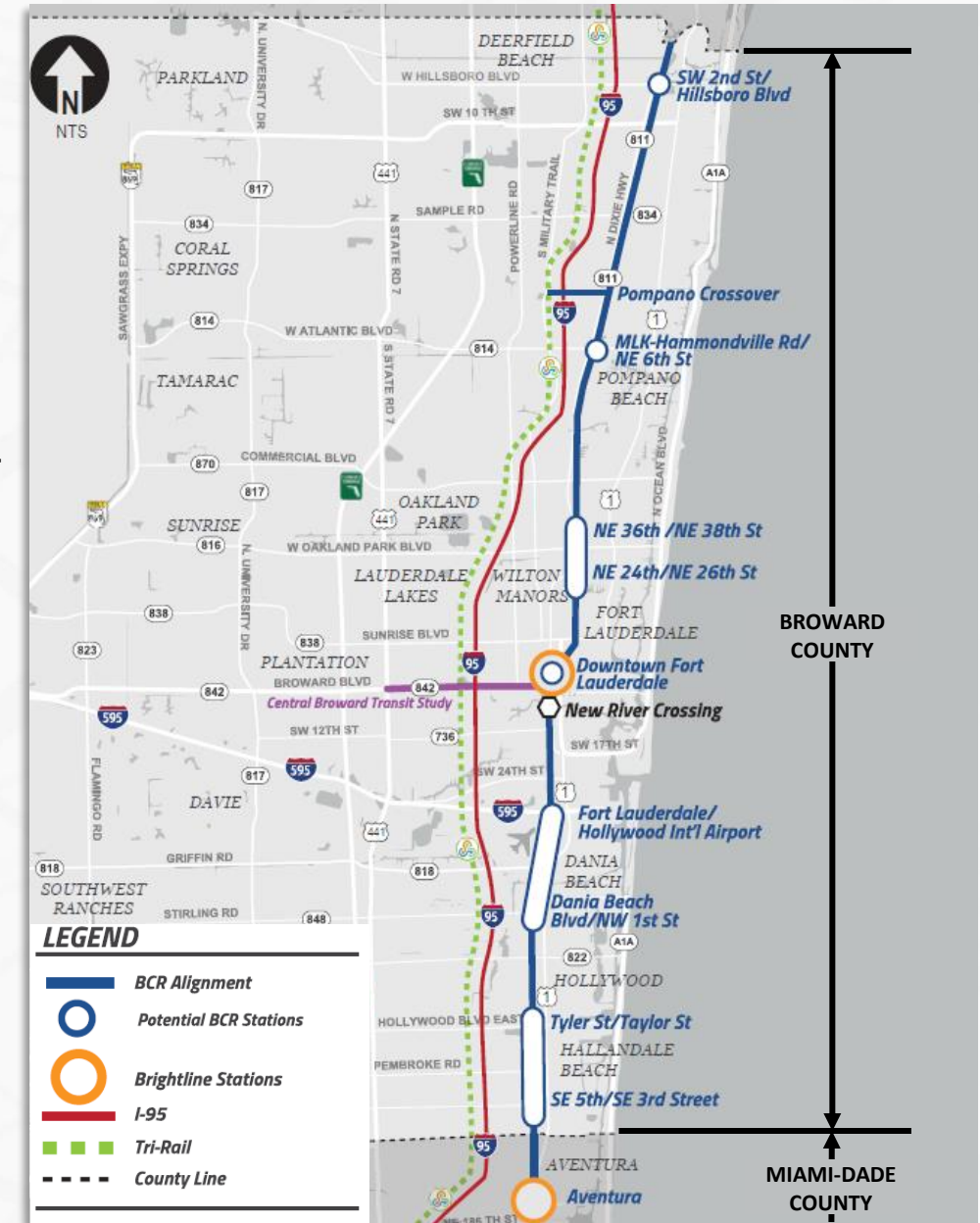
This project has already been reviewed for eligibility by the Oversight Board and received surtax funding in the amount of \$3M

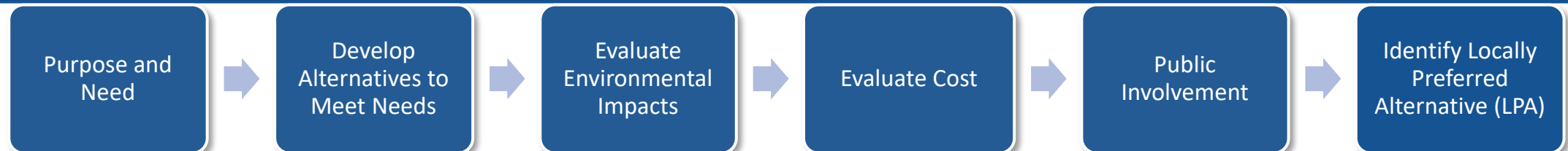
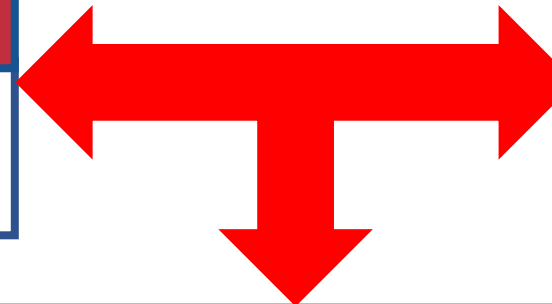
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Action Item 6: Broward Commuter Rail Briefing and Request for Surtax Funding

Partnership Approach between FDOT and Broward County

- As described during January 29, 2021, Oversight Board Meeting, Item #2, Broward County and FDOT entered into a Memorandum of Understanding (MOU)
- **FDOT conducting PD&E Study**
 - Environmental Analysis of Commuter Rail on FEC railroad
 - Aventura to Deerfield Beach including Pompano Crossover
 - Includes continued evaluation of the crossing at the New River (Workshop held November 18, 2021 re NRC)
 - Evaluations will include east/west traffic analysis for crossings and stations
 - Maintain eligibility for federal funding – CIG and other grants
- **Broward County responsibilities per MOU**
 - Stakeholder outreach and station locations
 - Track access, design/construction and O&M agreements
 - Identify local share of capital costs and annual O&M funds
 - Draft financial plan





Project Funding & Financing

Sources:

- Federal
- State of Florida
- County Government
- Municipal Governments
 - Special Assessments
 - Tax Increment Financing
 - Joint Development
 - Developer/Impact Fee
- Private Sector
 - Developers (Commercial, Residential)
 - Operators (rail service, parking, others directly interested in business opportunities)

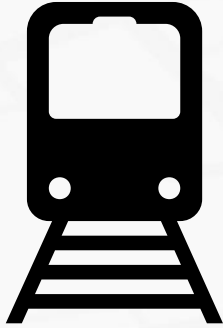
Approaches:

- Financial Plan depends on other inputs, including:
 - Track access and other agreements
 - Very different scenarios/funding needs depending on technical solution chosen for New River crossing, other elements
- Local/private funding key to Federal funding
 - Enhance components of Project to maximize competitiveness
 - Need to I.D & firm-up commitments from private parties & other local governments ASAP

Project Funding & Financing (cont'd.)

- Surtax (local dedicated source of revenue to support operations and maintenance) improves prospects for this and other projects
- However, certain limits make fiscal discipline important:
 - Surtax budget based on 26.1 miles of LRT, along with 7 BRT corridors
 - Commuter rail not included in original financial plan
 - Cannot sacrifice East-West connectivity for North-South
- Availability of counterpart funds from other sources, critical to project being viable

Context



Commuter Rail is not what people often think.

1. Typically shares tracks on freight rail lines.
2. Historically has served white collar workers commuting to work in large cities from outlying suburban residential areas.
3. Requires wider spacing of stations to allow relatively heavier locomotives to reach higher average speeds.
4. Leverages existing infrastructure, but provides less options for locomotive types (third rail not feasible).
5. Safety and traffic considerations for at-grade crossings.
6. May or may not compare favorably to other modes, including BRT

Transit Rail Modes:

- **Light Rail** (e.g., TECO Street Car in Tampa, Dart in Dallas) :
 - Routes typically 5-15 miles,
 - Avg. speeds 10-30 mph
 - ¼ - 1 mile typical station spacing
 - Frequency 10-20 minutes (5 @ peak)
- **Heavy Rail** (e.g., MetroRail Miami, Wash. DC Metro, MARTA, NYC Metro):
 - Routes from 5-15 miles
 - Avg. speeds 25-40 mph
 - Frequency: 10-20 minutes (5-10 @ peak)
 - ½ to 2-mile typical station spacing
 - Dedicated rail lines, grade separated, elevated or subway tracks
- **Commuter Rail** (e.g., Tri-Rail, SunRail, WA Sounder, Caltrain, Metro North NY):
 - Routes from 20-50 miles,
 - Avg. speeds 30-50 mph
 - 2 ½ - 5 mile typical station spacing
 - Approx. 30 minute frequency @ peak
- **High Speed Rail** (Brightline, Acela Express, Bullet train Japan):
 - Much longer routes (NY-Wash = 250 miles)
 - Avg. speeds: 80-250 mph
 - Inter-City station spacing (25+ miles)
 - Frequency: 1 hour +

A Look at Commuter Rail in the U.S. (2019)



Sources: GAO analysis of commuter rail agency data and Map Resources. | GAO-21-355R

- **Top 5 according to Operating Cost/Trip:**
 1. Caltrain CA (\$7.71)
 2. Denver RTD CO (\$8.26)
 3. Frontrunner UT (\$8.53)
 4. Sprinter CA (\$8.95)
 5. SEPTA PA (\$8.98)
- **Florida systems are among bottom 3rd**
 21. Tri-Rail FL (\$21.77)
 24. SunRail FL (\$30.33)

BCR's Future/Feasibility

- FDOT and Broward County signed MOU to collaborate on PD&E study (Jan. 2021)
- Corridor closer to urban cores, ridership expected to be greater than Tri-Rail
- Most municipalities on-board to share costs for stations; business community supportive
- Dade County apparently moving forward with their portion (FTA approved Project Development phase for N.E. Corridor)
- Potential synergies/economies of scale with Tri-Rail if SFRTA operates
- Federal funding possible, if project compares favorably with competing grant proposals at national level (Infrastructure Bill's passage could assist with challenging aspects of financing)

Challenges

- Not included in original Surtax finance plan
- Separate from “System-Wide Transit Study, Planning & Preliminary Design” (BCT)
 - 26.1 miles of Light Rail Transit
 - 7 Bus Rapid Transit Corridors
- Governance structure: to be defined
- Higher operating costs due to track access fees to be negotiated with Brightline
- New River Crossing
 - Price tag of some options raise questions about cost effectiveness, FTA rating
 - Importance of confirming a viable “Locally Preferred Alternative” prior to grant application submittal

1. Further analysis required before feasibility is confirmed
2. Proposing limited use of Surtax funding (up to \$2.35 million) to cover initial study & planning costs

Request for surtax funds for initial study & planning

Total of \$2.35M:

Financial Advisor	\$100,500
Strategy & Procurement Support	\$45,334
Legal Counsel	\$100,000
General Engineering Consulting Services	\$2,100,000

Discussion? Q&A

Eligible Uses-- Sec. 212.055(1)(d)(1)(4), Florida Statutes

Project eligibility recommendations by Surtax General Counsel

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Action Item 6

6. Motion to Approve surtax funding in the not-to-exceed amount of \$2.35M to support County's role in Memorandum of Understanding with FDOT regarding the PD&E Study (Broward Commuter Rail)

Presentations

Broward Commuter Rail (BCR) PD&E Update

(FDOT District 4, Mr. Steve Braun and Consultant Team leading PD&E Study)



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

Transportation Surtax Oversight Board Presentation November 19, 2021



ECONOMIC & RESIDENTIAL GROWTH



- ☐ Transit Oriented Development (TOD)
 - Increased business investment
 - Affordable housing incentives
- ☐ Mixed land uses to support the increase in residential and business development

ENHANCE QUALITY OF LIFE



- ☐ Increased mobility and transportation choices
- ☐ Greater access to employment, education, and essential services

TRANSIT INCENTIVES TO THE PUBLIC



- ☐ Reduce travel times and automobile dependence
- ☐ Save money on gas, parking, and car maintenance/repairs

ENVIRONMENTAL



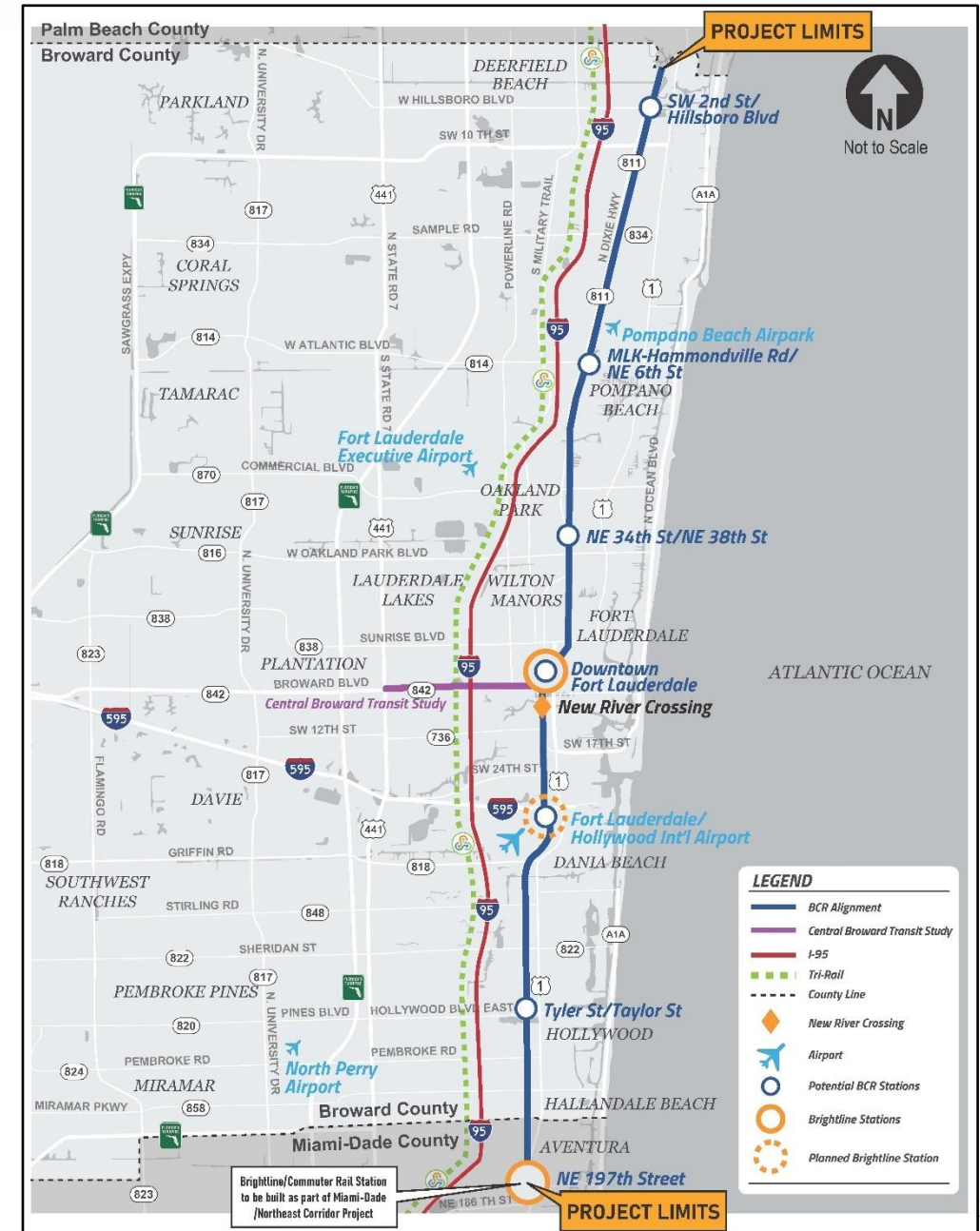
- ☐ Cleaner air by reducing traffic congestion (reduced vehicle emissions)

COMMUTER RAIL BENEFITS EMPLOYERS



- ☐ Access to a wider pool of talent
- ☐ Dependable and reliable transit service may boost and enhance productivity

- ❑ From Aventura in Miami-Dade County to Deerfield Beach in Broward County
- ❑ 27 Miles along the FEC Railroad
- ❑ Miami-Dade is moving forward with commuter rail as part of their Northeast Corridor Project which is part of their county wide Smart Plan
- ❑ There is potential for Palm Beach county to extend the commuter rail up to Jupiter based on the original Coastal Link Study
- ❑ BCR is being developed taking into consideration potential future extension into Palm Beach County
- ❑ Technical recommendations have been made for 6 station locations
- ❑ Extensive coordination needed with Brightline, FECR, FTA, local municipalities as well as Miami-Dade County



- ❑ Shared-use corridor with FEC freight trains and intercity passenger trains
- ❑ Florida East Coast Railway, L.L.C. owns the FECR right of way and operates freight service
- ❑ Brightline operates inter-city passenger rail trains via a passenger easement in the corridor



❑ Social Environment

- Social Resources
- Economic
- Land Use Changes
- Mobility
- Aesthetic Effects
- Relocation
- Recreational Section 4(f)
(Parks and Preserves)

❑ Cultural Environment

- Historic Resources
- Archaeological Resources
- Involves Coordination with the
State Historic Preservation Officer

❑ Natural Environment

- Wetlands
- Protected Species
- Essential Fish Habitat
- Water Resources
- Floodplains
- Special Designations

❑ Physical Environment

- Farmlands
- Noise
- Air Quality
- Contamination



Pedestrian Crossing North of the New River Bridge



Looking South at New River Bridge

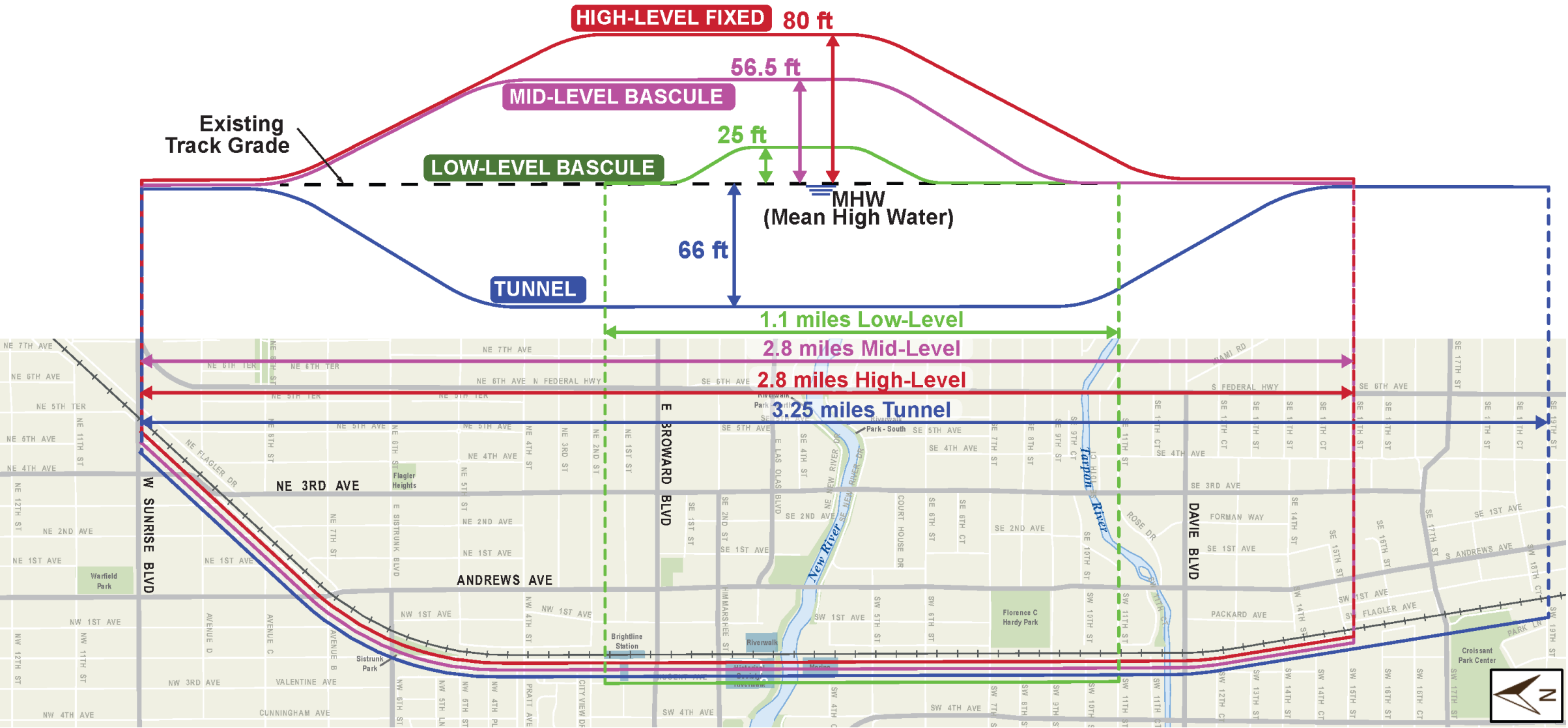


Old Fort Lauderdale Village Historic District

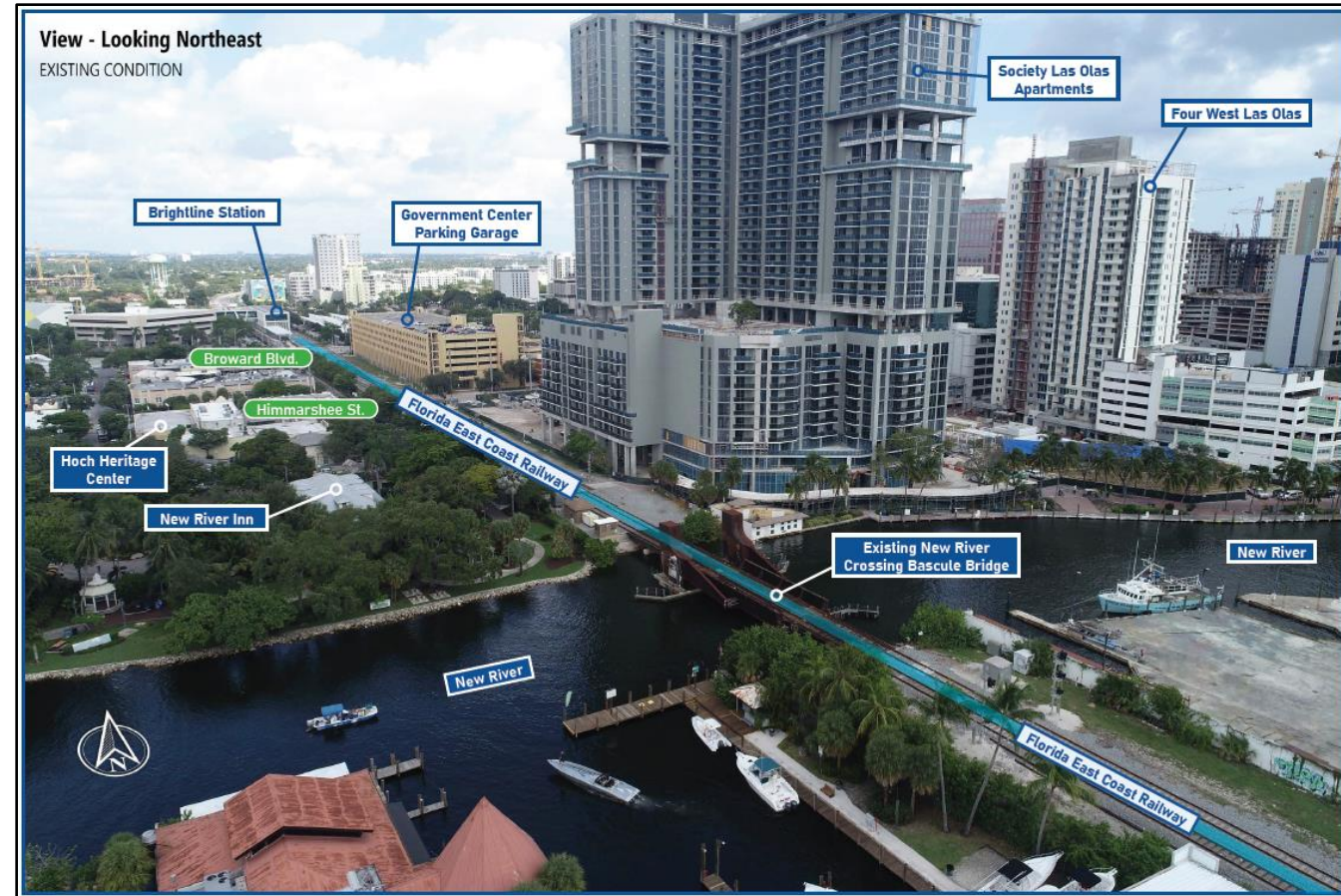
- ❑ Roadway Traffic Analysis at:
 - Representative worst case railroad crossings on east-west roads
 - Proposed station locations
- ❑ Evaluation of Existing, No-Build, and Build Alternatives
- ❑ Step-By-Step Process
 - Identify traffic analysis locations and collect data
 - Estimate future traffic demand
 - Perform traffic operational analysis
 - Intersection's level of service
 - Queuing length analyses



New River Crossing Alternatives Overview



- ❑ Feasibility Study Completed in 2020
- ❑ Extensive Stakeholder and Agency Coordination
- ❑ Considerations
 - Maintain maritime, freight and passenger operations
 - Existing freight bascule bridge to remain
 - Accommodate planned Premium Transit on Broward Boulevard
 - Connect to Brightline station downtown
 - Improve connectivity downtown
 - Avoid, minimize, or mitigate impacts to historical resources, neighborhoods and right of way
- ❑ Four Crossing Alternatives Under Evaluation from Feasibility Study*
 - Low-Level Bascule Bridge: \$216 – \$324 Million
 - Mid-Level Bascule Bridge: \$400 – \$600 Million
 - High-Level Fixed Bridge: \$407 – \$611 Million
 - Tunnel: \$1.64 – \$2.46 Billion



***Note:** Preliminary cost estimates are reasonable high-level ranges at the current stage of this PD&E Study. Refined cost estimates will be continually updated throughout the life of the project.

Low Level Bascule Bridge (25 Feet Clearance)



Low Level Alternative

LOW ALTERNATIVE

Construction Category	Base Cost
Mobilization and Traffic Control	\$10.5 M
Roadway and Bridge(Roadway)	\$15.8 M
Structures	\$75.1 M
Trackwork	\$16.7 M
Train Signals and Control	\$15.7 M
Communications	\$3.5 M
Stations	\$9.0 M
Fare Collection	\$2.2 M
Utilities	\$1.2 M
Professional Services (See detailed % breakdown below)	\$44.2 M
TOTAL	\$192 M
Contingency (25%)	\$48 M
TOTAL with Contingency	\$240 M

Note: Cost Estimating and associated percentages, follow methodology prescribed by FTA for Grant Applications. Contingency percentage is within the recommended ranges of 25% to 30% for Concept Level

Mid Level Bascule Bridge (56 Feet Clearance)



Mid Level Alternative

MID ALTERNATIVE

Construction Category	Base Cost
Mobilization and Traffic Control	\$19.2 M
Roadway and Bridge(Roadway)	\$18.6 M
Structures	\$160.1 M
Trackwork	\$20.6 M
Train Signals and Control	\$25.0 M
Communications	\$3.3 M
Stations	\$25.9 M
Fare Collection	\$2.2 M
Utilities	\$3.6 M
Professional Services (See detailed % breakdown below)	\$82.0 M
TOTAL	\$355 M
Contingency (25%)	\$88.9 M
TOTAL with Contingency	\$444 M

Note: Cost Estimating and associated percentages, follow methodology prescribed by FTA for Grant Applications. Contingency percentage is within the recommended ranges of 25% to 30% for Concept Level

High Level Fixed Span Bridge (80 Feet Clearance)



High Level Alternative

Tunnel / Existing Condition



Tunnel Alternative

HIGH ALTERNATIVE

Construction Category	Base Cost
Mobilization and Traffic Control	\$19.5 M
Roadway and Bridge(Roadway)	\$17.0 M
Structures	\$154.4 M
Trackwork	\$20.4 M
Train Signals and Control	\$25.0 M
Communications	\$.3 M
Stations	\$37.6 M
Fare Collection	\$.2 M
Utilities	\$4.0 M
Professional Services (See detailed % breakdown below)	\$83.5 M
TOTAL	\$362 M
Contingency (25%)	\$90 M
TOTAL with Contingency	\$452 M

Note: Cost Estimating and associated percentages, follow methodology prescribed by FTA for Grant Applications. Contingency percentage is within the recommended ranges of 25% to 30% for Concept Level

TUNNEL ALTERNATIVE

Construction Category	Base Cost
Mobilization and Traffic Control	\$57 M
Roadway and Bridge(Roadway)	\$15 M
Underground Station - Earthwork	\$40 M
Underground Station - Structural	\$88 M
Underground Station - Dewatering	\$15 M
Underground Station and Tunnel - Secant Walls	\$173 M
Underground Station - Building	\$81 M
Tunnel - Bore	\$152 M
Tunnel - Dewatering & Precast Panels	\$48 M
Tunnel - Cross Passages	\$10 M
Portals - Earthwork	\$10 M
Portals - Structural	\$205 M
Portals - Dewatering	\$15 M
Trackwork	\$27 M
Train Signals and Control	\$29 M
Ventilation, Power, and Lighting	\$111 M
Communications	\$32 M
Utilities	\$14 M
Professional Services (See detailed % breakdown below)	\$336 M
TOTAL	\$1,458 M
Contingency (25%)	\$364 M
TOTAL with Contingency	\$1,822 M

CAPITAL COST ASSUMPTIONS



≤50%

FEDERAL FUNDS

- Subject to Federal Transit Administration recommendation and Congressional appropriation.



≥25%

STATE FUNDS

- Subject to FDOT approval and future allocation in the Work Program.



≥25%

LOCAL FUNDS

- County and Municipal Government funds, other local funds, and private sector investment.

OPERATING COST ASSUMPTIONS

- Operations and Maintenance (O&M) costs are assumed to be funded from fares, local sources, and items such as advertising and sponsorship revenue.

- ❑ In order to qualify for federal funds, the project must meet the FTA's cost effectiveness evaluation criteria.
- ❑ To meet cost effectiveness criteria the NRC may need to be removed from the cost effectiveness calculation and may require separate funding.



- ❑ Infrastructure Investment and Jobs Act (IIJA) – New act may provide the opportunity for additional funds.

Next Steps

What to expect over the next 6-9 months

Questions?

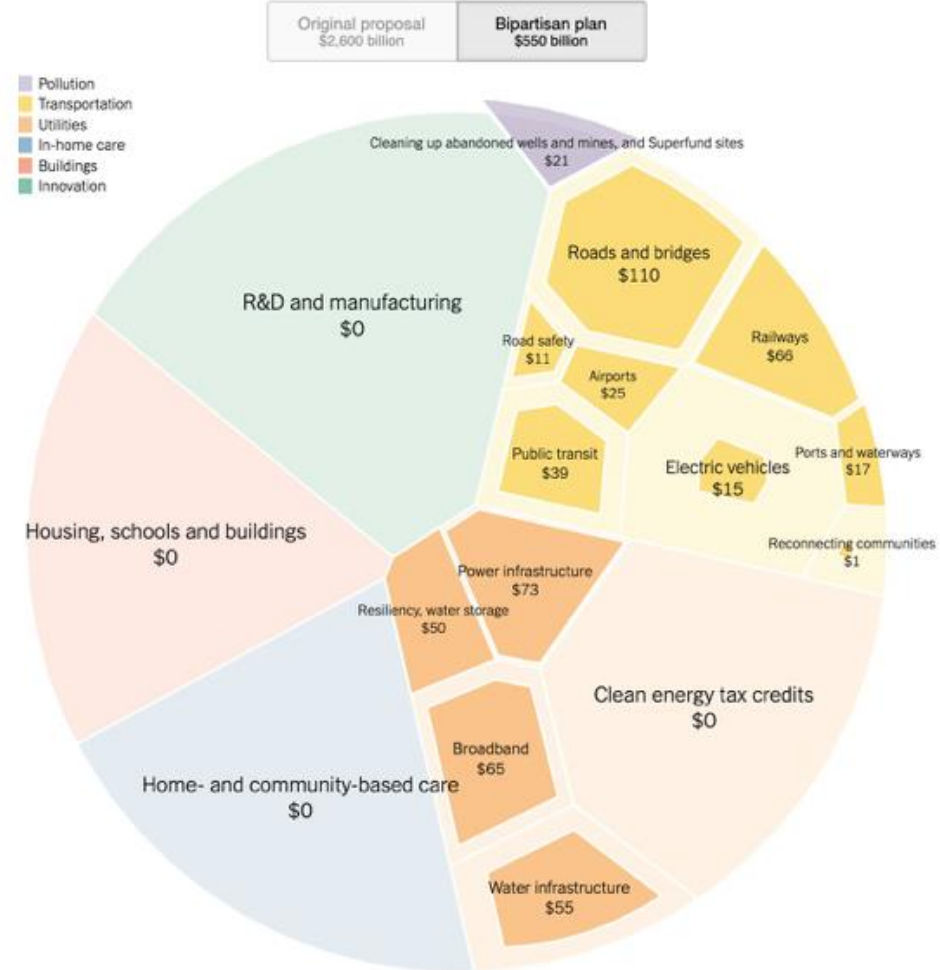
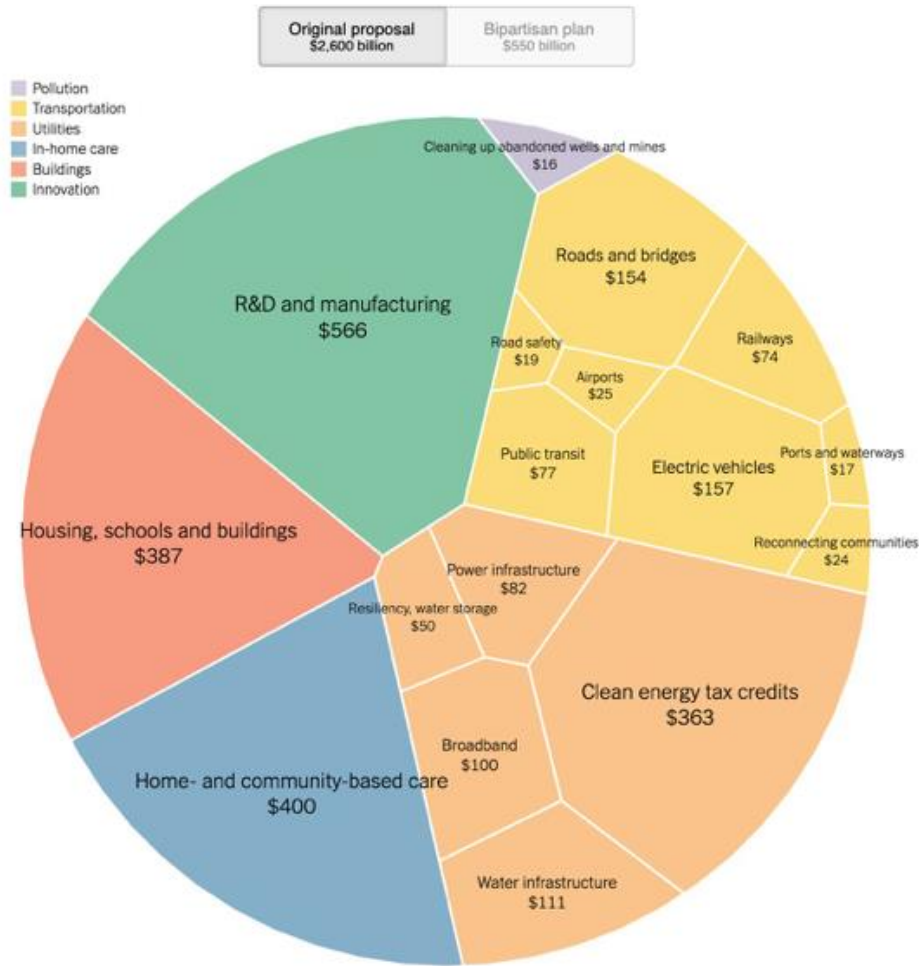
Federal Legislative Update/Infrastructure Package

Thorn-Run Partners (Mr. Greg Burns)

Infrastructure Investment and Jobs Act (IIJA)

- Law as of November 15, 2021
- \$1.2 trillion bill that includes two main components:
 - A five-year surface transportation authorization to replace the FAST Act; and
 - Roughly \$550 billion in additional investment in infrastructure, generally intended to be spent over five years – or ~\$110 billion per year.

Biden Initial Infrastructure Proposal vs. IIJA



IIJA Key Takeaways

- Of \$550 billion in new spending above baseline, more than half is for transportation
 - Of that, more than 1/3 will be granted by DOT via competitive applications
 - The remainder will be provided to states, etc. via formula programs
 - IIJA not as transformational as originally envisioned
 - Rail the biggest winner – mostly to Amtrak
 - This is not the ARRA Obama-era stimulus bill
 - Focus not on immediate job creation, but investment in transformative infrastructure

Surface Transportation Programs

- More than a dozen new programs to be created
 - Will take time for DOT to set up
 - Focused on major transformational projects, safety, smart city, resiliency, carbon reductions, etc.
 - More information forthcoming
- Existing programs often provided with more funding
 - RAISE/BUILD/TIGER
 - INFRA, etc.

Transit Funding

- Increase of 63 percent from current levels
- Increases for each of the **formula and competitive grant programs** by 35-37 percent compared to current levels
 - For example, Miami UZA receives \$173 million in 5307 funding in FY 2021
 - Increases to \$241 million by FY 2026
- Provides \$23 billion over 5 years for the **Capital Investment Grants (CIG)** program
 - Important for Broward Commuter Rail, etc.

What to Expect: Timing, Next Steps, Etc.

- Federal agency hiring spree
 - Department of Energy reportedly considering hiring 1,000 new employees
 - Department of Transportation may need to do something similar
- Existing grant opportunities with new funding should have applications open within 90 days or so.
- New grant opportunities will need to be developed; may require public participation.
- 5-year bill, so funding will trickle out over time
 - Will allow for good planning to prepare for opportunities.

Questions?

Surtax Services Update

Broward MPO and Whitehouse Group (Mr. Bryan Caletka and Mr. Todd Brauer)

MUNICIPAL CAPITAL PROJECTS (MCPs) UPDATE

NEW TOOLS AND ASSISTANCE

Independent Transportation Surtax Oversight Board

November 19, 2021

BRYAN CALETKA

Director of Transportation

- Broward MPO contact supporting Broward County with the Surtax Program (per the Second Amendment)
- Leads efforts to assist municipalities in preparing Municipal Capital Projects (MCPs) for County recommendation
- Available to work with all elected officials and present to municipal commissions about MCPs and the role of the MPO as needed.



ROLE OF THE MPO



TEACH



TRAIN



SUPPORT

ROLE OF THE MPO



RANK

NEW MUNICIPAL CAPITAL
PROJECTS (MCPs)



RECOMMEND

MCPs WITHIN THE MINIMUM ANNUAL
GUARANTEE (MAG)

Cycle 1 MCPs are priority, then New MCPs. Funding allocations are within the annual MAG as provided by Broward County.

MCPs EXCEEDING THE MAG

Upon request from the County Administrator

What's The Difference Between Cycle 1 And New MCPs?



Cycle 1 MCPs

The original 110 (of the total 510) MCPs already approved by the County. Readiness required before an Interlocal Agreement executed for funding.



New MCPs consist of:



Previously submitted MCPs, ranked 111-510. Eligibility required to be ranked.

Newly submitted MCPs in current and future cycles. Eligibility required to be ranked.

MCP LIAISON TEAM



Todd Brauer, AICP, PTP
RECOMMENDATIONS
(754) 701-1611



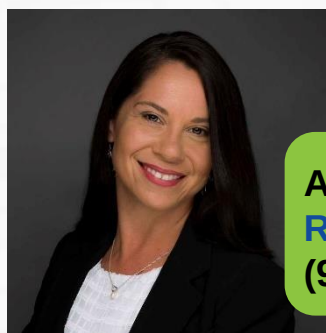
Wade White, AICP
RANKING
(717) 980-5417



Maria Rigal, Notary
SCHEDULING
(754) 701-1610



Kathrina Regnier
APPLICATION REVIEWS
(754) 701-1612



Amy Vargas
READINESS REVIEWS
(954) 533-9702



Dale Largie, CPA
READINESS REVIEWS
(754) 701-1614

OBJECTIVES FOR 2022 APPLICATION PERIOD



Robust Communication Infrastructure



Cycle 1 MCPs Support



Clean New MCPs Database

WEBSITE

- One-stop shop for everything:
 - Access Portal to New MCPs
 - Latest News
 - Upcoming Events
 - Templates
 - Educational Resources
 - Contact Form to Connect with MCP Liaisons

The screenshot shows the Broward MPO website's 'HOW CAN WE HELP?' contact form. The header includes the MPO logo and navigation links: HOME, ABOUT MCPs, APPLICANTS, DOCUMENTS, NEWS, EVENTS, NEED HELP?, and a green 'MCP Portal' button. The form title is 'HOW CAN WE HELP?' with the instruction 'Please fill out the form below.' The form fields include: Full Name*, Position/Title, Agency Name*, Email* (with a dropdown arrow), Phone*, and a 'What do you need help with?' section with radio button options: 'More details about MCPs and the role of the MPO', 'A New MCP preliminary eligibility review', 'A New MCP application training session', 'A New MCP application completeness review', 'A Cycle 1 MCP readiness review', 'One on One Meeting with our Support Team', and 'Other...'. There is a large text area for 'Comments' and a blue 'Submit Inquiry' button at the bottom right.

WHAT'S NEXT / ACTION ITEMS



Visit the Website



Review New MCPs



Register for Upcoming Workshops



Looking forward to an even better MCP cycle in 2022!

Contact us with questions or ideas for improvement:

BRYAN CALETKA

Director of Transportation
caletkab@browardmpo.org
(954) 876-0070

TODD BRAUER, AICP, PTP

President / COO
tbrauer@whitehousegroup.com
(754) 701-1611

Introduction of Regional Location-Based Services (LBS) Data

Min-Tang Li, Ph.D., Licensed Engineer/Mobility Modeler

Agenda

1. Background
2. RITIX Trip Analytics
3. Replica
 - Trends
 - Places
4. Demo



-- Please hold questions until the end of the demonstration--

Background

Regional Data Acquisition Memorandum of Understanding (MOU)

- Regional Partnership also delineated cost-sharing among the partners
- Surtax contributed \$25,000 to the contract

Data Acquisition Contract managed by Broward MPO

- Two vendors jointly submitted and were selected based on a competitive solicitation process (RLI) to mainly focus on improving data sources for the regional planning model

Regional Data Acquisition MOU

September 18, 2020, MOU was jointly signed into effect by 3 regional MPOs, FDOT D4&6, and Broward County to acquire probed GPS/mobile spatial and temporal data mainly for southeast regional planning model (SERPM) development

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

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

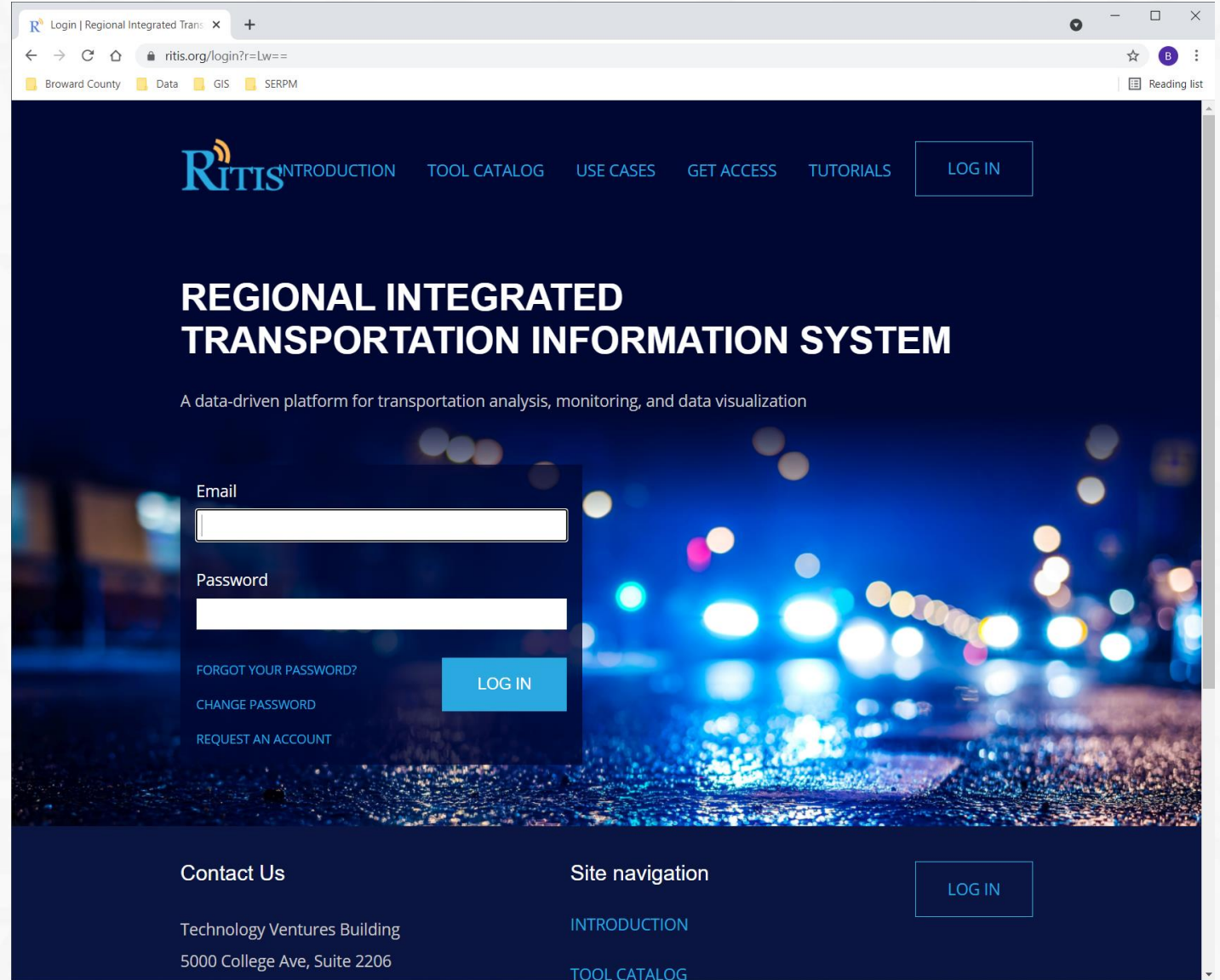
Data Acquisition Contract

- June 10, 2021, INRIX/Replica Team were selected as the vendors to provide data for regional partners to use
- INRIX 8-month data, accessed via Regional Integrated Transportation Information System (RITIX), cover the following temporal spans:
 - 2019: March – May, July, September-November
 - 2020: Mid December – Mid January

	Product	Annual Fee	Notes
1	INRIX Trips Data and Analytics Tool	\$ 150,000	Perpetual license with 8 months of Trips data only and 1-year license for Trip Analytics with same data loaded.
2	Replica Trips and Places	\$ 150,000	Included in fee are supplemental and additional data as listed in the proposal.
	Minimum Data Requirements Total	\$ 300,000	

RITIX

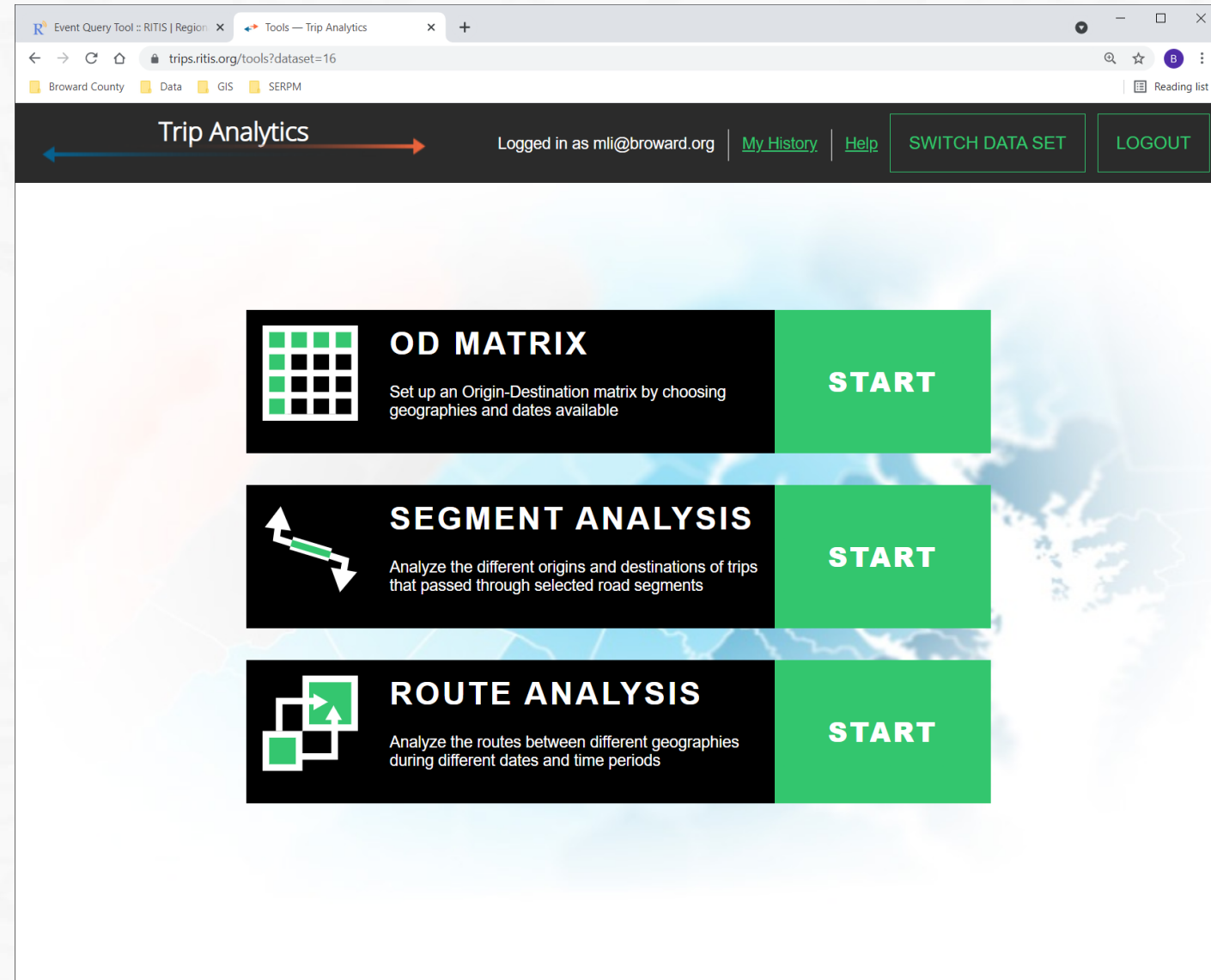
ITS (Intelligent
Transportation system)
data warehouse and
analytics platform for
FDOT and others



The screenshot shows the RITIS login page in a web browser. The browser's address bar displays 'ritix.org/login?r=Lw=='. The page features a dark blue header with the RITIS logo and navigation links: INTRODUCTION, TOOL CATALOG, USE CASES, GET ACCESS, TUTORIALS, and a LOG IN button. The main content area has a background image of a road at night with bokeh light effects. It contains a login form with fields for Email and Password, a LOG IN button, and links for FORGOT YOUR PASSWORD?, CHANGE PASSWORD, and REQUEST AN ACCOUNT. The footer includes contact information for the Technology Ventures Building and a site navigation menu with links to INTRODUCTION and TOOL CATALOG, along with another LOG IN button.

RITIX Trip Analytics – INRIX Data

- [Origin-Destination \(OD\) Matrix](#)
- [Segment Analysis](#)
- [Route Analysis](#)

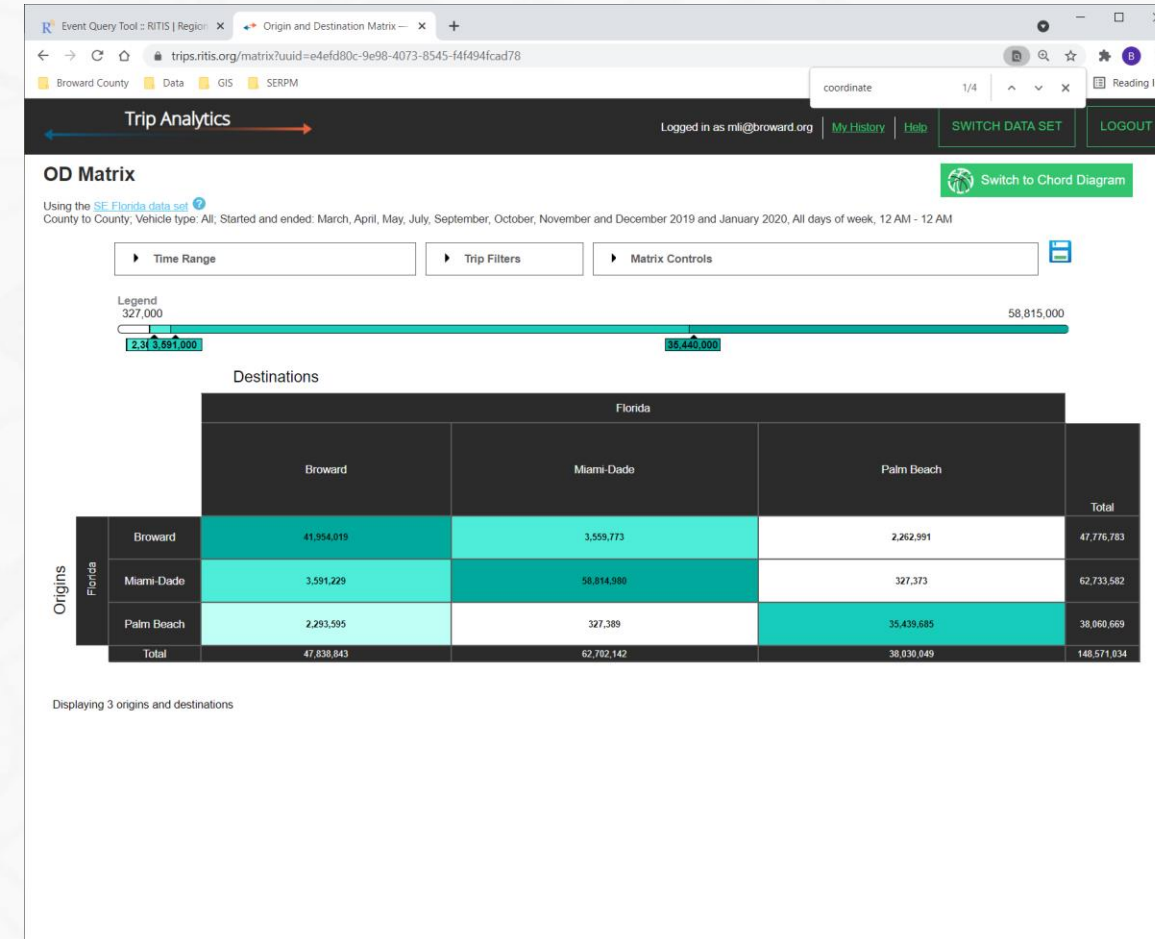


The screenshot shows the RITIX Trip Analytics web application. The browser address bar displays 'trips.ritix.org/tools?dataset=16'. The page header includes a navigation bar with 'Trip Analytics' and a user login status 'Logged in as mli@broward.org'. There are links for 'My History', 'Help', 'SWITCH DATA SET', and 'LOGOUT'. The main content area features three large buttons for different analysis tools:

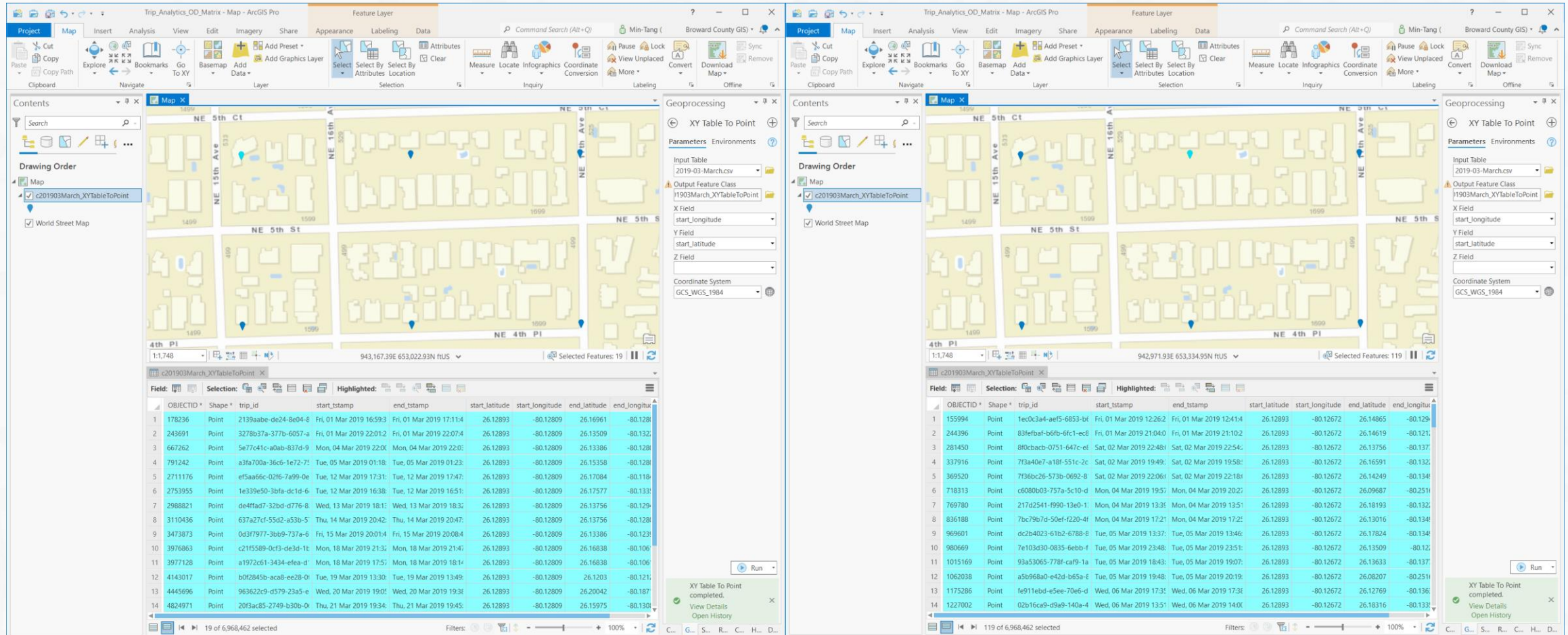
- OD MATRIX**: Set up an Origin-Destination matrix by choosing geographies and dates available. **START**
- SEGMENT ANALYSIS**: Analyze the different origins and destinations of trips that passed through selected road segments. **START**
- ROUTE ANALYSIS**: Analyze the routes between different geographies during different dates and time periods. **START**

Trip Analytics – OD Matrix

- The Origin-Destination (OD) Matrix tool generates geography-to-geography trip tables based on trip start and endpoints. Zones can be a county, sub-county, or TAZ. Users can filter by date range, time-of-day, day-of-week, and by vehicle class.
- Matrix Layout
 - ✓ Matching Axes – same number of OD axes
 - ✓ Custom Axes – customized OD axes

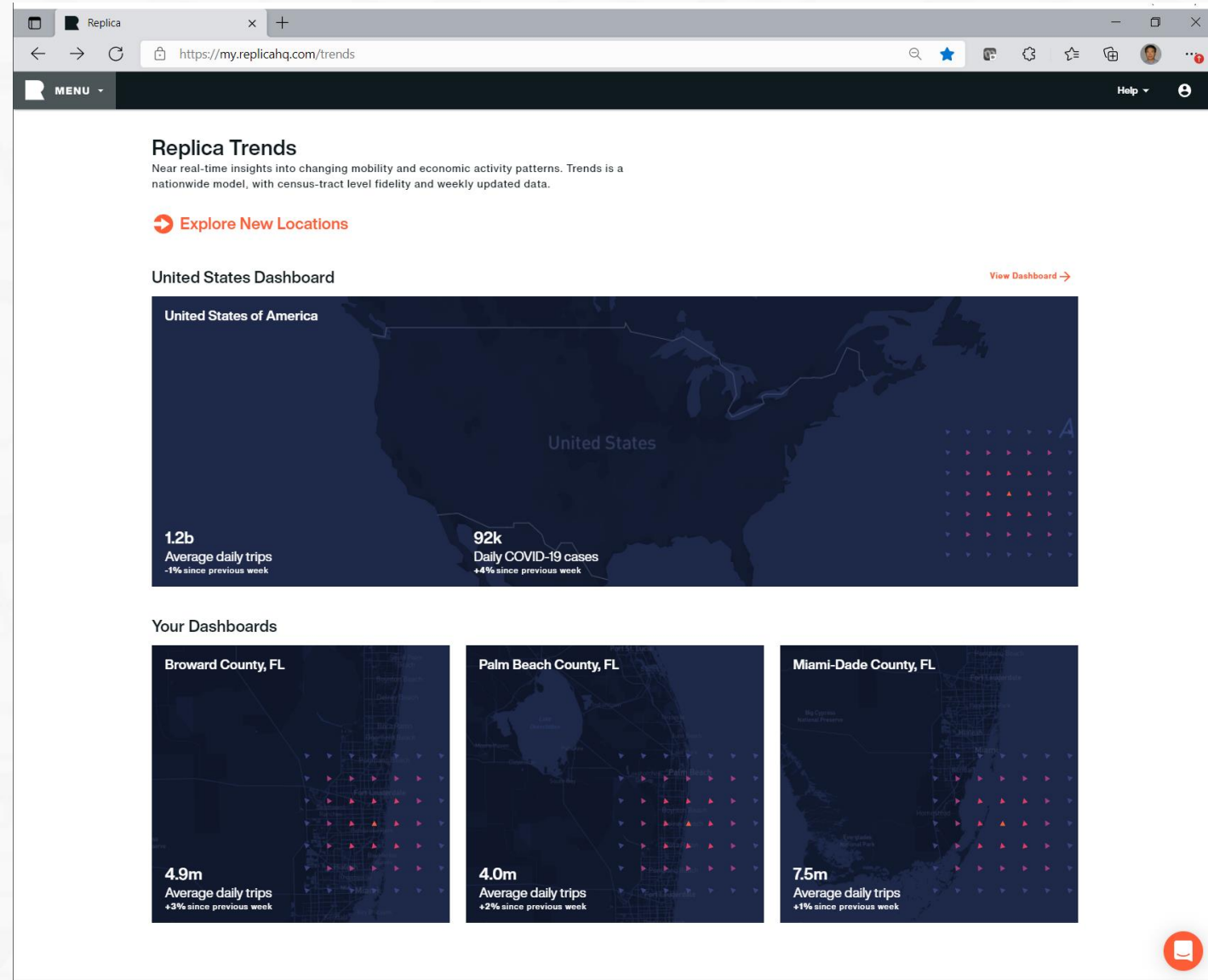


Aggregated & Anonymous Raw Data: Predefined OD Locations



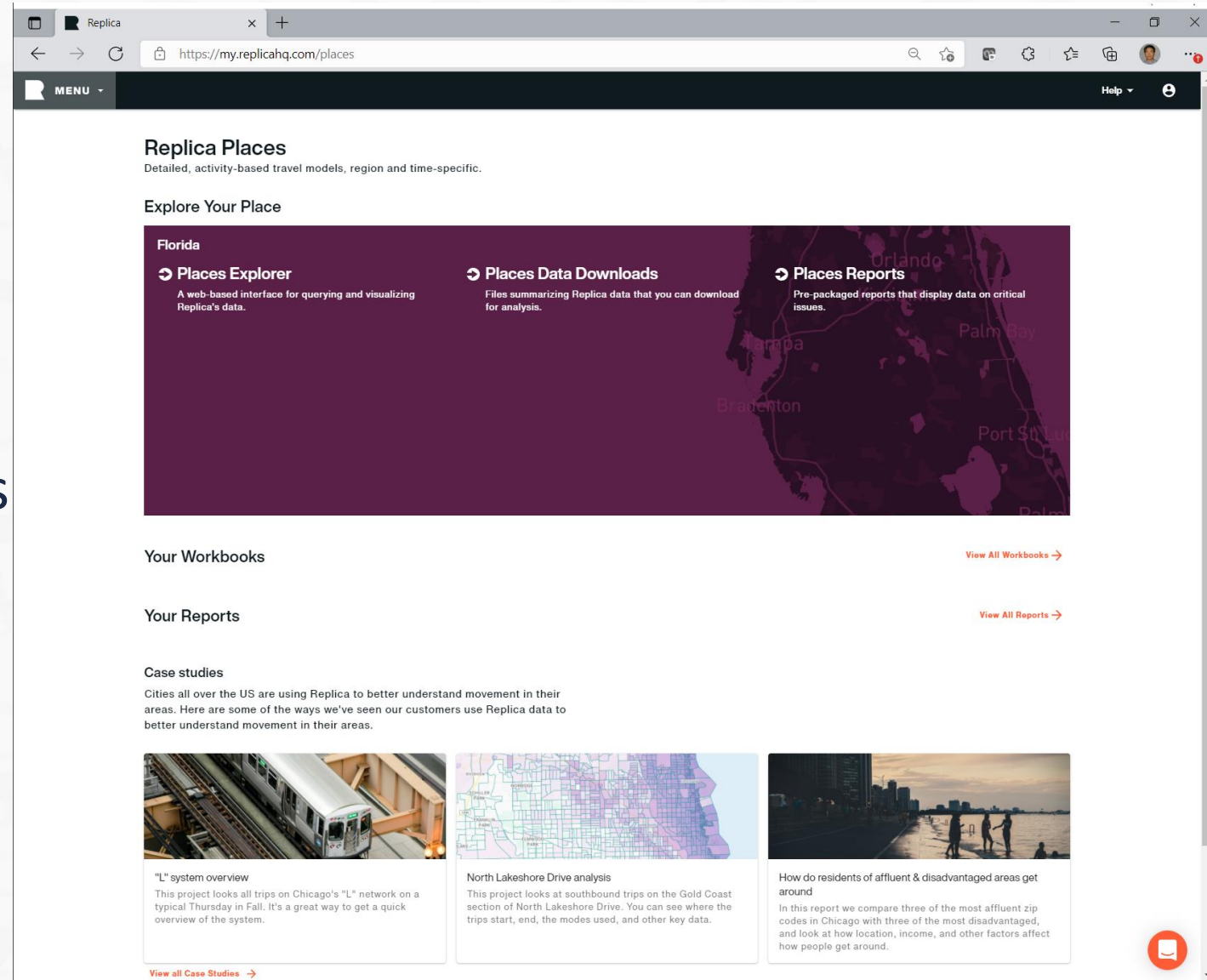
Replica Trends

Nationwide census-tract level fidelity and weekly updated data



Replica Places

Modeled trip table for an average weekday and weekend day for each season, and a quality report that measures the model's outputs against observed data.



The screenshot shows the 'Replica Places' web application. The browser address bar displays 'https://my.replicahq.com/places'. The page has a dark navigation bar with a 'MENU' button and a 'Help' link. The main content area is titled 'Replica Places' with the subtitle 'Detailed, activity-based travel models, region and time-specific.' Below this is a section 'Explore Your Place' which features a map of Florida and three main interactive areas: 'Places Explorer' (described as a web-based interface for querying and visualizing data), 'Places Data Downloads' (files summarizing data for analysis), and 'Places Reports' (pre-packaged reports on critical issues). Further down, there are sections for 'Your Workbooks' and 'Your Reports', each with a 'View All' link. A 'Case studies' section follows, featuring three cards: 'L' system overview (with a photo of a train), 'North Lakeshore Drive analysis' (with a map), and 'How do residents of affluent & disadvantaged areas get around?' (with a photo of people on a beach). Each card includes a brief description of the project. At the bottom right, there is a red circular button with a white envelope icon.

Demo

<https://ritis.org/>

<https://replicahq.com/>

Discussion? Questions?

NON-AGENDA & ADJOURN

Regular Meeting of Oversight Board November 19, 2021

LUNCH BREAK

Oversight Board Members should report to Workshop Room, 430