2022 REGIONAL EADERSHIP TOUR to South Florida

Presented by GoTriangle and the NC Railroad Company

REGIONAL BUSINESS LEADERSHIP





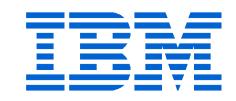














Kimley **»Horn**

























RTA Silver Members



RTA Silver Members



RTA Silver Members



RTA Senior Regional Partners

Capital Area MPO

Durham-Chapel Hill-Carrboro MPO

City of Durham

GoRaleigh/City of Raleigh

GoTriangle

Raleigh-Durham Airport Authority

Town of Cary

Town of Morrisville

Triangle J Council of Governments

RTA Member Chambers of Commerce

Angier Apex **Benson Area** Cary Chatham **Chapel Hill-Carrboro** Clayton Durham **Franklin County Fuquay-Varina Area** Garner Hillsborough/Orange County **Holly Springs**

Knightdale Moore County Morrisville Raleigh **Rocky Mount Area Rolesville Area Roxboro Area Sanford Area Growth Alliance Triangle East** Wake Forest Wayne County Wendell Zebulon



2022 REGIONAL EADERSHIP TOUR to South Florida

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REGIONAL BUSINESS LEADERSHIP

TOUR SPONSORS





- Atkins
- HDR
- Kimley-Horn
- Research Triangle Foundation of North Carolina
- WSP





WEDNESDAY AGENDA

Kickoff breakfast and Leadership briefing (now)

Field visits

Leadership luncheon And Interlude (Miami)

Field visits

Free time

Evening reception

Evening free time





WEDNESDAY MORNING

GREG STUART Broward MPO

GRETCHEN CASSINI Broward County

TIM GARLING Broward County **GERRY O'REILLY** Florida DOT (FDOT)

VICTOR GARCIA SFRTA /Tri-Rail





Greg Stuart Broward MPO







Move People & Goods | Create Jobs | Strengthen Communities

BROWARD MOBILITY RTA REGIONAL LEADERSHIP TOUR TO SOUTH FLORIDA



Metropolitan Planning Organization

REGIONAL DEMOGRAPHICS

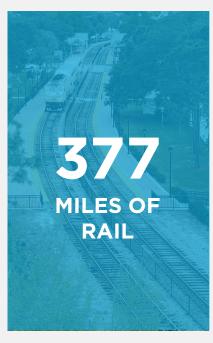


THREE COUNTIES

One Traveling Public



The distance from West Palm Beach, FL to Portland, ME



The distance from Miami to Jacksonville



The distance from Fort Lauderdale to Gainesville



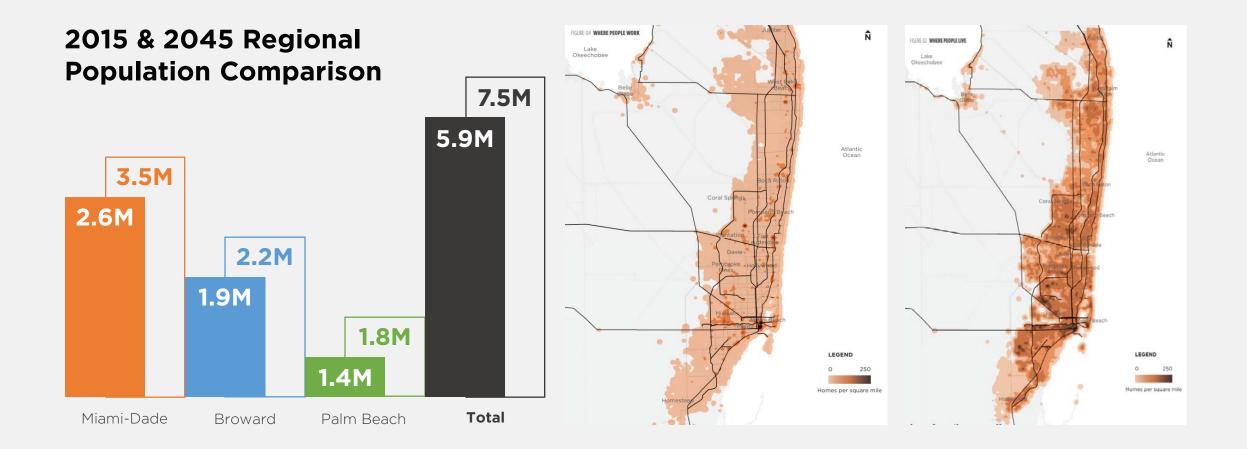
Serving over 46 million people annually



Broward Mobility | 2021 | Demographics, Funding & Vision

REGIONAL POPULATION

Where we work and live



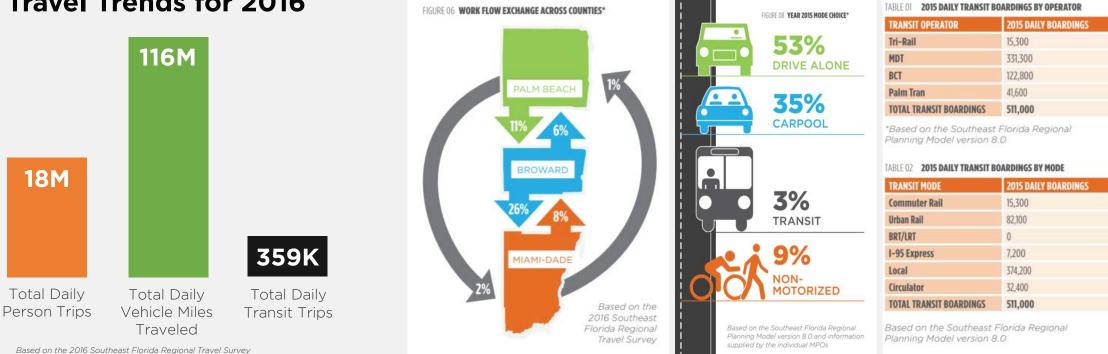


Broward Mobility | 2021 | Demographics, Funding & Vision

TRAVEL TRENDS

Daily Trips, Interregional Trips, Mode Trips, and Transit by Operator and Mode

Southeast Florida Regional Travel Trends for 2016





Broward Mobility | 2021 | Demographics, Funding & Vision

TRAVEL TRENDS

Daily Trips, Interregional Trips, Mode Trips, and Transit by Operator and Mode

Port Activity (2017)			International Airports Activity			2019 MEDIAN HOUSEHOLD	PROJECTED 2045 TO EMPLOYMENT	
ort	Freight (TEUs)	Cruise Passengers	Airport	Cargo Tons	Passengers	INCOME LEVEL COMPARISON	1,241,845	
Port Everglades	1.1M	3.9M	FTL	0.5M	15.8M		3% Amusement	14% Healt
Port Miami	1.0M	5.3M	MIA	2.3M	44.1M	National \$61,937		
Port of Palm Beach	0.3M	0.4M	WPB	0.03M	6.3M		12% Personal Services	33% Professia Business Serv
FOTAL	2.4M	9.6M	TOTAL	2.83M	66.2M	State \$53,267 Regional \$54,612	8% Restaurant & Bar	O O 18% Retai

Sources: Broward County, Miami-Dade County, Palm Beach County

2019 Date from the US Census Bureau



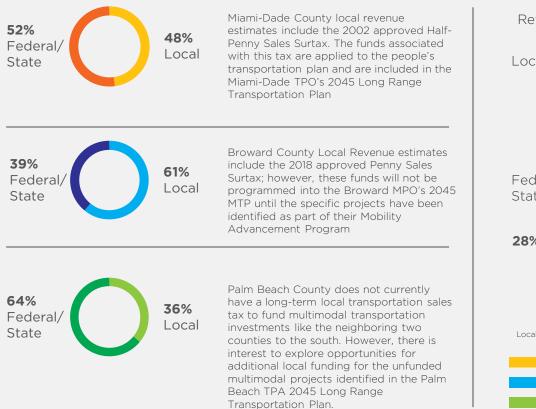
Broward Mobility | 2021 | Demographics, Funding & Vision

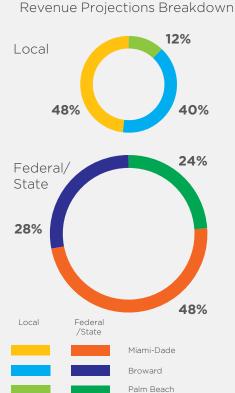
ANTICIPATED REVENUES



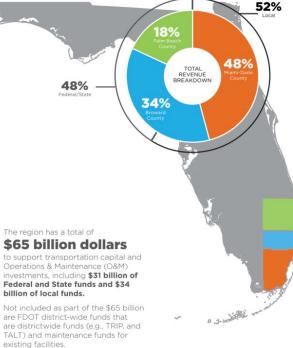
ANTICIPATED REVENUES

By County & Region





SUMMARY OF TOTAL REGIONAL REVENUES FY2025 - FY2045





Broward Mobility | 2021 | Demographics, Funding & Vision

THE BROWARD MPO METROPOLITAN TRANSPORTATION PLAN

(Image is For Placement Only (FPO) And can be changed)

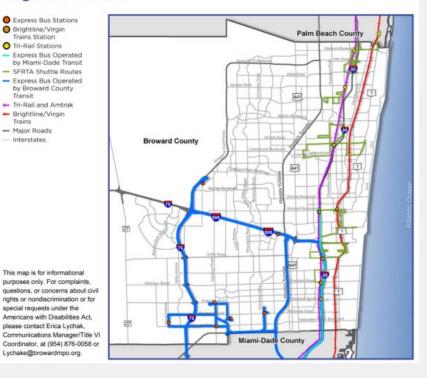
EXISTING TRANSPORTATION SYSTEMS

Broward Region Existing Transportation System: Roadways, Railroads, Port and Airports





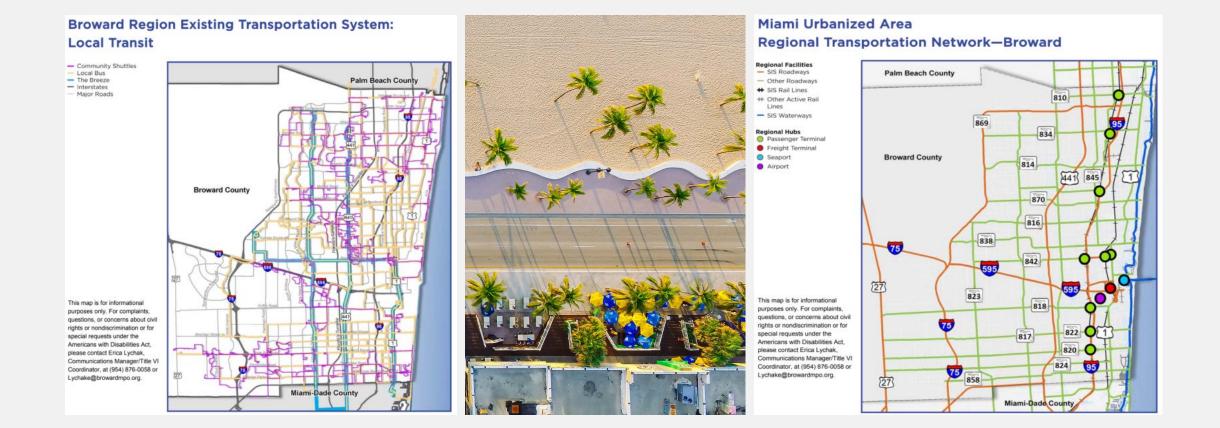
Broward Region Existing Transportation System: Regional Transit





Broward Mobility | 2021 | Demographics, Funding & Vision

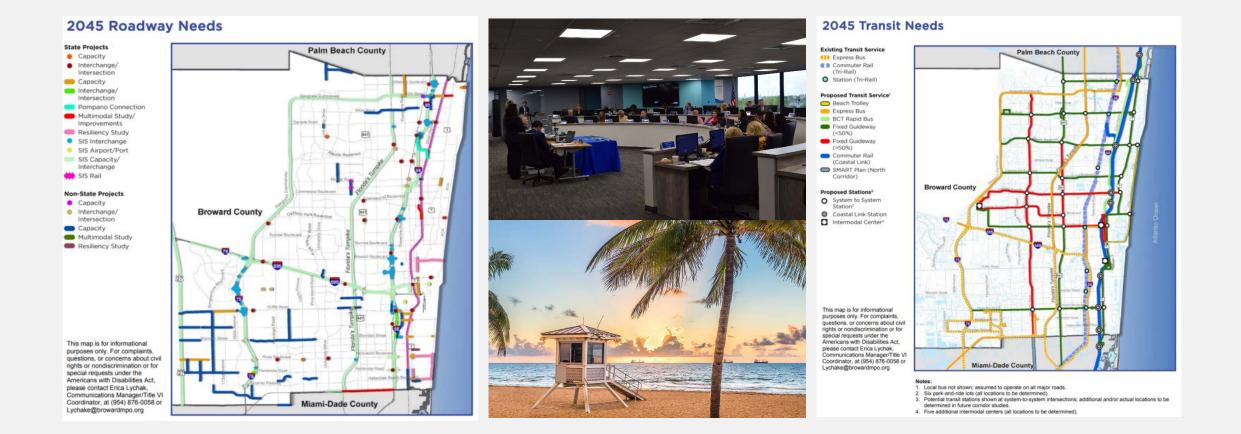
LOCAL TRANSIT AND REGIONAL NETWORK





Broward Mobility | 2021 | Demographics, Funding & Vision

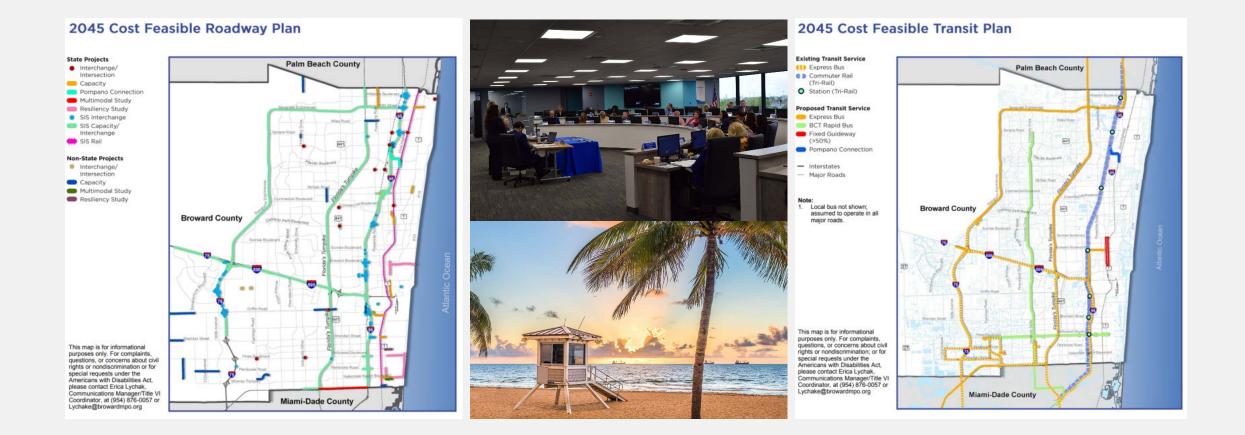
WHAT WE NEED TO ADD





Broward Mobility | 2021 | Demographics, Funding & Vision

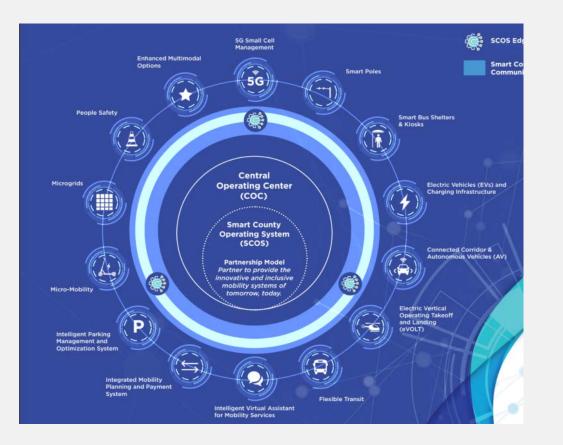
WHAT WE CAN AFFORD TO ADD





Broward Mobility | 2021 | Demographics, Funding & Vision

SMART CITIES, SMART CORRIDORS

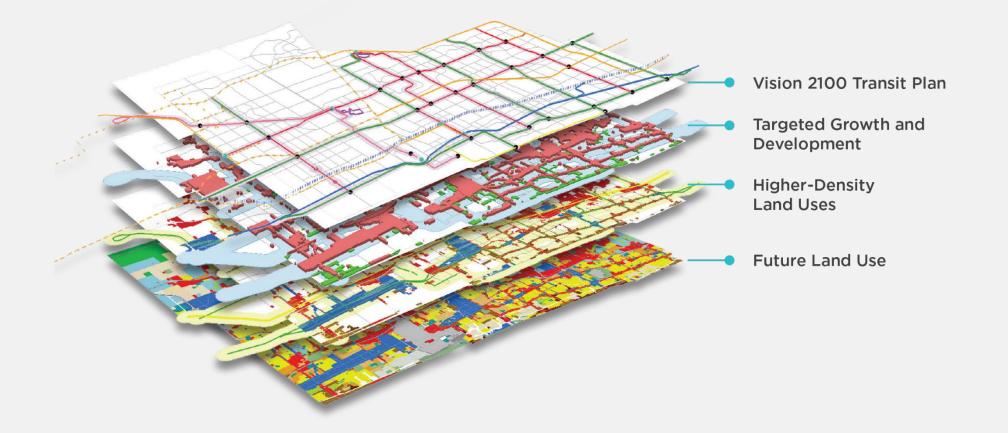






Broward Mobility | 2021 | Demographics, Funding & Vision

SMART CITIES, SMART CORRIDORS





Broward Mobility | 2021 | Demographics, Funding & Vision

FUTURE GROWTH AND TRANSPORTATION PLAN

Broward Vision: The Path to 2100

Targeting Growth in Broward

It is critical to target transportation investments in areas that are planning and preparing for growth. This image illustrates the vision for the Broward region's population and employment growth. Growth is focused within major activity centers, along corridors targeted for transit investments, and within communities that are preparing for and seeking highdensity growth and development.





Broward Mobility | 2021 | Demographics, Funding & Vision

FUTURE GROWTH AND TRANSPORTATION PLAN

Broward Vision: The Path to 2100



Frequent transit service (every 5 minutes in the peak hours) serving destinations throughout the Broward region (24 hours per day, 7 days per week)



Autonomous electric vehicles operating at higher speeds in exclusive lanes



Autonomous electric circulators operating in neighborhoods and downtowns



Smart Mobility Hubs served by a network of transit services in which all transit vehicles are electric



Convenient rail transit using stateof-the-art technologies of the future



Technology corridors in which infrastructure investments are made to accommodate Autonomous, Connected, Electric, and Shared (ACES) transportation technologies



Traveling in Smart Cities and on Smart Streets where technologies are coordinated and optimized for efficient, fast, and convenient transportation





Broward Mobility | 2021 | Demographics, Funding & Vision



THANK YOU FOR YOUR TIME

GREGORY STUART, AICP EXECUTIVE DIRECTOR



Metropolitan Planning Organization

Gretchen Cassini Broward County







Presentation to the North Carolina RTA Wednesday, March 30th, 2022

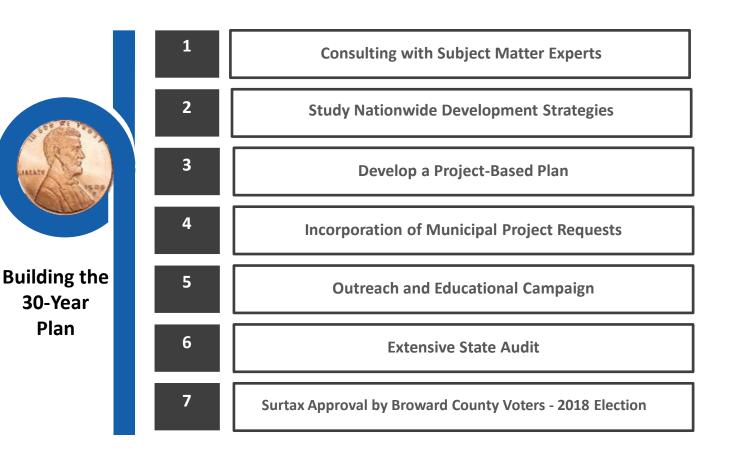


Program Background

- In early 2017, Broward County Commissioners amended their Strategic Plan to include pursuit of a full one percent charter county transportation sales surtax, authorized under Florida Statute 212.055(1)
- The County (with various stakeholders and consultants) built the 30-year program and financial plan (*see next slide for details*)
 - County developed a program and financial plan presentation to County Commissioners and community stakeholders for review and input; public workshops occurred to seek input; once program and financial plan was finalized, it was presented to State (as required by law) for audit, results of which (no findings) were posted to website
- The County Commissioners took action to include a local small business goal on eligible surtax projects of 30% (normally 25% for eligible County-funded projects)
- Created educational campaign materials using consultant services for review and approval by legal; developed a 25-member *Speakers Bureau*, and; made hundreds of educational presentations over a 4 month period

BUILDING THE PROJECT-BASED 30-YEAR PLAN

- Developed a program and financial plan focusing on congestion management, multimodal mobility, transit system enhancements, resiliency, safety, and innovations in transportation
- Multiple iterations reviewed by transportation and financial experts, internal and external to the County, and overlayed with other regional transportation plans (MPO, FDOT) to ensure consistency and coordination
- One of the results from these efforts was the establishment of annual funding for innovation in transportation technologies in the financial plan
- Municipalities were invited to submit any and all mobility-related projects (no limit, no financial cap); prioritized for delivery by MPO & reviewed for eligibility by Oversight Board after passage



The 30-year plan targets some of our community's biggest mobility and economic challenges, and it is committed to protecting the health, safety, and welfare of Broward County residents and visitors

Main Components

- MAP Broward has the following main components:
 - County Transit System (Operations and Capital) existing service and expansion (including premium transit, like bus rapid transit and rail)
 - County Public Works Capital projects
 - Municipal Community Shuttles (Operations and Capital)
 - Municipal Capital Projects (MCPs), evaluated, ranked and recommended through Broward MPO process via agreement
 - Municipal Rehabilitation & Maintenance projects
 - Planning & Support Services (Economic & Small Business Development to assist with assuring the overall program reaches, Program Management Office, MAP Administration, Surtax Legal Team, Mobility Planning & Innovations, and Audit)

The Mobility Advancement Program *funded by the Penny for Transportation* now "**MAP Broward**" is built upon five major goals and three foundational elements:



Independent Oversight Board

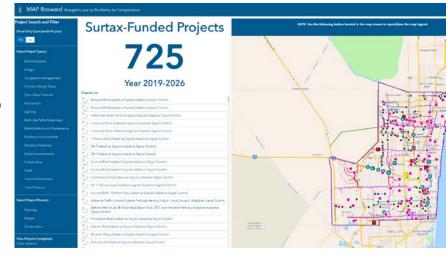
- Prior to the ballot measure being presented to the voters, the County Commission established an ordinance establishing an Independent Transportation Surtax Oversight Board "Oversight Board"
- The Oversight Board was to be selected by a 7-member Appointing Authority, made-up of representatives identified by various community organizations
- The Appointing Authority created an open selection process and criteria, accepted letters of interest, and nominated various individuals for the 8 categorical professional seats on the Oversight Board; one seat is specific to a supplier diversity professional position at a local university
- The Oversight Board members can have no existing or potential conflicts of interest, personally or professionally, with seeking surtax funding and serve four-year terms
- They are responsible for: reviewing surtax proposed projects and proposed expenditures for eligibility under Florida Statute 212.055(1); monitoring revenues and expenditures; monitoring program and project performance; reporting to the public



MAP Broward accomplishments *

- MAP Broward, now in its 4th of 30 years, is creating a *safe, integrated* and efficient transportation system and sustainable, multi-modal transportation facilities with 725 projects across 16 different project types which are either completed, underway or planned through FY2026
- Established a centralized surtax fund financial system furthering *a* system of expectation and accountability assuring effective communication, continuous performance review and improvement
- Through the end of the FY 2021, **\$1B was spent or programmed**:
 - Over \$330M spent or programmed for Transit operations and capital investments in the future
 - Over \$120M spent or programmed for County roadway improvements
 - 137 municipal projects and 20 city community shuttle programs have all received funding totaling \$160+M
 - Leveraged \$6M via active municipal projects and approx. \$38M for County projects
 - Achieved the goal of attaining over 30% CBE participation on eligible County and City projects to *enhance Broward County's economy*

connected to strategic plan



- Fully-funded the paratransit system to address the increasing demand from a dedicated source of revenue
- Developed a robust website, social media presence, materials in multiple languages, videos, and delivered 100s of presentations to the community

Partnerships



- Municipalities submitted over 700 capital and rehabilitation and maintenance projects for inclusion in the 30-year plan, totaling approx. \$2B of the \$16B plan
- Annual municipal project funding levels were programmed into the financial plan without specified delivery dates for projects; 10% of annual revenues were the minimum annual guarantee given to the 29 participating cities
- MPO identified (pre-ballot passage) as the entity responsible for prioritizing municipal projects (would occur outside the MPO's normal planning role and require compensation)
- In 2019 the County and MPO negotiated, and in May entered into, a 5-year "Surtax Services" Agreement to accomplish the necessary review, ranking, prioritization, and recommendation process
- Municipalities requested that capital ("new") projects and rehab ("existing") projects be evaluated using separate processes, which was created by amended agreement
- Once all municipal capital projects contained in the original plan were prioritized, the MPO worked with municipalities to review, rank and recommend NEW municipal capital projects
- MPO also offers technical assistance and support in building the annual Five-Year Plan and in completing "readiness reviews" of municipal capital projects at our request

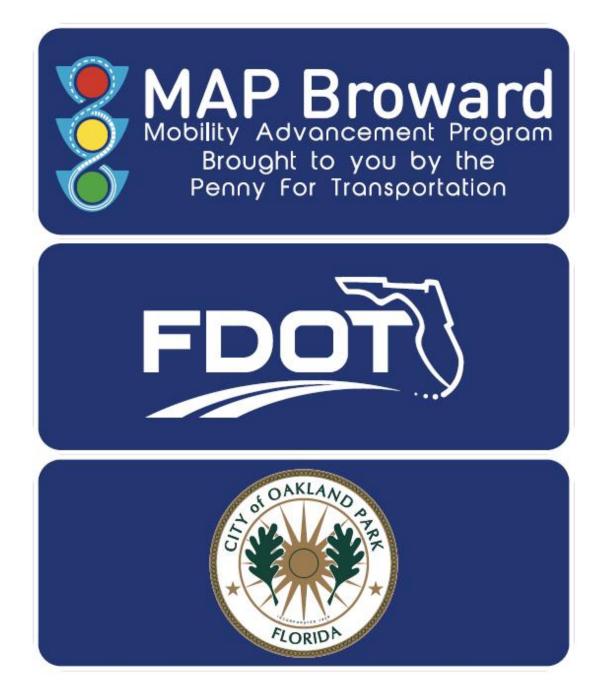
Partnerships

FDOT DISTRICT 4

- FDOT offered technical support and expertise to the County while developing the original surtax program and financial plan
- County and FDOT met/meet regularly to discuss collaborative opportunities and approaches to project delivery
- FDOT is leading several studies related to the County's long-term transportation vision:
 - Premium transit along Broward Blvd (Central Broward East West)
 - Port, Airport, Convention Center Connection
 - Commuter Rail on FEC corridor



Partnerships



For more information scan



Mobility Advancement Program Brought to you by the Penny For Transportation

Or visit www.mapbroward.broward.org

Subscribe to <u>mapsocial@broward.org</u> Annual Report available now!



Independent Transportation Surtax Oversight Board's



Covering October 2020 to September 2021



Tim Garling Broward County





Presented by GoTriangle and the NC Railroad Company



Broward County Transit High-Capacity Premium Transit

Presentation to the Regional Transportation Alliance Regional Leadership Tour to South Florida Tim Garling, Broward County Transit March 30, 2022



BCT System Overview

- Second largest Public Transit System in Florida
- Provides over 30 million rides annually (Pre-Pandemic)
- •413 Fixed Route Buses
- 65 Community Shuttles
- 337 Paratransit Vehicles
- Broward County Population 1.9 million
- Service Area 410 Square miles

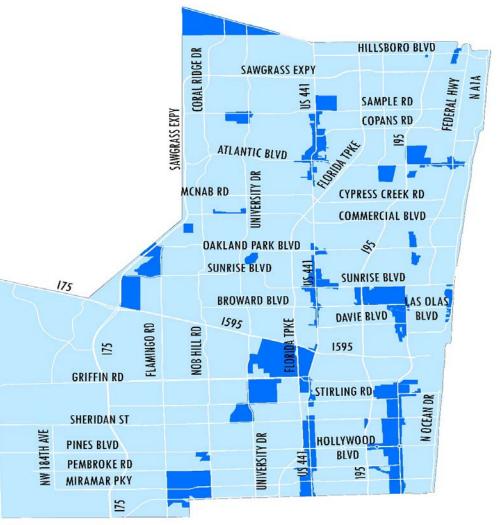


Future Broward County Growth

USHY 27

Land use influences transit decisions:

- Transit routes and service enhancements based on a comprehensive operational analysis (fixed route service level improvements, realignments, new services)
- Transit Systemwide Study
 - Bus Rapid Transit (BRT)
 - Light Rail (LRT)





Transit Systemwide Study (\$10.6M)

- Transit Systemwide Study (TSYS) was awarded March 9, 2021, and the Notice to Proceed was initiated July 16, 2021
- Will provide recommendation for the implementation of the Bus Rapid Transit (BRT) and Light Rail Transit (LRT) system
- The high-capacity corridors to be recommended by the TSYS will be based on projected ridership and land use
- Includes comprehensive public outreach and participation program
- Provides funding for PD&E and up to 30% design (1-Rail project, 1-BRT project)



Potential BRT Corridors

- Selected by Transit Systemwide Study
- 9 Major Corridors in County
- 7 Corridors to be selected
- 150 total miles of BRT





Bus Rapid Transit (BRT) Strategy

- Limited-stop premium bus service
- 10/15-minute service all day
- Will operate in mixed traffic, semi-exclusive and dedicated lanes
- Level boarding stations
- Transit signal priority (TSP) and queue jumpers
- Will operate on state roads



Bus Rapid Transit (BRT) Implementation

- BRT/Corridor 1 Construction (estimated FY2024-2025)
- BRT/Corridor 2 Construction (estimated FY2027-2028)







Potential High-Capacity Light Rail Corridors

- Corridors will be selected as part of the Transit System-wide Study
- Potential for 26-32 miles of Light Rail



Light Rail (LRT) Strategy

- Every proposed corridor would be studied and approved
- Light Rail is intended attractive to "choice riders"
- Along high-capacity corridors
- East-west and north-south connectivity prioritized
- Rail vehicles will have large passenger capacities
- Rail system will support land-use and economic development



Light Rail Implementation (LRT)

LRT System Planning and Design (FY2023-2027) First LRT Corridor Construction/Vehicle Purchase





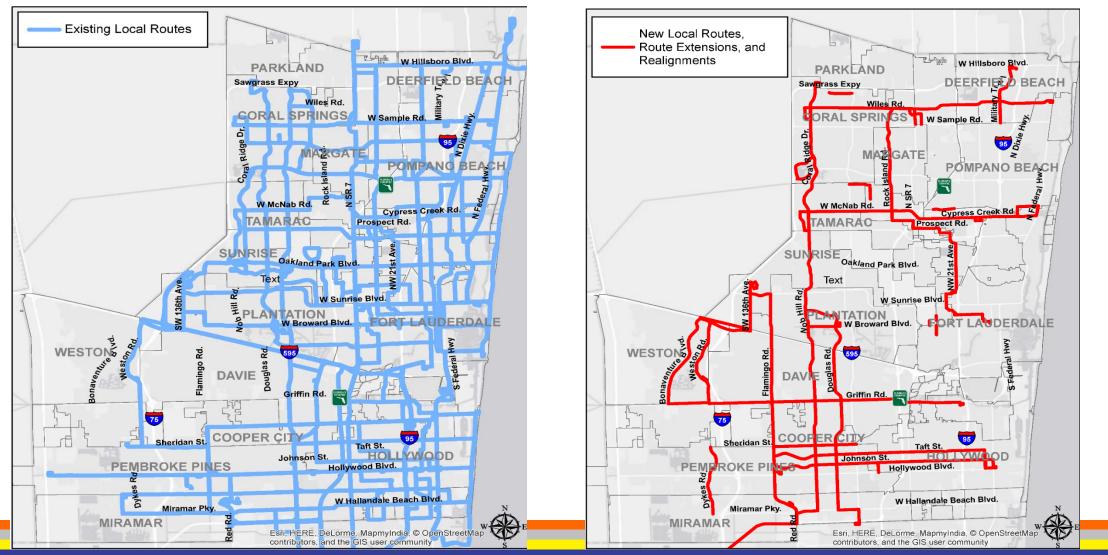
Fixed Route Transit Improvement Strategy

Continuing improvements will focus on improved levels of accessibility and mobility, implementing new service in areas not previously served by transit, increasing frequency and expanding hours.

- Restoration of 6 discontinued routes
- Route extensions and realignments
- Local service on 10 new corridors
- Increased service span hours
- Improved frequencies (All routes 30 min peak service)



Future Fixed Route Expansion







Thank You



Gerry O'Reilly Broward County









Presented by GoTriangle and the NC Railroad Company

RTA Regional Leadership

Tour

FDOT DISTRICT 4 Gerry O'Reilly, P.E.

Phillip Gainer

 District 3 Secretary • Chipley, Florida • 16 Counties





• DeLand, Florida 9 Counties



L.K. Nandam

• District 1 Secretary Bartow, Florida 12 Counties



Stacy Miller

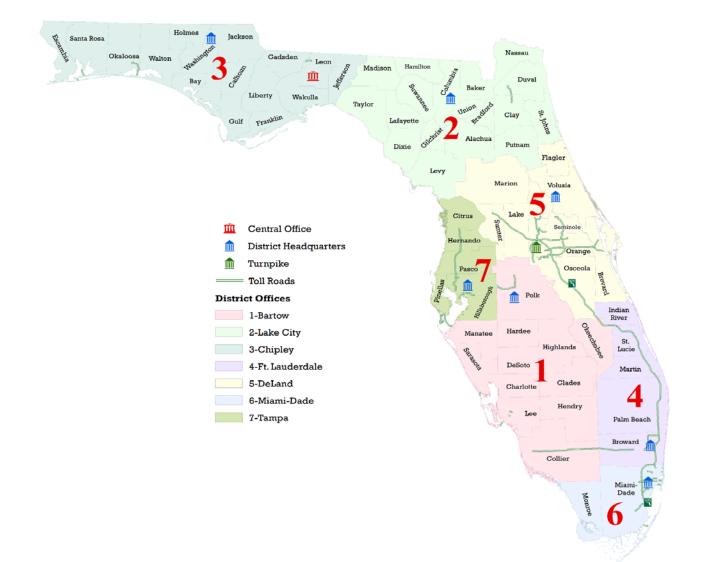
 District 6 Secretary • Miami, Florida • 2 Counties



Nicola Liquori Executive Director, FL Turnpike Enterprise • Orlando, Florida 9 Counties

Our Districts & Turnpike

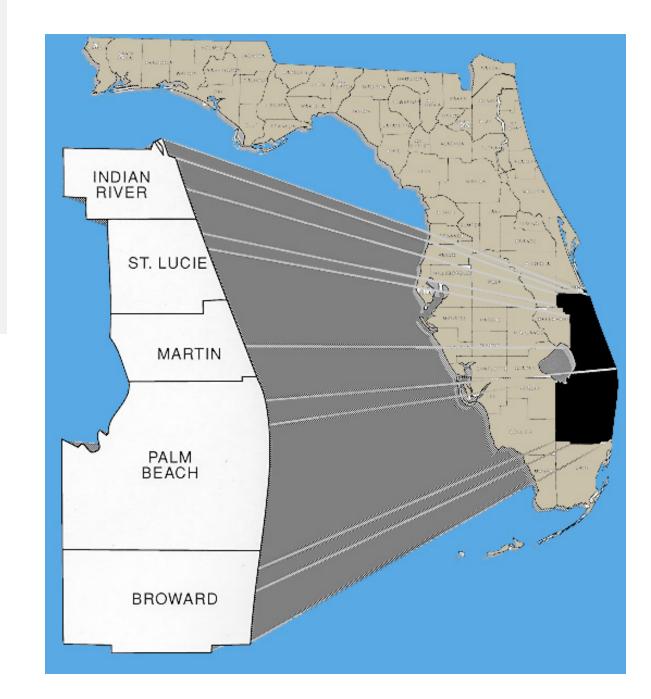




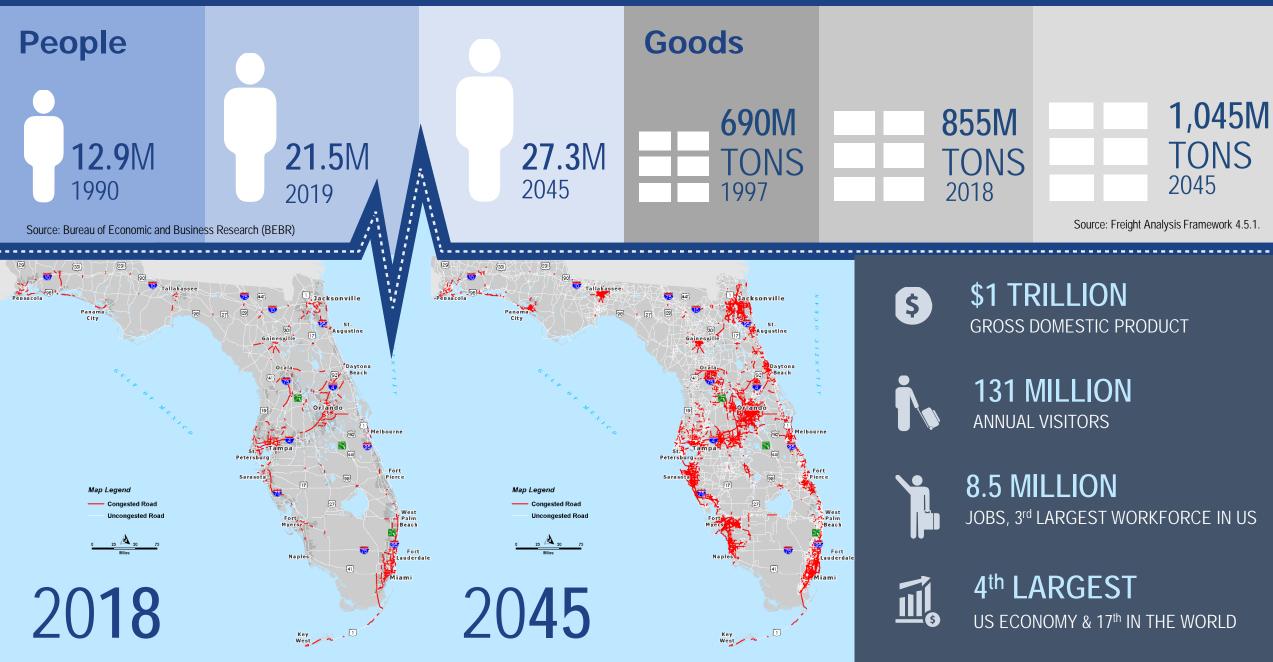
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Florida Department of Transportation District 4

- Broward
- Palm Beach
- Treasure Coast
 - Martin
 - St. Lucie
 - Indian River



GROWING TRAVEL DEMAND

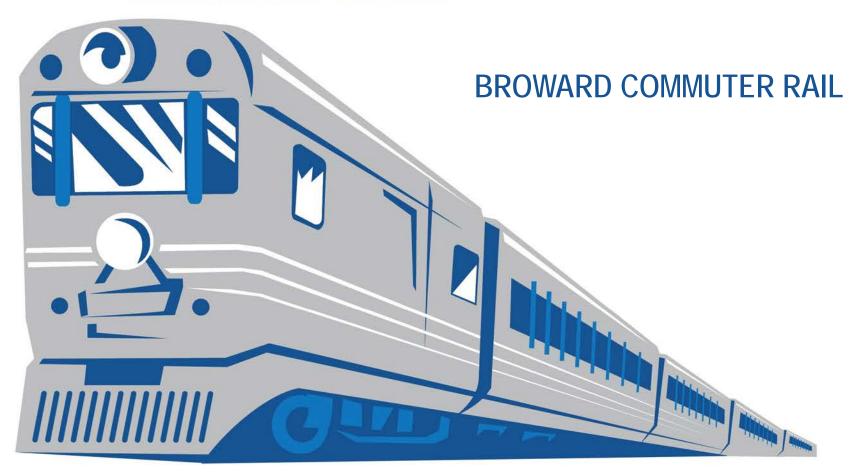








FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT 4 BROWARD COUNTY, FLORIDA • FPID: 448942-1



• 2004 - 2010:

o MPOs and FEC request regional Transit Study by FDOT

• 2012:

o Refined Master Plan for 85-mile commuter rail service from Miami to Jupiter

o All Aboard Florida (AAF) announced from Miami to Orlando

• 2013:

o MPOs authorize request for Entry into FTA New Starts Project Development (PD)

• 2014:

o FDOT & SFRTA formally request Entry into PD from FTA

o Put on hold due to AAF planned project and access agreement/dedicated local funding

• 2018:

o Brightline starts revenue service from Miami to West Palm Beach

o Miami Dade County starts negotiations for NE Corridor study

• 2019:

o FDOT conducts New River Crossing Feasibility Study

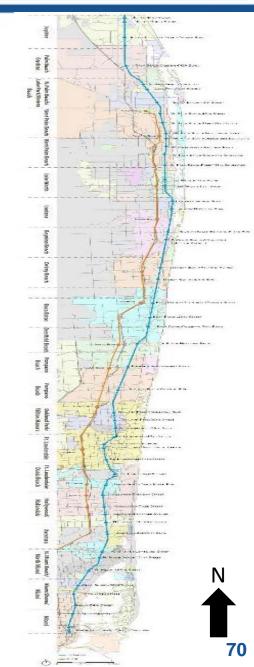
• 2020:

o Miami-Dade County Resolutions for track access negotiations and station locations

o Broward continues dialogue with Brightline and FDOT

• 2021:

o Broward and FDOT execute MOU to advance BCR in January

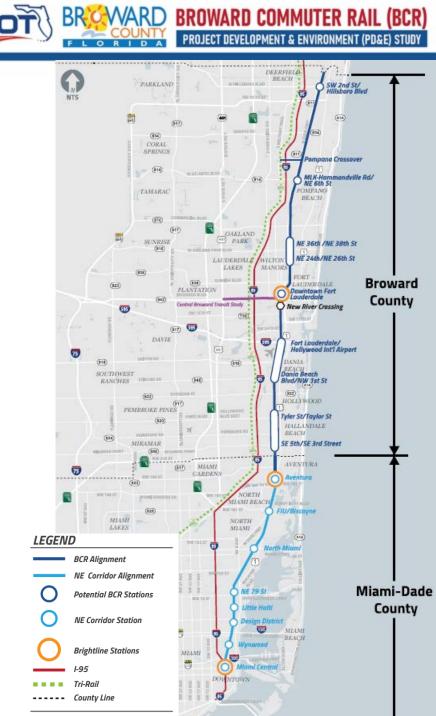


Commuter Rail Projects

- □ NE Corridor Commuter Rail from Miami to Aventura
 - o Downtown Miami station is complete
 - \circ Advanced negotiations with Brightline for corridor access
 - Advancing through FTA process

Broward Commuter Rail (BCR)

- $\,\circ\,$ MOU with FDOT and Broward County signed January 2021
 - FDOT will lead the environmental study and technical analysis
 - Broward County is responsible for the Finance Plan, access fee, maintenance, operations as well as Consensus Building
- Limits are from Aventura to Deerfield Beach
- Technical recommendations have been made for 6 stations
- Coordination with Brightline, FECR, USCG, FTA, MPO, municipalities, Broward and Miami-Dade Counties
- Stakeholder meetings and workshop focused on the New River Crossing (4 alternatives- Low and Mid-Level Bascule Bridges, High Fixed Bridge and a Tunnel)









Connecting the Port and Airport

FLL Automated People Mover – APM



darah -

X

X +

Redeveloped Terminal 3 and New Northern Concourse Gates

+++

Terminal 5

xxxxxxxx

New Aircraft Parking Areas

Intermodal Center (Phase 1 and 2)

APM Circulator

Expansion of Terminal 4

SOURCES: Illustrate My Design, LLC, March 2019; Ricondo & Associates, Inc., March 2019.

Broward Blvd Premium Transit Study



- From Central Broward Transit (CBT) Study
- Reexamines Broward Boulevard segment from SR 7 to Downtown Fort Lauderdale
- Study area is a half-mile buffer
- Reevaluating transit vehicle and alignment from prior CBT efforts





Alternatives





Alternatives Currently Under Consideration:

Exclusive Transitway

- Alternative 1 Maintaining 6 Through Traffic Lanes
- Alternatives 2 & 3 Lane Repurposing Options

Mixed Traffic

• Alternative 4 – Shared Vehicular and Transit–Inside Lanes

Elevated

• Alternative 5 – Entire Corridor Elevated











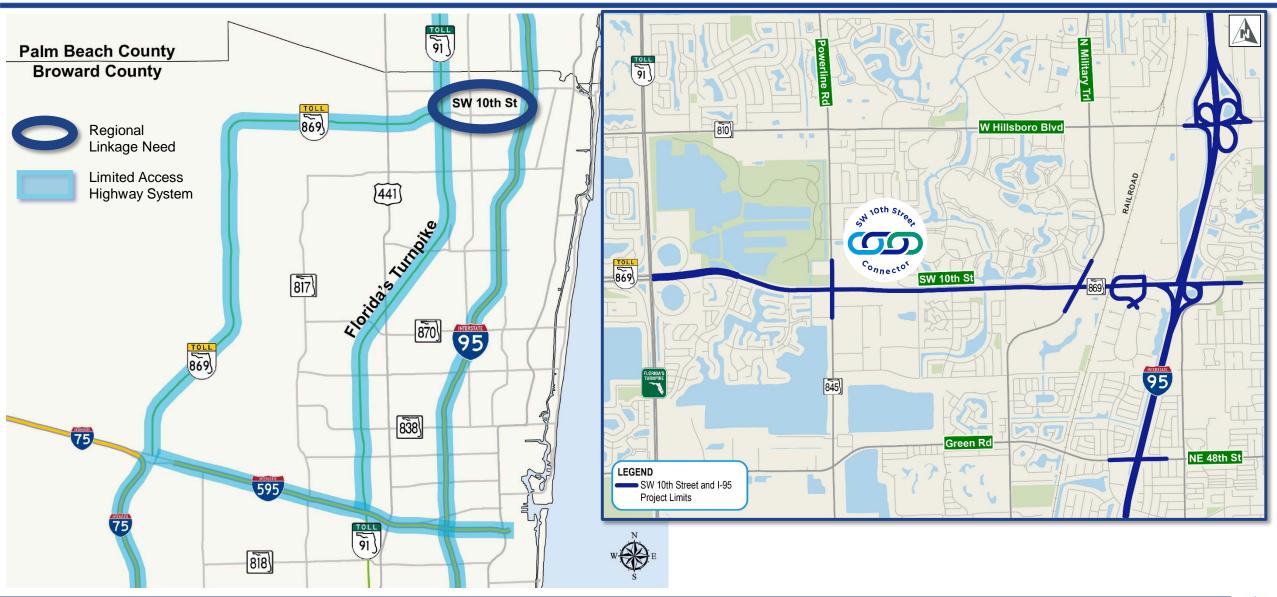






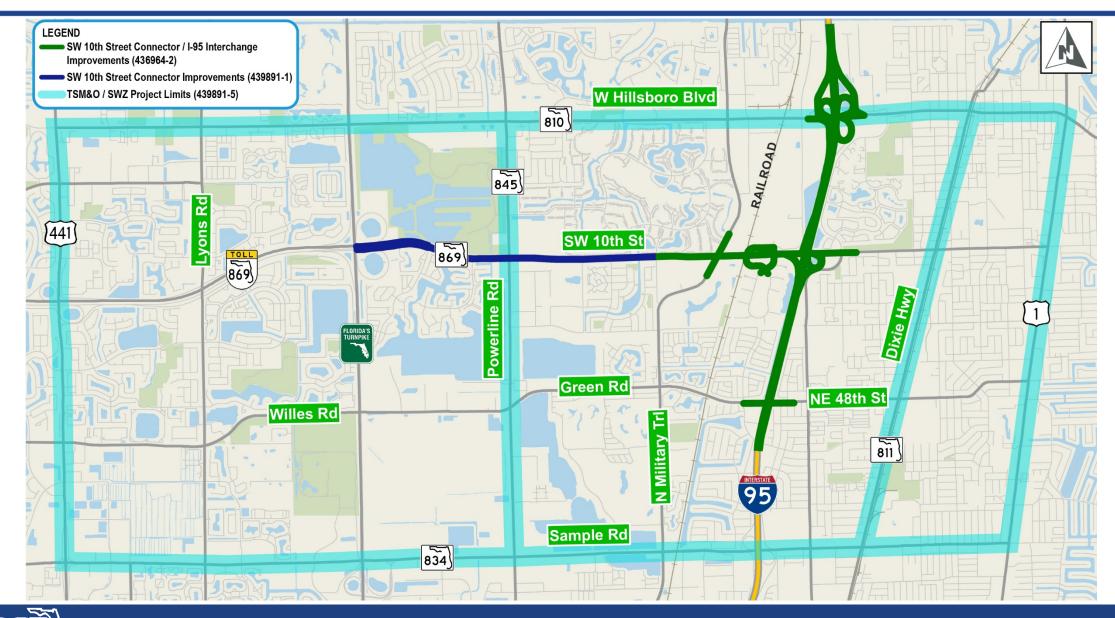
FDOT District Four -SW 10th Street Connector Projects

SW 10th St Connector – Overall Program Summary





SW 10th Street Connector – Overall Program Summary



FDOT Florida Department of Transportation



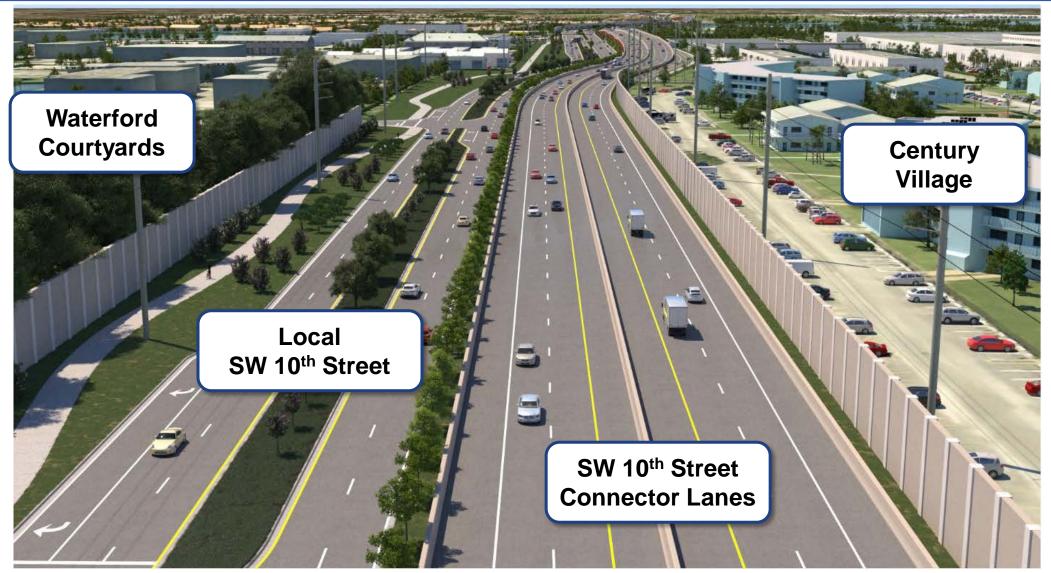
SW 10th St Connector / I-95 Interchange – Looking West







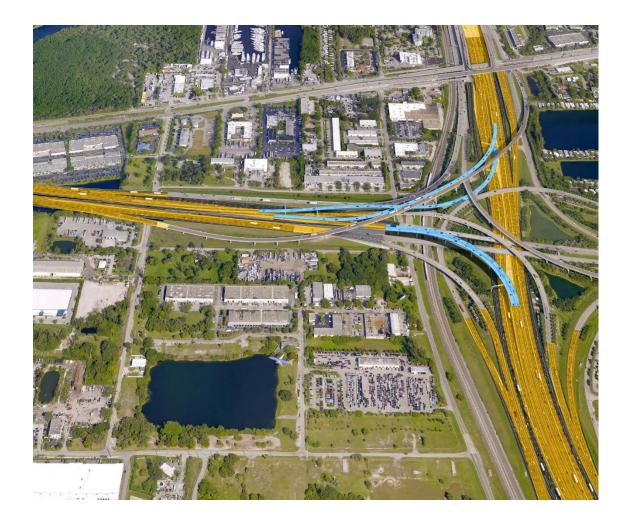
SW 10th Street Connector – Looking West



Noise Walls pending final design analysis/Community Outreach



95 E Phase 3C- I-95 and I-595 Direct Connects



 The ramps highlighted in blue depict the ultimate configuration for the I-95 and I-595 Direct Connector ramps

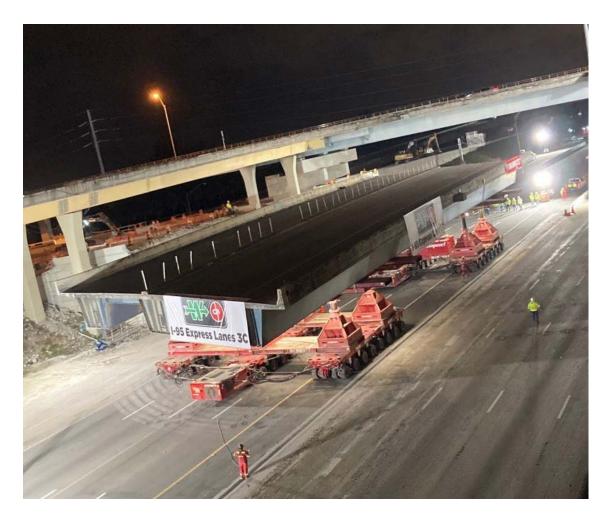


95 E Phase 3C- SR 84

• The SR 84 westbound bridge was fully removed overnight Saturday, May 22, 2021



95 E Phase 3C – SR 84



- I-95 was shutdown overnight and the operation was completed 7.5 hours ahead of schedule
- Crews utilized a mega jack transportation system for the removal



95 E Phase 3C – SR 84



- The contractor is utilizing the Accelerated Bridge Construction (ABC) method at the closed I-95 northbound to SR 84 exit ramp
- The bridge will be lifted onto the interchange overnight Saturday, April 2



FDOT and SFRTA

Mode: Commuter Rail – Tri-Rail

Inauguration: Tri-Rail – January 9th, 1989 SFRTA – July 2003 – 10-member Board RTA SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

Service Area: 73.5 miles between Palm Beach, Broward, and Miami-Dade counties

Stations: 18 – Broward County (7), Palm Beach County (6), Miami-Dade County (5)





Victor Garcia Broward County





Presented by GoTriangle and the NC Railroad Company



RTA Regional Business Leadership Tour to South Florida

Victor O. Garcia Director of Public Affairs March 30, 2022



SFRTA

- The South Florida Regional Transportation Authority is an agency of the state of Florida created in 2003
- SFRTA operates Tri-Rail commuter rail passenger service with funding provided by state, county, and federal sources
- FDOT own the South Florida Rail Corridor on which SFRTA operates the Tri-Rail commuter rail passenger service
- SFRTA dispatches both passenger trains and freight trains on the South Florida Rail Corridor

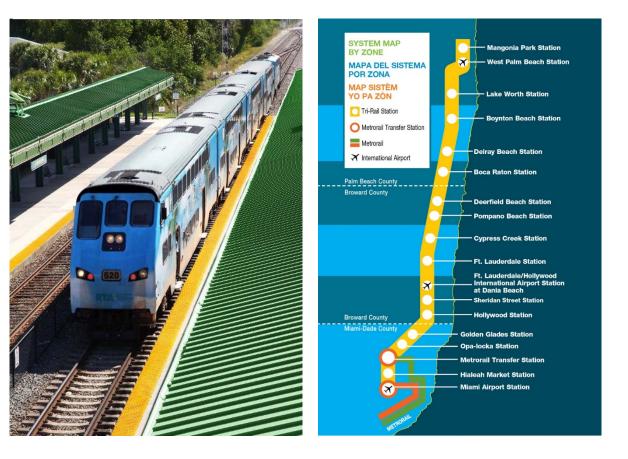


- Highest ridership ever in 2019: 4,465,750
- ✤ 100Mth rider received in August 2021
- I00M cars off the roads = equivalent of one lane off of I-95



Current Tri-Rail Service

- Inaugurated on January 9th, 1989
- Commuter Rail Not intercity (Brightline) or rapid transit (Metrorail)
- Service Area: Miami-Dade, Broward & Palm Beach (73.4 miles)
- 18 stations stops every 3 4 miles
- 50 Weekday trains and 30 Weekend/Holiday Trains
- Ridership: 15,000+ (Weekday average)
- 20 and 30 minute service during Weekday peak hours
- Hourly service on Weekends and Holidays
- Connections to South Florida's 3 international airports





SFRTA Governing Board

- Governing Board Composition
 - 3 County Commissioners
 - 3 Governor's Appointees
 - 3 County Representatives
 - FDOT District Secretary
- Governing Board meets 4th Friday of each month
- Available to view virtually since the pandemic





Partners and Relationships

Funding Partners

- FDOT
- Counties Boards of County Commissioners; MPOs

Federal Regulators

- Federal Transit Administration
- Federal Railroad Administration

Tenants

- CSX
- Amtrak

Other Transportation Providers

• Transit – Miami-Dade County Department of Transportation and Public Works, Broward County Transit, Palm Tran

U.S. Department of Transportation AMTRAK **Federal Transit** Federal Railroad Administration **Administration** MIAMI-DADE COUNTY PALM BEACH Transportation Planning Agency **bright**/ine Browa Metropolitan Planning Organization **Miami-Dade Transportation**

Planning Organization



Financial Challenges

- SFRTA has no taxing authority
- Depends on Three Counties and FDOT
- No increase in 10+ years
- SFRTA tightened its belt
- Using CARES Act funds





Pandemic Response

- Ridership down 80% from 50 to 18 trains a day, and suspended fares
- Tri-Rail continued to operate, transporting essential workers
- SFRTA maintained tracks to keep the supply chain moving
- Sanitization and mask policy
- Gradual return to service and reinstated fares
- Ridership returned to 70%
- Recent special events helped increased ridership



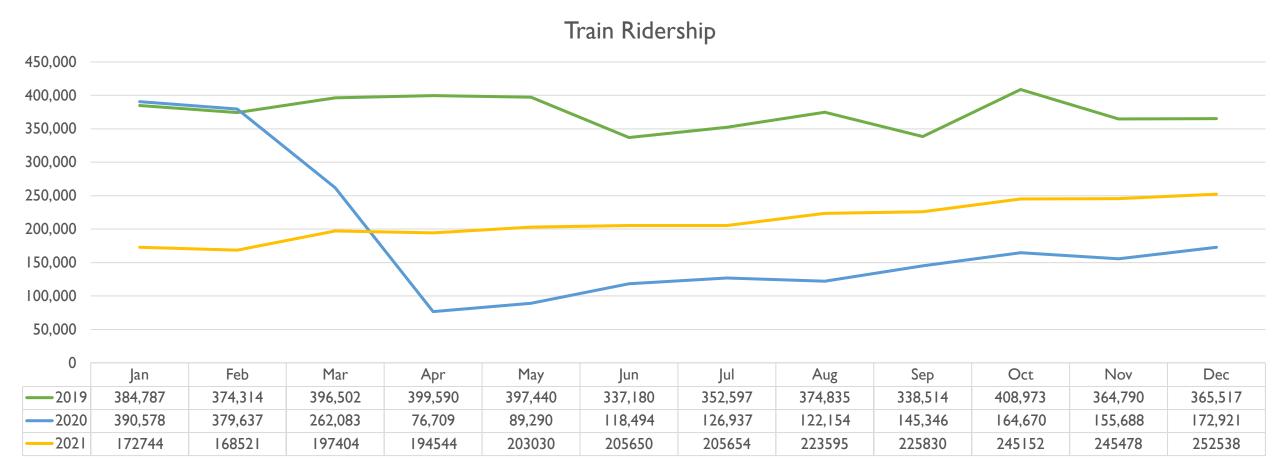








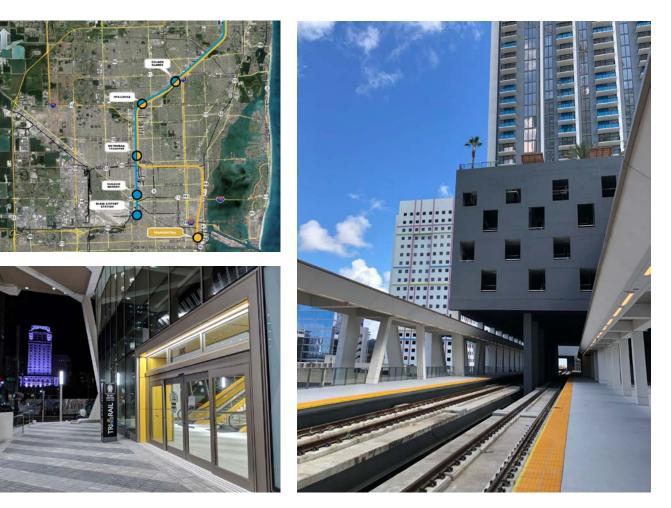
Ridership





Downtown Miami Link

- New Tri-Rail service that will bring 26 trains per weekday directly into downtown Miami at the new Brightline MiamiCentral Station on the Florida East Coast (FEC) rail corridor
- A "one-seat ride" from Tri-Rail's northernmost station in Palm Beach County to the MiamiCentral Station in downtown Miami
- Service has been delayed due to the installation of PTC by Brightline on the FEC Corridor and recently discovered platform defects
- Service projected to start November 1, 2022





Tri-Rail Coastal Link

- One interconnected one-seat commuter rail service
- Miami-Dade County negotiating access agreement
- Broward County MOU with FDOT
- Palm Beach County Northwood Connection in place
- SFRTA well positioned to be operator





Future of Rail in South Florida

- First ever TOD Project at Boca Raton Station
- Three things that never change in South Florida:
 - Overdevelopment/traffic congestion
 - Service/construction economy
 - Ground Zero for climate change
- 400 cars = 8 buses = 1 train







Welcome to South Florida!



WEDNESDAY MORNING

GREG STUART Broward MPO

GRETCHEN CASSINI Broward County

TIM GARLING Broward County **GERRY O'REILLY** Florida DOT (FDOT)

VICTOR GARCIA SFRTA /Tri-Rail





Presented by GoTriangle and the NC Railroad Company

WEDNESDAY MORNING FIELD VISIT

VICTOR GARCIA SFRTA /Tri-Rail

FLORENCE JACQUETTE Miami-Dade County

PATRICE GILLESPIE-SMITH Friends of the Underline RON BILBAO REEF

YARIEL DIAZ REEF

RTA REGIONAL BUSINESS LEADERSHIP



Presented by GoTriangle and the NC Railroad Company

2022 REGIONAL EADERSHIP TOUR to South Florida

Presented by GoTriangle and the NC Railroad Company

REGIONAL BUSINESS LEADERSHIP