



Planning Technical Advisory Committee Meeting (PTAC)

REGULAR MEETING AGENDA

April 22, 2009
10:30 a.m.

South Florida Regional Transportation Authority
Boardroom
800 NW 33rd Street
Pompano Beach, Florida 33064
www.sfrta.fl.gov

FOR FURTHER INFORMATION CALL JOSEPH QUINTY AT (954) 788-7928

Members

Maria Batista, Miami-Dade Transit
Michael Busha, Treasure Coast Regional Planning Council
William Cross, South Florida Regional Transportation Authority
Carolyn Dekle, South Florida Regional Planning Council
Greg Stuart, Broward Metropolitan Planning Organization
Jose Luis Mesa, Miami-Dade Metropolitan Planning Organization
Jonathan Roberson, Broward County Transit
Gustavo Schmidt, Florida Department of Transportation, District IV
Phil Steinmiller, Florida Department of Transportation, District VI
Fred Stubbs, Palm Tran
Randy Whitfield, Chairman, Palm Beach Metropolitan Planning Organization
Nancy Ziegler, FDOT, District IV

Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is South of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station.

PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING OF APRIL 22, 2009

The meeting will convene at 10:30 a.m., and will be held in the Boardroom of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any PTAC Member, however, that item may be removed from the Consent Agenda and considered separately.
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C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of March 18, 2009

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.
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No items.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
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I1 – INFORMATION: FTA Job Access Reverse Commute (JARC) and New Freedom Programs

I2 – INFORMATION: West Palm Beach Intermodal Center and Palm Tran Route Changes

I3 – INFORMATION: Broward County Transit Comprehensive Operational Analysis Update

I4 – INFORMATION: FDOT Strategic Intermodal System (SIS) 2010 Plan Update

OTHER BUSINESS:

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PTAC MEMBER COMMENTS

MEETING ATTENDANCE SUMMARY

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the Board of Directors for the South Florida Regional Transportation with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Board are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

DRAFT

MINUTES

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING MARCH 18, 2009

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:30 a.m. on Wednesday, March 18, 2009 in the Boardroom of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices located at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS PRESENT:

Mr. Larry Allen, South Florida Regional Planning Council (RPC)
Ms. Maria Batista, Miami-Dade Transit
Mr. William Cross, SFRTA
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
Mr. Shi-Chiang Li, Florida Department of Transportation (FDOT) District 4
Mr. Joseph Quinty, SFRTA
Mr. Jonathan Roberson, Broward County Transportation Department
Mr. Phil Steinmiller, FDOT District 6
Mr. Fred Stubbs, Palm Tran
Mr. Jeff Weidner, FDOT District 4
Mr. Randy Whitfield, Palm Beach MPO, PTAC Chair
Mr. Enrique Zelaya, Broward MPO

ALSO PRESENT:

Mr. James DeVaughn, SFRTA
Mr. Marcin Gadek, SFRTA
Ms. Sabrina Glenn, SFCS/City of Boca Raton
Ms. Elaine Magnum, SFRTA
Mr. Dan Mazza, SFRTA
Mr. Michael Schloss, Williams Wilson
Mr. Jim Udvardy, SFCS
Ms. Lynda Westin, SFRTA
Mr. Ravi Wijesundera, Kimley-Horn
Mr. Joe Yesbeck, Jacobs Engineering
Ms. Natalie Yesbeck, SFRTA
Mr. Eric Zahn, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 10:38 a.m.

ROLL CALL

The Chair requested the roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Chairman Randy Whitfield stated that he received a request for the agenda to be reordered to allow for I5- US 27 Freight Rail Feasibility Study to be the first informational item on the agenda. Mr. Jeff Weidner moved for approval of the Agenda with the recommended changes. The motion was seconded by Mr. Jonathan Roberson. The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair called the motion to a vote and it was approved unanimously.

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – None

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of Planning Technical Advisory Committee Meeting of January 21, 2009.

A motion was made by Mr. Larry Allen to approve the meeting minutes. The motion was seconded by Mr. Wilson Fernandez. The motion was called to a vote and carried unanimously.

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

No items.

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only.

I5. - INFORMATION: US 27 Freight Rail Feasibility Study

Mr. Jeff Weidner of Florida Department of Transportation (FDOT) presented this item, beginning by distributing a handout on the US 27 Freight Rail Feasibility Study. Mr. Weidner stated that FDOT was directed by the state legislature to perform a feasibility study of a new freight rail corridor on the western end of Miami-Dade, Broward and Palm Beach Counties, connecting industrial areas of Miami-Dade with the Glades area. He noted that \$300,000 has been allocated for the effort and that the study’s scope is fairly simple. Mr. Weidner spoke of the numerous other studies and efforts that need to be considered as part of the US 27 Freight Rail Feasibility Study, including the FEC passenger rail study, the future of rock mining in Miami-Dade County, the potential Inland Port if Palm Beach County, and the possibility of the Port of Miami being dredged to 50 feet in order to accommodate Panamax vessels and Asian trade. He

commented that a US 27 rail route could form a freight bypass around the urbanized area. Mr. Weidner noted that the timing of the study is critical, as updates to the State Rail Plan and LRTPs are currently in progress. He commented that no funds for the US 27 rail corridor are allocated beyond this study. Mr. Weidner also mentioned that the US 27 corridor appears to have ample right-of-way to accommodate rail and that workshops with all stakeholders are planned as part of the study. Questions and comments from committee members were regarding the US Sugar owned rail lines, high speed rail, the Inland Port, and the consultants who will be working on the study.

11. - INFORMATION: SFRTA Economic Stimulus Priorities

Mr. William Cross of SFRTA presented this item, beginning by stating that the SFRTA share of the FTA ARRA funds is roughly \$15 million. Mr. Cross stated that SFRTA's priority is to buy new locomotives to replace Tri-Rail's aging fleet, with 4 or 5 locomotives possible with the allocated amount of ARRA funds. He also noted that SFRTA is currently working through procurement issues to make sure that funds for locomotives can be expended in 180 days to meet the ARRA guidelines. One possibility raised by Mr. Cross was for SFRTA to work with FDOT and Central Florida to utilize the Sun Rail contract to procure the new locomotives. He also mentioned that a fallback alternative is to exercise existing SFRTA contract options for additional rail cars. Mr. Cross explained that the railcar option can be exercised within 30 days, which can easily commit funds within the 180 days window. He mentioned to PTAC members that the ability to exercise this railcar option so quickly could also help the MPOs or anyone if their ARRA projects are having difficulty meeting the 180 day deadline.

Mr. Enrique Zelaya asked if the new locomotives would be to add capacity or replace the old locomotives. Mr. Cross stated there have recently been an increased number of equipment breakdowns, and a SFRTA study has found that all of Tri-Rail's locomotives are reaching the end of their useful life. Chairman Whitfield asked about the cost of a new locomotive, with Mr. Cross stating that the cost is in the \$3 million plus range depending on the model and contract. Mr. Larry Allen commented that \$300 million in Clean Cities funds may be available, with diesel emissions reduction a target.

12. - INFORMATION: Tri-Rail Proposed Schedule Enhancements

Mr. Jim DeVaughn, SFRTA Operations Manager presented this item, discussing the proposed changes to the Tri-Rail weekday schedule. Mr. DeVaughn stated that current Tri-Rail on-time performance is approximately 60%, which is largely prompting this proposed change. He noted that the proposed change keeps the same number of trains on weekdays and uses the same number of train sets, which means there will be no additional operating costs. Mr. DeVaughn spoke about details of the new proposed schedule, mentioning that it adds an additional 10 to 15 minutes to the end to end time and during peak hour service and an additional 15 minutes from end to end during midday periods. He also stated that additional time is being added to the turns at the end of the line at Miami Airport and Mangonia Park. Mr. DeVaughn stated that this will help limit the cascading effect that one late train can cause throughout the system. He also noted that there will be no changes to the weekend train schedule. Mr. DeVaughn said that the schedules for connecting services has been considered, and that the proposed Tri-Rail schedule changes are currently being reviewed by the county transit agencies. He closed by stating that there is no implementation date for the proposed schedule enhancements at this time.

13. - INFORMATION: FTA Job Access Reverse Commute (JARC) and New Freedom Programs

Mr. William Cross of SFRTA presented this item, informing PTAC members of the latest developments for FTA's JARC and New Freedom Programs as they relate to the South Florida region. Mr. Cross stated

that about \$4 million per year comes to the region through these two programs, but unfortunately the initial setup for South Florida was not working and funds from past years are set to lapse. He stated that SFRTA has volunteered to administer these two programs, with the support of the three MPOs and three county transit properties. Mr. Cross stated that a competitive selection process for projects to utilize these funds is required. He noted that this process will begin quickly, as projects to use 2007 JARC/New Freedom funds must be finalized by July 15th of this year. Mr. Cross proposed that the PTAC be used as an oversight body for the competitive review and selection process. He noted that JARC/New Freedom funds are open for not just transit providers, but also private operators and transportation disadvantaged providers. Mr. Cross asked that interested parties contact SFRTA staff or review the FTA website for further information on the JARC/New Freedom programs.

14. - INFORMATION: SFRTA Transportation Summit Wrap-Up

Mr. Joseph Quinty of SFRTA thanked all who contributed towards the summit planning and took the time out on a Saturday morning to attend the event on February 21. He then introduced Ms. Lynda Westin of SFRTA who explained the summit program and public feedback in more detail. Ms. Westin stated that the summit had 378 attendees. She noted that a wide range of issues were raised in the multiple interactive public sessions. Ms. Westin walked the PTAC members through the audience's response to various survey questions asked at the summit. She also explained the breakdown of responses by factors such as age and county of residence. Ms. Westin pointed out that all of the summit interactive survey results, along with the PowerPoint presentations given by the keynote speaker and various other information from the summit is now available online at <http://www.sfrta.fl.gov/summit/>. Mr. Cross pointed out that the results from the interactive survey questions were not scientific, but that statistically valid survey results for similar questions were gained from the recent SFRTA Public Opinion Survey. He also thanked Ms. Westin and other SFRTA staff for their hard work and making the summit a success.

16. - INFORMATION: Palm Beach Gardens Transit-Oriented Development Charrette

Mr. Joseph Quinty gave a brief update on the upcoming Palm Beach Gardens Transit-Oriented Development Charrette. Mr. Quinty pointed to the success of past TOD and rail station charrette efforts conducted by the Treasure Coast RPC in Jupiter, Lake Worth and Riviera Beach. Mr. Quinty stated that the charrette will run from March 20 through March 27, with work-in-progress presentations to be held on Friday, March 27 and Friday April 3. He also mentioned that the charrette is sponsored and funded by the City of Palm Beach Gardens, the Palm Beach Metropolitan Planning Organization, the Florida Department of Transportation, and the South Florida Regional Transportation Authority. Mr. Quinty invited all PTAC members to attend and stated that the charrette results will be presented to the PTAC in the months ahead.

OTHER BUSINESS: Rail-Volution 2009 Call for Proposals

Mr. Quinty announced that a flyer for the Rail-Volution 2009 conference is included in the meeting agenda packet. He said that SFRTA and Miami-Dade Transit co-hosted the conference in 2007, and this year's event will be held in Boston, MA on October 30 through November 1. Mr. Quinty informed the PTAC membership that the conference's call for proposals is now open, with a deadline of April 1.

SFRTA EXECUTIVE DIRECT OR REPORTS/COMMENTS

None.

PTAC MEMBER COMMENTS

None.

ADJOURNMENT

The meeting was adjourned at 11:53 pm.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 22, 2009

INFORMATION ITEM REPORT

Information Item

Presentation

FEDERAL TRANSIT ADMINISTRATION (FTA) JOB ACCESS REVERSE COMMUTE (49 U.S.C. 5316) AND NEW FREEDOM PROGRAMS (49 U.S.C. 5317)

SUMMARY EXPLANATION AND BACKGROUND:

The Job Access and Reverse Commute (JARC) and New Freedom (NF) Programs are two grants administered by the (FTA). The JARC program has assisted individuals successfully transition from welfare to work by addressing the unique transportation challenges faced by welfare recipients and low-income persons seeking to get and keep jobs. The NF program was established to support new public transportation services and public transportation alternatives beyond those required by the American with Disabilities Act (ADA) of 1990

At the March 18, 2009 meeting of the SFRTA PTAC, it was announced that SFRTA had agreed to become the designated recipient of the region's JARC and NF funds. As previously mentioned, an aggressive schedule is required to secure the funds available through the JARC and NF Programs. It is required that a competitive project selection be held, each agency's compliance with FTA requirements be reviewed and certified, and grant applications be submitted to the FTA by July 15, 2009.

In order to meet this tight deadline, a draft selection process and scoring criteria have been developed for the JARC/NF programs. A document containing the draft selection process and scoring matrix is attached. The draft process and scoring criteria will be reviewed at the PTAC, with the intention of reaching consensus among committee members. The selection and scoring process will take place at subsequent PTAC meetings.

As a reminder, descriptions and background information on the JARC and NF Programs can be found on the FTA website at http://www.fta.dot.gov/funding/grants/grants_financing_3550.html and http://www.fta.dot.gov/funding/grants/grants_financing_3549.html.

SFRTA Planning staff will present this item.

EXHIBITS ATTACHED: Draft JARC/NF Selection Process and Scoring Matrix.

JARC/NEW FREEDOM PROJECTS SELECTION PROCESS AND SCORING MATRIX

Selection Process:

- South Florida Regional Transportation Authority's (SFRTA) Planning Technical Advisory Committee (PTAC) will evaluate properly submitted written applications. The committee will score each application according to the evaluation criteria set forth. PTAC may make a determination to recommend one (or more) successful applications based on the evaluation score and available funding.
- No evaluator representing an entity that has a material interest in a particular application may be involved in its evaluation.
- PTAC will evaluate all of the applications pertinent both to JARC and New Freedom programs.
- The SFRTA Board of Directors, as the governing body of the Designated Recipient of the funds, will approve the projects recommended for funding by PTAC. These projects will be forwarded to the Federal Transit Administration (FTA) for final determination.
- All applicants will be informed of the project applications selected to receive funds.
- SFRTA will work with the Metropolitan Planning Organizations (MPOs) for inclusion of selected projects into the Transportation Improvement Plan (TIP).
- All project sponsors (applicants) who have projects selected for funding, through this competitive selection process, will be required to adhere to all federal regulations and guidelines for third party contracting in addition to federal requirements pertaining to financial management.

Scoring Matrix:

QUESTIONS	POINTS
Project Need, Goals, and Objectives	35
Is the project consistent with and derived from the Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan)?	10
Does the project establish, preserve or improve mobility for a targeted population?	10
Will a majority of the service area's targeted population be served by the project?	10
Does the project also help meet transportation needs outside the targeted population?	5
Coordination/Program Outreach	20
Does the applicant identify opportunities to coordinate with available transportation operators in the project area?	5
Does the applicant's public involvement component exhibit early and continuous outreach?	5
Does the project involve collaboration by at least one other group not including the entity providing the matching funds?	5
Does the application include a letter(s) of support from the involved entities?	5
Project Implementation	10
Does the applicant's implementation plan demonstrate the agency's ability to complete the project within the allotted timeframe?	5
Does the agency have a clearly defined marketing plan?	5
Management Capability	10
Does the agency display experience and resources available in providing existing services for the targeted population?	5
Does the applicant demonstrate the ability to comply with all FTA certifications and assurances?	5
Fiscal Capability	15
Did the applicant submit letters of commitment or other proof of the availability of matching funds?	5
Does the project leverage resources?	5
Does the applicant provide methods to sustain service after the grant period?	5

Program Effectiveness and Performance Indicators	10
Is there a quantifiable methodology identified to measure and evaluate the impact of the project in meeting its identified goals?	5
Does the project contain innovative ideas that could be applied elsewhere?	5
TOTAL	100

Summary of overriding strategies to consider during evaluation of projects:

- 1) Address gaps in current service provisions for targeted populations.
- 2) Make use of available resources and leverage resources to the extent possible.
- 3) Coordinate with other federal programs – coordinated services, financial partnership, etc.
- 4) Technical capacity of agency to achieve project goals.
- 5) Evidence of a broad coordination effort.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 22, 2009

INFORMATION ITEM REPORT

Information Item

Presentation

WEST PALM BEACH INTERMODAL CENTER AND PALM TRAN ROUTE CHANGES

SUMMARY EXPLANATION AND BACKGROUND:

After many years of planning, the West Palm Beach Intermodal Center is currently under construction and nearing completion. The facility will be a new, passenger friendly public transportation transfer center immediately west of the existing West Palm Beach Tri-Rail Station. The new West Palm Beach Intermodal Center is scheduled to open in May.

Some modifications to the Palm Tran bus route network will occur as a result of the opening of the intermodal center. Mr. Fred Stubbs of Palm Tran will present this item, providing an overview of the new West Palm Beach Intermodal Center and the associated bus route changes.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
 PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
 MEETING: APRIL 22, 2009

INFORMATION ITEM REPORT

Information Item

Presentation

BROWARD COUNTY TRANSIT
COMPREHENSIVE OPERATIONAL ANALYSIS (COA) UPDATE

SUMMARY EXPLANATION AND BACKGROUND:

A recent and Board of County Commissioners adopted audit of the Broward County Transportation Department (BCT) concluded that BCT should explore the feasibility of conducting a Comprehensive Operational Analysis (COA) in order to insure effective and cost-efficient public transit services in Broward County. With Board approval, BCT staff moved forward with this request and secured a consultant in February 2009 to assist in the development of BCT's first COA. A COA is defined as the following:

- An in-depth study of BCT to identify its strengths and weaknesses and areas for improvement;
- Recommendations to address those findings

The COA will provide an evaluation of BCT's fixed-route, limited-stop and community bus operations, equipment and facility requirements for three time horizons; near term (1-3 years), short range (4-9 years) and long range (10-15 years). The COA process entails a full system ridecheck of all scheduled BCT trips and the collection of thousands of origin/destination surveys of BCT users for all time periods and all routes. This comprehensive data set, coupled with detailed analysis, will answer the following questions for BCT and the public:

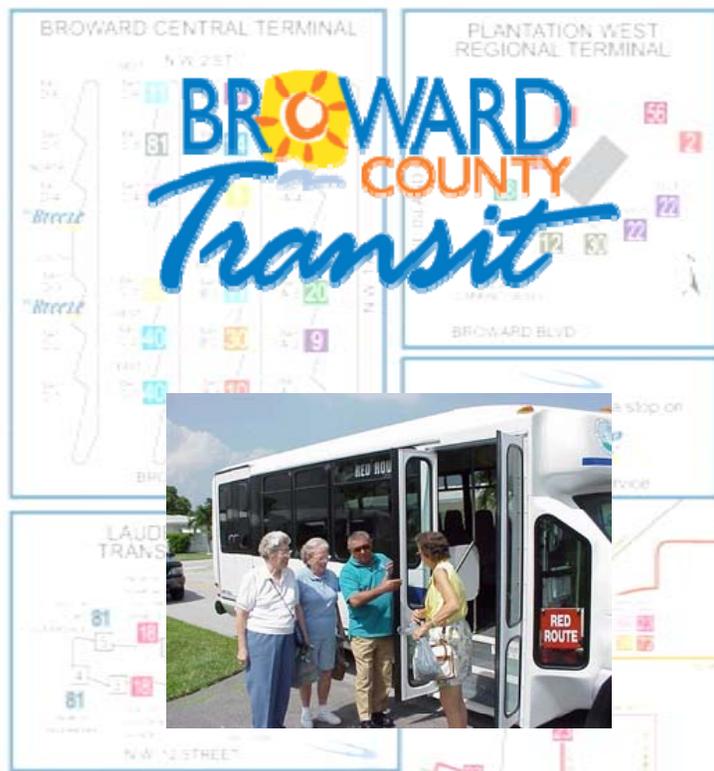
- Who are BCT's current and future customers and what are their travel needs?
- What works well in BCT's system? What needs improvement?
- How can BCT best serve its customers within its financial and operational constraints?

The core of the COA is the near term plan. It will recommend immediate route and other changes with BCT designed to improve service efficiency, apply resources where they are most needed, and modernize the route network based upon current and projected conditions within the service area. The COA will also provide short and long range direction in terms of service expansion, equipment requirements, and facility needs. The final COA will provide valuable information to Broward County in any future dedicated funding effort. It is expected that the final COA findings will be presented for Broward County Commission approval in late 2009 or early 2010.

Mr. Jonathan Roberson, BCT Senior Planner, will present this item.

EXHIBITS ATTACHED: COA Overview Slideshow.

Broward County Transit Comprehensive Operational Analysis



April 22, 2009



What is a COA?

A **Comprehensive Operational Analysis** is:

- An in-depth study of BCT to identify its strengths and areas for improvement
- Recommendations to address those findings
- Through a successful COA, BCT can build advocacy for increased public funding

The COA process will answer these questions:

- Who are our current and future customers and what are their travel needs?
- What works well in our system? What needs improvement?
- How can we best serve our customers within our financial and operational constraints?

Why is a COA necessary?

Develop the Network of the Future

- Population of 1.9 million growing to 2.5 million by 2030
- Increasing ridership and the need to serve more customers

A COA will allow BCT to evaluate its system and ensure that it is responding to customer needs

Current Economic Climate

- Sources of revenue are scarce in today's economy
- County budget shortfall
- Prioritize investment in needed areas

The COA will help BCT to use its resources effectively



What will be studied?

Ridership

- Who is the BCT customer?
- Where are people riding?
- Where are customer origins and destinations?

Service Performance

- What is the ridership/resource ratio?
- Where can BCT prioritize its resource commitments?

Markets

- What is the demographic makeup of the service area?
- What are the future development patterns?

Service Delivery

- What are the operational issues that affect service delivery?
- How can we reduce delay and thus reduce cost?

COA Process

1. Data Collection

- Full system ridecheck
 - Fixed route and Community bus service
- Passenger Origin/Destination survey
- Public outreach

2. Analysis

- Land use and demographics
- Service performance
- Operations

3. Recommendations

- Early Action Plan
- Service alternatives
- Preferred Service Plan

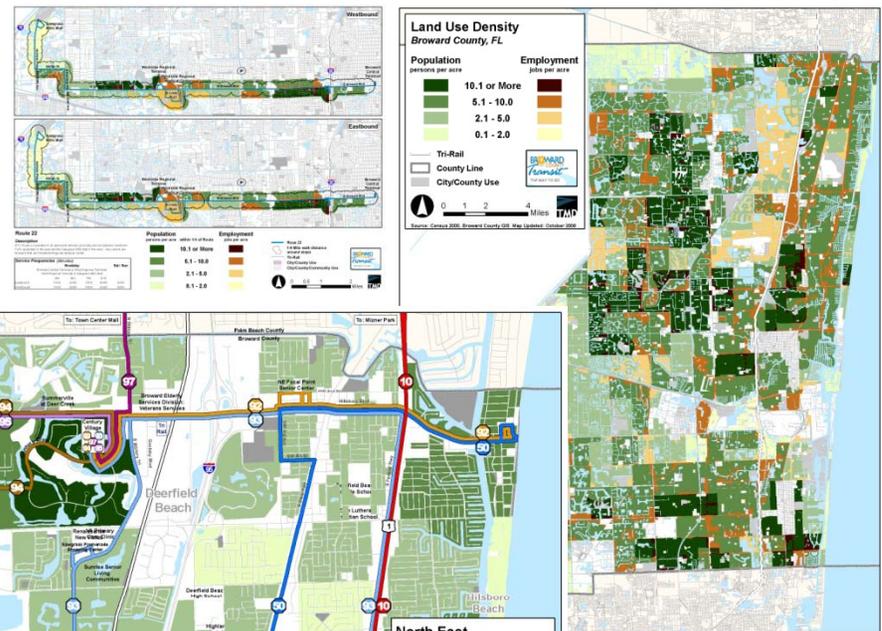
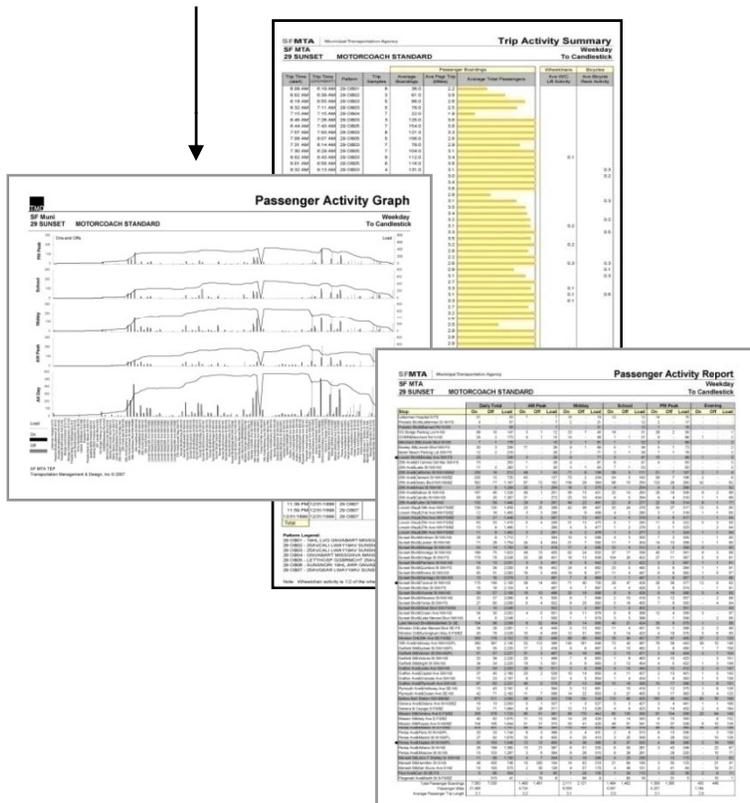


BCT, TMD and key stakeholders will collaborate throughout the process to form recommendations

COA Process



SAS Analysis & Reports



GIS Mapping



Route-by-Route Profile

System Ridership

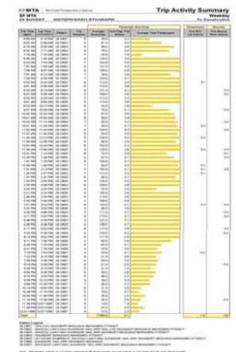


Route Report Card

Performance Indicators

Line	Route	Direction	On-Time Performance	Passenger Activity	Operating Speeds
Line 29	Sunset	Northbound	95%	12,000	15 mph
Line 29	Sunset	Southbound	92%	11,500	14 mph
Line 10	Central	Northbound	98%	8,000	18 mph
Line 10	Central	Southbound	96%	7,500	17 mph

Trip Ridership & Load



Route Segment Performance



Coverage/Stop Access

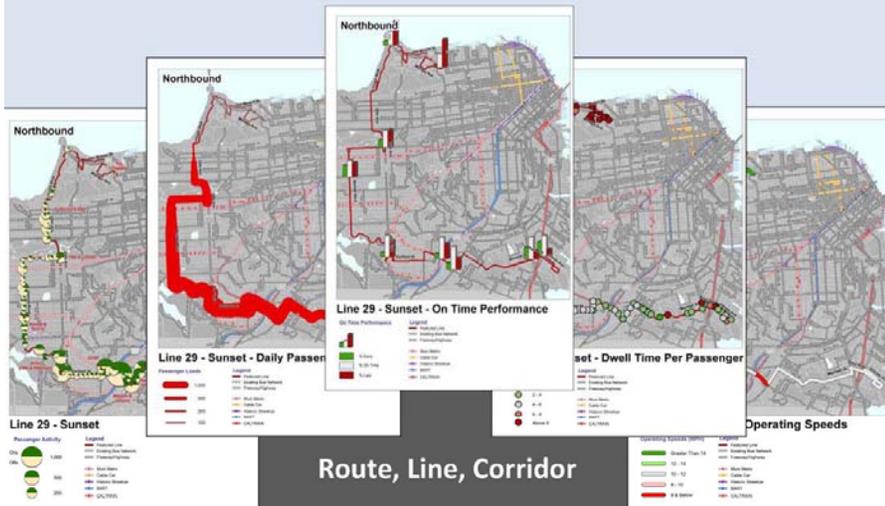


Ridership Patterns

Passenger Activity Report

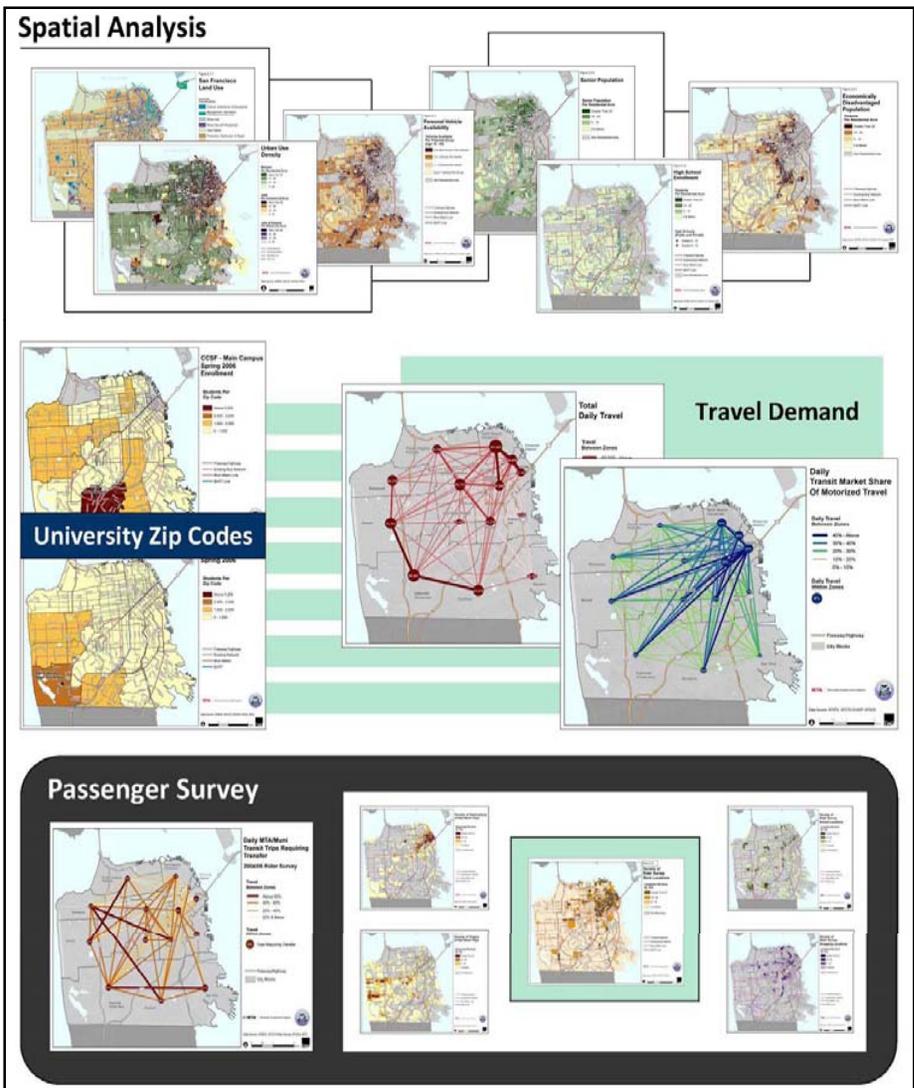
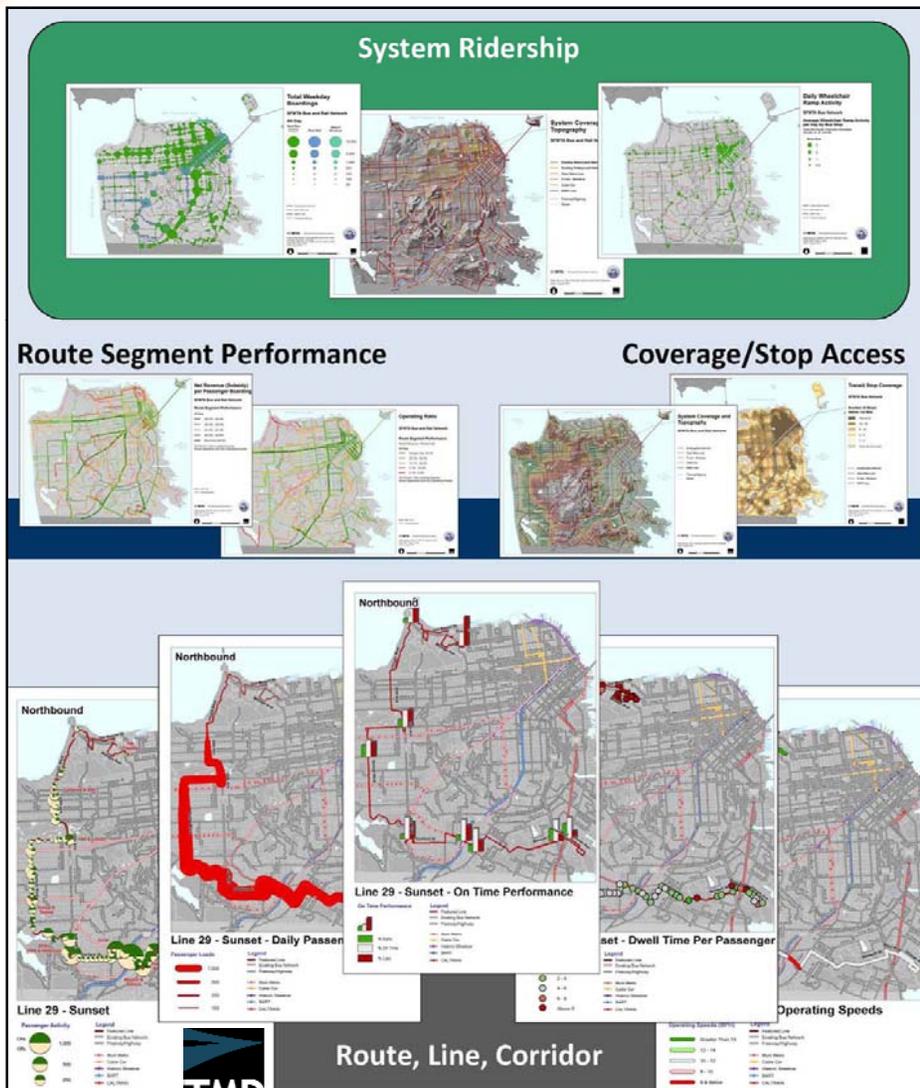
Line	Route	Direction	Passenger Activity	Operating Speeds
Line 29	Sunset	Northbound	12,000	15 mph
Line 29	Sunset	Southbound	11,500	14 mph
Line 10	Central	Northbound	8,000	18 mph
Line 10	Central	Southbound	7,500	17 mph

Operating Performance



Route, Line, Corridor

Route-by-Route Profile





Preferred Service Plan

What will the Study Plan contain?

- **Early Action Plan**

- Preliminary service recommendations
- “Low-hanging fruit”
- Integrated into Broward County’s FY 2010 budget decision process

- **Near Term Recommendations (1-3 Years)**

- Recommended service types, route alignments and service levels
- Capital plan
- Updated service standards and warrants
- Policy recommendations

- **Short Range Recommendations (4-9 Years)**

- Identify areas of Broward County which may require additional service
- Recommend new routes, transit centers, and/or Park and Ride lots

- **Long Range Recommendations (10-15 Years)**

- Conceptual recommendations for long-term service improvements



Beyond the Service Plan

What are other outcomes of the COA?

Service Framework

- Collaboratively determine a set of service types and how they function together
- Develop service standards and warrants for new and existing service
- ➔ **BCT develops as a network, not a collection of individual routes.**

Decision-Making Framework

- Gather fully up-to-date, detailed ridership, market, and service information
- ➔ **Solid, defensible data on which to base future service changes.**

Improved Communication

- Integrate recommendations and opinions across BCT and the community
- ➔ **Build ownership in BCT services. People support what they help create.**

Across the Industry

What are the results of COAs?

San Diego MTS

- Saved \$10 million per year from:
 - Increased revenue from ridership
 - Targeted service reductions

San Francisco Muni

- Reinvested service reductions into high volume corridors
- Increased peak service for 75% of the population at no additional cost



Keys to a Successful COA

Focus on the Customer

- Determine how can BCT better serve customer travel needs

Keeping the Community Engaged

- Communicate regularly with stakeholders and the general public

Attention to Service Quality

- Improve the customer's travel experience

Expecting More from Transit

- Innovation; prioritizing investment; doing more with less



Project Schedule



March 2009

- Begin ridecheck and onboard survey
- Begin internal stakeholder discussions

April 2009

- Complete ridecheck and onboard survey
- Project fieldwork and continued stakeholder discussions
- Analysis of ridecheck and survey data

May-July 2009

- Preliminary and final drafts of Early Action Plan
- Data analysis of existing services
- Market and latent demand analysis
- Stakeholder outreach

August-October 2009

- Public Outreach (2-phases)
- Preferred Service Plan development

November-December 2009

- Public Outreach (1-phase)
- Presentation of findings



Questions?



For More Information, Contact:

Jonathan Roberson
Senior Planner

Broward County Transit
1100 Park Central Blvd, Suite 3500

Pompano Beach, FL

(954) 357-8338

jroberson@broward.org



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 22, 2009

INFORMATION ITEM REPORT

Information Item

Presentation

FDOT STRATEGIC INTERMODAL SYSTEM (SIS) 2010 PLAN UPDATE

SUMMARY EXPLANATION AND BACKGROUND:

The Florida Department of Transportation (Department) is initiating the process for updating the Strategic Intermodal System (SIS) Strategic Plan adopted in 2005. This “2010 SIS Strategic Plan Update” process is just getting underway and will culminate in adoption of an updated SIS Strategic Plan in January 2010. This process is intended to provide a comprehensive review of SIS goals, objectives, and policies, and will develop strategies to make SIS implementation more effective. It will also update and clarify, as needed, the criteria and thresholds used to designate SIS facilities. The attached 2010 SIS Strategic Plan Update brochure provides a good overview of the process with information on how to get involved, and the upcoming events with notable regional workshops slated for August of this year.

To guide the process, the Department has established a 30-member Leadership Committee which is composed of key statewide partners, including modal partners on the SIS (airports, spaceport, seaports, rail, waterways, and highways), local governments, MPOs, RPCs, and economic development, military, land use, community and environmental interests in the public and private sectors. To date, this committee has met two times to have informational briefings and to review and discuss key issues to be examined during the update. The major areas of focus that have been developed from these meetings are as follows: (1) Role of Emerging SIS, (2) Urban issues related to SIS, (3) Trade and Logistic Issues, (4) Community and Environmental Issues, and (5) Implementation issues. More information on these issues, meeting dates, meeting summaries and other related documents can be found at the Department established website for the process at www.sisupdate.org.

The Department will continue to keep all partners involved as this process progresses. Dates for the upcoming regional workshops will be provided as soon as they are scheduled. If you have any further questions on the 2010 Plan Update Process, then please contact the Department’s District SIS Program Coordinator, Amie Goddeau, at (954)777-4343 or amie.goddeau@dot.state.fl.us.

Ms. Goddeau will present this item to the PTAC at its April 22 meeting.

EXHIBITS ATTACHED: SIS 2010 Plan Update Brochure.
SIS Overview (Information and Map)

How to Get Involved

There are many ways to be involved in the SIS Update. You can participate by attending:

- Leadership Committee meetings;
- Regional workshops; and
- SIS briefings and meetings.

Or you may submit on-line comments by going to the SIS web site. Be sure to sign up for electronic updates!

Tentative Calendar of Events for 2009-2010

January/ February Leadership Committee Meetings

May/August Leadership Committee Meetings

July/August Regional Workshops

October Draft plan posted for review and comment

January 2010 Adopt and publish updated Plan

For dates and locations, please visit us at www.sisupdate.org



Contact Information

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2010 SIS Strategic Plan Update



A Comprehensive Review of Florida's Strategic Intermodal System

What is Florida's Strategic Intermodal System?

Florida's Strategic Intermodal System (SIS) is a statewide system of high priority transportation facilities focused on moving people and freight between regions within Florida and between Florida and other states and nations. The SIS includes airports, the spaceport, seaports, waterways, rail corridors and terminals and highways most critical to Florida's economy and quality of life.

The first SIS Strategic Plan was adopted by the Florida Department of Transportation in 2005 based on extensive partner and public involvement, including the work of a 41-member Steering Committee.



Purpose of the SIS Strategic Plan Update

The SIS Strategic Plan update consists of a comprehensive review of SIS goals, objectives and policies, and will develop strategies to make SIS implementation more effective. It will also update and clarify, as needed, the criteria and thresholds used to designate SIS facilities.

Since the law requires the SIS Strategic Plan to be updated at least every five years, an updated plan must be adopted by early 2010.



SIS Strategic Plan Update Process

Florida law requires that the SIS Strategic Plan address the following five elements:

- A map of facilities;
- An assessment of future investment needs;
- A process for setting priorities for funding investment needs;
- A finance plan; and
- An assessment of impacts of SIS improvements on military installations.

The Florida Department of Transportation has convened a Leadership Committee to provide overall guidance during the 2010 SIS Strategic Plan update process and to make recommendations to the department on key SIS policy issues.

Leadership Committee membership includes 29 representatives of key partner groups, including all modes of transportation; state, regional and local government agencies; and economic development, business, national security, growth management, community and environmental interests. The Leadership Committee also will encourage other partner groups to review and make recommendations on issues of interest to them.

Regional workshops and briefings will be held throughout the state to involve regional and local partners in the process.

The draft updated SIS Strategic Plan will be posted on the SIS web site for public and partner reviewed and comment.

Who Should Participate?

All interested residents, businesses, agencies, and transportation providers and stakeholders will have opportunities to provide input to the update of the SIS Strategic Plan. Input will be encouraged and made more convenient through:

- A dedicated web site containing up-to-date information and materials;
- E-mail updates and status reports, including links to draft proposals;
- Briefings for interested organizations;
- Regional workshops around the state; and
- Web site posting of the draft updated Plan for public and partner review.

Florida's Strategic Intermodal System



Updated July 20, 2008

Facility Type	SIS Component	Emerging SIS Component
Commercial Service Airports	>0.25% of U.S. total passenger or freight activity (1.8 million passenger enplanements or 82,000 tons of enplaned and deplaned freight and mail)	>0.05% of U.S. total passenger or freight activity (370,000 enplanements or 16,000 tons of freight and mail) OR Serves clusters of aviation-dependent industries in or adjacent to counties with projected population growth among top 25% statewide AND (applies to both of the above) Located more than 50 miles from a SIS commercial service airport
General Aviation Reliever Airports	Be identified by the Federal Aviation Administration as a reliever facility to an existing SIS airport AND Handle at least 75,000 itinerant flight operations per year AND Have a runway with length exceeding 5,500 linear feet AND Have a runway that is capable of handling aircraft weighing 60,000 pounds with a dual wheel configuration and that is serviced by at least one precision instrument approach AND Serve a cluster of aviation-dependent industries	Be identified by the Federal Aviation Administration as a reliever facility to an existing Emerging SIS airport AND Handle at least 75,000 itinerant flight operations per year AND Have a runway with length exceeding 5,500 linear feet AND Have a runway that is capable of handling aircraft weighing 60,000 pounds with a dual wheel configuration and that is serviced by at least one precision instrument approach AND Serve a cluster of aviation-dependent industries
Spaceports	Spaceports capable of handling commercial or military payloads	Not Applicable
Seaports	≥250,000 home-port passengers OR >0.25% of U.S. total freight activity (6.5 million tons of inbound and outbound freight or 110,000 containers using Twenty-foot Equivalent Units (TEUs))	≥50,000 home-port passengers OR >0.05% of U.S. total freight activity (1.3 million tons of inbound and outbound freight or 21,000 TEUs) OR Serves clusters of seaport-dependent industries in or adjacent to counties with projected population growth among top 25% statewide AND (applies to all three of the above) Located more than 50 miles from a SIS seaport
Passenger Terminals (rail, bus, or multimodal)	≥100,000 interregional or interstate passengers	≥50,000 interregional or interstate passengers OR Serves clusters of population and tourist activity in or adjacent to counties with projected population growth among top 25% statewide AND (applies to both of the above) Located more than 50 miles from a SIS passenger terminal
Rail Freight Terminals (bulk or intermodal)	>0.25% of U.S. total rail freight activity (4.1 million carload tons or 425,000 intermodal tons)	>0.05% of U.S. total rail freight activity (840,000 carload tons or 85,000 intermodal tons) OR Serves clusters of rail-dependent industries in or adjacent to counties with projected employment growth among top 25% statewide AND (applies to both of the above) Located more than 50 miles from a SIS rail-freight terminal
Passenger Rail Corridors	Scheduled interregional or interstate passenger service	Not Applicable
Freight Rail Corridors	Freight density ≥10 million gross ton-miles per track-mile	Freight density ≥5 million gross ton-miles per track-mile OR Serves clusters of rail-dependent industries in or adjacent to counties with projected employment growth among top 25% statewide
Waterways	Intracoastal waterways and coastal shipping lanes OR Interregional deep draft waterways with more than 0.25% of total U.S. waterway freight traffic (6.5 million tons) OR Interregional shallow draft waterways with more than 0.25% of total U.S. domestic waterway freight traffic (2.6 million tons)	Interregional deep draft waterways with more than 0.05% of total U.S. waterway freight traffic (1.3 million tons) OR Interregional shallow draft waterways with more than 0.05% of total U.S. inland domestic waterway freight traffic (511,000 tons) OR Serves clusters of waterborne transportation-dependent industries in or adjacent to counties with projected employment growth among top 25% statewide
Highways	Florida Intrastate Highway System (FIHS) corridors with ≥9,000 Average Annual Daily Traffic (AADT) on at least 75% of corridor length ³ OR Existing Florida Intrastate Highway System (FIHS) corridors with >20% truck traffic on at least 75% of corridor length ³ OR National Highway System facilities providing connections to major markets in Alabama and Georgia	Existing FIHS corridors with ≥6,000 AADT on at least 50% of corridor length ³ OR Existing FIHS corridors with >13% truck traffic and ≥800 Average Annual Daily Truck Traffic (AADTT) on at least 50% of corridor length ³ OR Existing State Highway System (SHS) interregional corridors serving designated Rural Areas of Critical Economic Concern with ≥6,000 AADT on at least 50% of corridor length ³ OR Existing State Highway System (SHS) interregional corridors serving designated Rural Areas of Critical Economic Concern with >13% truck traffic and ≥1,000 AADTT on at least 50% of corridor length ³

Purpose

In 2003, the Florida Legislature and Governor established Florida's Strategic Intermodal System (SIS) with these purposes:

- To efficiently serve the **mobility** needs of Florida's citizens, businesses, and visitors; and
- To help Florida become a **worldwide economic leader**, enhance **economic prosperity and competitiveness**, enrich **quality of life**, and reflect responsible **environmental stewardship**.

Objective criteria and thresholds were also established, based on recommendations by a statewide transportation partnership, to **designate** a system that is composed of facilities and services of statewide and interregional significance.

System Designation

During 2003 and 2004, SIS facilities were designated through the work of statewide transportation partners. Two system components, collectively known as "The SIS," were designated:

- SIS** facilities that meet high levels of people and goods movement, generally supporting the major flows of interregional, interstate, and international trips; and
- Emerging SIS** facilities that meet lower levels of people and goods movement, generally serving fast growing economic regions and Rural Areas of Critical Economic Concern.

Three types of facilities were designated:

- Transportation **hubs** (ports and terminals) that move people or goods;
- Interregional **corridors** (highways, rail lines, waterways, and other exclusive-use facilities) that connect major origin/destination markets; and
- Intermodal **connectors** (highways, rail lines, or waterways) that connect hubs and corridors.

Additional designation changes to hubs, corridors, and connectors that meet the adopted criteria have been approved during the past four years by the Department.

During 2006 and 2007, the Department, in cooperation with its partners, performed a systemwide review of all transportation and economic activity data associated with the adopted SIS and Emerging SIS criteria and thresholds.

The primary purposes of this review were to:

- Obtain updated national and Florida data for all criteria;
- Update designations as needed;
- Clarify designation implementation language; and
- Explore suggestions for new or modified criteria.

The final **2007 SIS Data and Designation Update Report** was adopted as of July 20, 2008, after a thorough partner and public review. This report contains more details on the following system summary:

Designated SIS and Emerging SIS Facilities		
Facility Type	SIS	Emerging SIS
Commercial Airports/ General Aviation Relievers	8	11
Spaceports	1	0
Deepwater Seaports	7	3
Passenger Terminals	26	9
Rail Freight Terminals	5	2
Rail Corridors (miles)	1,700	420
Waterways (miles)	1,950	312
Highways (miles)	3,605	750
All Connectors (miles)	285	256

SIS and Emerging SIS totals include Planned facilities.

Upcoming Strategic Plan Update

Florida's first **SIS Strategic Plan**, developed with extensive partner and public involvement, was adopted on January 20, 2005. The plan includes:

- A map of designated facilities;
- A needs assessment;
- A project prioritization process;
- A finance plan; and
- A summary of SIS connections to major military facilities.

Florida law requires that the Plan be updated at least once every

five years, subsequent to updates of the Florida Transportation Plan. Therefore, the Department will be working with all of its partners to reevaluate and update the SIS Strategic Plan by January 20, 2010.

Information will be posted on the SIS web site (address below) during the Strategic Plan Update. In addition to checking the site periodically, you are invited to sign up for the e-mail subscription service, TranPlan News, to receive brief notices of additions to the SIS web site, documents available for review, and specific information about the Plan Update. To sign up, click on the menu item "Get Involved" on the SIS home page.

For more information, including:

- SIS Strategic Plan*
 - Detailed Maps and On-Line Mapping Tool*
 - Implementation Guidance*
 - 2007 Update Report*
 - Strategic Plan Update*
- go to www.dot.state.fl.us/planning/sis

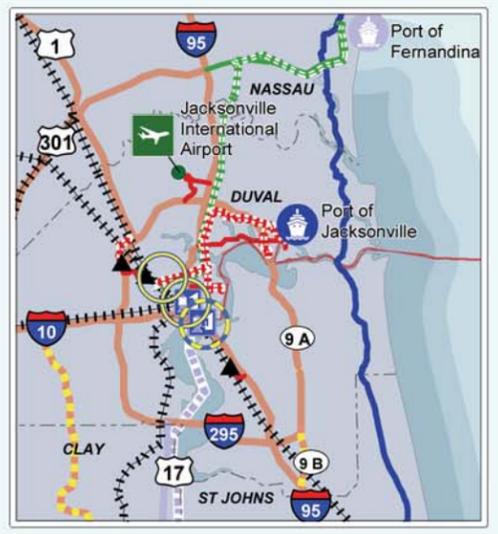
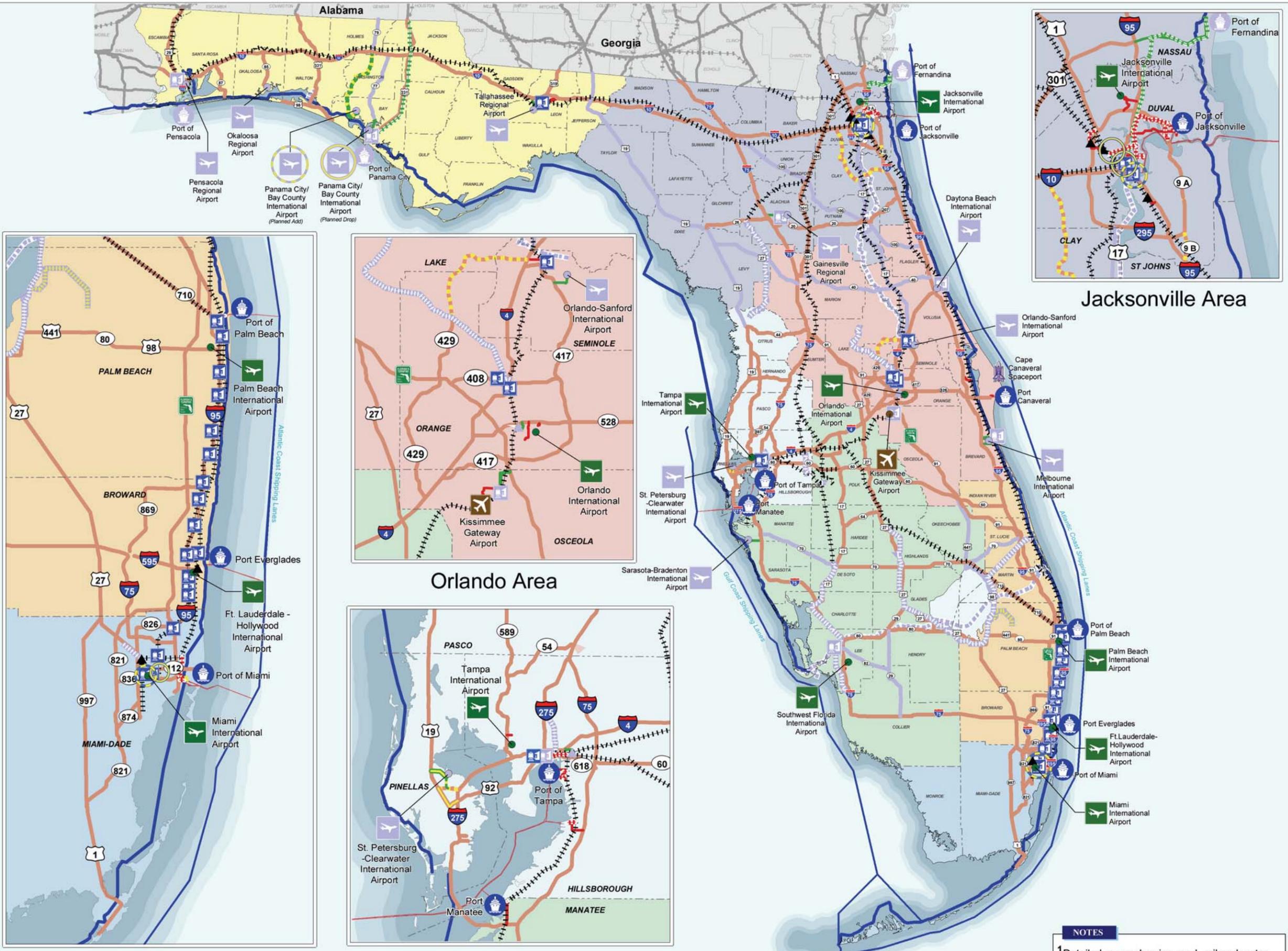
Comments, questions, and requests for documents can be sent to:

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¹ See 2007 SIS Data and Designation Update Report, Appendix B for official criteria and data details (source of data, year of data, etc.).

² All criteria and thresholds use existing activity levels per year except as noted. Existing activity levels are calculated using the most recent available national total.

³ Corridors analyzed in segments bounded by two other SIS corridors.



Facilities That Meet Adopted Criteria and Thresholds As of July 20, 2008



LEGEND

SIS Hubs

- Airports
- General Aviation Reliever Airports
- Seaports
- Passenger Terminals
- Spaceport
- Intermodal Freight - Rail Terminals

Corridors

- Highway
- Rail
- Waterways

Connectors¹

- Road Connectors
- Rail Connectors
- Waterway Connectors

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

Corridors

- Highway
- Rail
- Waterways

Connectors¹

- Road Connectors
- Rail Connectors
- Waterway Connectors

Planned Facilities Hubs

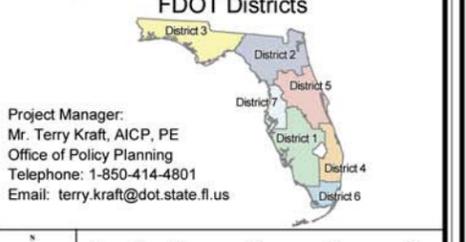
- SIS/Emerging SIS (Planned Add)
- SIS/Emerging SIS (Planned Drop)

Corridors

- SIS/Emerging SIS Highway (Planned Add)
- SIS/Emerging SIS Highway (Planned Drop)
- SIS/Emerging SIS Railway (Planned Add)

Connectors¹

- SIS/Emerging SIS Highway (Planned Add)
- SIS/Emerging SIS Highway (Planned Drop)
- SIS/Emerging SIS Railway (Planned Add)



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State of Florida
Department of Transportation
Office of Policy Planning

NOTES

¹Detailed maps showing road, rail and water connectors for each hub are available at www.dot.state.fl.us/planning/sis/atlas.

