



Planning Technical Advisory Committee Meeting (PTAC)

REGULAR MEETING AGENDA

April 21, 2010
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
Jose Luis Mesa, Miami-Dade Metropolitan Planning Organization
Barney McCoy, Broward County Transit
Gustavo Schmidt, Florida Department of Transportation, District IV
Phil Steinmiller, Florida Department of Transportation, District VI
Greg Stuart, Broward Metropolitan Planning Organization
Fred Stubbs, Palm Tran
Jeff Weidner, FDOT, District IV
Randy Whitfield, Chairman, Palm Beach Metropolitan Planning Organization

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 southeast 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 21, 2010

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 17, 2010

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: SFRTA Shuttle Bus Service and Financial Assessment, Phase 2

I2 – INFORMATION: Tri-Rail Fort Lauderdale-Hollywood Airport Station at Dania Beach Parking Expansion

I3 – INFORMATION: West Palm Beach CSX-FEC Connector Charrette

I4 – INFORMATION: Future of Transportation National Survey

I5 – INFORMATION: SFRTA Governing Board Regional Transportation Planning Workshop

I6 – INFORMATION: Urban Land Institute (ULI) Transportation Program

OTHER BUSINESS:

PTAC MEMBER COMMENTS

MEETING ATTENDANCE SUMMARY – Enclosed

NEXT MEETING DATE – May 19, 2010

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.

MINUTES
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING
MARCH 17, 2010

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:30 a.m. on Wednesday, March 17, 2010 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)
Mr. William Cross, South Florida Regional Transportation Authority (SFRTA)
Ms. Kim Delaney, Treasure Coast RPC
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
Mr. John Garcia, Miami-Dade Transit (MDT)
Ms. Angela Morlok, Palm Beach MPO
Mr. Joseph Quinty, SFRTA
Mr. Jonathan Roberson, Broward County Transit (BCT)
Mr. Gustavo Schmidt, Florida Department of Transportation (FDOT), District IV
Mr. Phil Steinmiller, FDOT, District VI
Mr. Greg Stuart, Broward MPO
Mr. Fred Stubbs, Palm Tran
Mr. Jeff Weidner, FDOT District IV
Mr. Randy Whitfield, Palm Beach MPO, Chairman
Mr. Enrique Zelaya, Broward MPO

ALSO PRESENT:

Mr. Steve Anderson, SFRTA
Mr. Howard Benovik, Tropical Transportation
Mr. Bob Chapman, Kimley-Horn
Mr. Raphael Clemente, West Palm Beach Downtown Development Authority
Ms. Wanda DelToro, BCT
Ms. Sabrina Glenn, South Florida Commuter Services
Mr. Alex Hansen, City of West Palm Beach
Ms. Suzell Hopman, SFCS
Ms. Marie Jarman, SFRTA
Mr. Julic Jones, Tropical Transportation
Mr. Greg Kyle, Kimley-Horn
Mr. Mark Ledford, Kimley-Horn
Ms. Elaine Magnum, SFRTA
Ms. Carla McKeever, SFRTA
Mr. German Mendez, East Coast Taxi
Mr. Dennis Newjahr, PBS&J
Mr. Jeff Olson, SFRTA Staff Council

ALSO PRESENT: (Contd.)

Mr. Harry Rackard, MDT
Mr. Michael Tadros, HACFL
Ms. Jessica Vargas, Cambridge Systematics
Mr. Krishwan Viswanathan, Cambridge Systematics
Ms. Lynda Westin, SFRTA
Ms. Natalie Yesbeck, SFRTA
Mr. Ravi Wijesundera, Kimley-Horn
Mr. Eric Zahn, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 10:30 a.m.

ROLL CALL

The Chair requested the roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

A motion was made by Mr. Jeff Weidner to approve the agenda. The motion was seconded by Mr. Fred Stubbs. The motion was called to a vote and carried 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 February 17, 2010.

A motion was made by Mr. John Garcia to approve the meeting minutes. The motion was seconded by Mr. Stubbs. 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.

R1 – MOTION TO ENDORSE: Recommended Ranking and Funding Levels for JARC and NF Programs Grant Applications

Mr. William Cross of SFRTA began by giving an overview of the presentation and process for this JARC and NF action item, along with the other SFRTA staff who will be involved. Mr. Cross explained that the topics to be discussed will be: introduction and selection process; program overviews; applications not meeting FTA guidelines and/or SFRTA process; New Freedom applications; JARC applications; staff review and evaluation; PTAC review; Q&A and final recommendations. Mr. Cross introduced other staff who have been working on the JARC and NF process for many weeks, including Natalie Yesbeck (Planning), Carla McKeever (Grants Administrator) Marie Jarman (Administrative Compliance Officer) and Ravi Wijesundera (with consultant Kimley-Horn who has provided additional support and handled much of the details and analysis). He reminded the committee that this process began in the spring of 2009 when the region agreed to SFRTA becoming the administrator of the FTA JARC/NF Grant Program. Mr. Cross announced that the funding cycle we are doing right now is combining two fiscal years (FY 2008 and 2009) awards, with JARC having over \$6 million available and New Freedom having about 3.5 million. Mr. Cross noted that the first part of the evaluation was to determine whether or not each application is eligible based upon the FTA guidelines for the JARC and NF programs. He said that projects determined to be eligible were then evaluated using the selection criteria previously reviewed by the PTAC. Mr. Cross stated that the staff evaluation and scoring effort is an attempt to make today's meeting and committee review easier and simpler. He clarified that staff has taken a first crack at making a series of project recommendations and dollar amounts, but it is the role of the PTAC to make the final recommendations. Mr. Cross said that the sheet handed out to committee members (with draft scoring and recommended funding amounts) is for PTAC discussion and subject to change. He also clarified that whatever recommendations come out of the PTAC today will be going to the SFRTA Governing Board, which will make the final selection and approval at their meeting on April 23. Mr. Cross noted that the SFRTA Governing Board meetings are open to the public and JARC and NF welcome to attend. Mr. Cross also laid out some ground rules for today's review and discussion. He reiterated that PTAC is responsible for ranking only those projects that are found to have met the FTA guidelines, we will have a discussion about that and go over those in details but we will focus on the ones that have met FTA guidelines. Mr. Cross stated that applicants who are in the room today can respond to questions, but the ranking and decisions are supposed to be based upon the written applications that were submitted. He clarified that if you're a member of PTAC and you want to ask the question of an applicant who is here in the room, please feel free to do that. PTAC Chair Mr. Randy Whitfield added that people should talk one at a time in addressing any questions that are asked.

Ms. Natalie Yesbeck of SFRTA explained the program goals and objectives of JARC & NF programs. New Freedom was first, with its goal being to provide additional tools to overcome existing barriers to the transportation services and to expand the transportation mobility options available to people with disabilities beyond what's required ADA of 1990. She also reviewed the NF Program Measures, taken straight from the FTA circular. Ms. Yesbeck then provided the JARC Program goals, which are to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals, and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. She also noted that there is a match requirement for both JARC & New Freedom projects, with capital projects requiring an 80/20 match, while operating projects require a 50/50 match. Ms. Yesbeck clarified that the applications requested more funds than are available in this current JARC and NF funding cycle.

Ms. Carla McKeever provided an overview of each NF application. As part of the review, she pointed out that identical applications for some of the BCT projects were submitted for both the NF and JARC programs, but that the projects were clearly better suited for NF. She also noted that the three applications submitted by the Downtown Ft. Lauderdale TMA were disqualified due to being received after the deadline. The NF application submitted by East Coast Taxi, LLC was criticized due to its information being very generic in nature and not including quantitative data nor explaining who would be served by the project. Ms. McKeever then pointed out that the two NF projects submitted by MDT sought 100% funding and contained no local match. She stated that this is not consistent with FTA requirements and made the two MDT NF projects ineligible. Ms. McKeever closed by noting that the application submitted by Mr. Robert Winchester does not did not propose a specific project or request a funding amount.

Mr. Weidner asked how late was the TMA application. Ms. Yesbeck stated that some application components were received ten minutes late, with the rest being received over three and a half hours late. Mr. Weidner stated that there was one of the TMA applications that he thought met JARC consideration which was connecting NW Fort Lauderdale directly to Tri-Rail. He asked if there was any way we could reconsider adding it back into the mix, since it's a good project. Mr. Cross stated that it is the opinion of the review team and the SFRTA Staff Legal Counsel that the late applications be removed from consideration. He added that the deadline was noticed months in advance and workshops were held to assist applicants. Mr. Cross expressed concern about what other actions would be necessary if we let one late applicant in. He agreed that it is a good project and committed to working with the TMA to try and serve that corridor with the SFRTA shuttle bus program outside of the JARC/NF process.

A worksheet containing the draft project evaluation and funding recommendations was then distributed to all committee members. Ms. Marie Jarman indicated that 11 NF applications were received, but the draft recommendation is that five of the applications receive funding. Ms. Jarman clarified that in order to receive funding, a project must be new (not existing) and go beyond standard ADA requirements. She stated that the projects recommended for NF funding (as shown on the worksheet) are: BCT Digital Signage; BCT Gap Remediation; Fort Lauderdale Housing Authority; Tropical Non-Medical Transportation; and Mae Volen. The recommendations resulted in \$182,625 of NF funds (of \$3.5 million available overall in the region) that would go unused. Mr. Greg Stuart asked what would happen to the remaining \$182,625. go that was not distributed. Mr. Cross clarified that the funds would go back to the federal government and not rollover to the next NF cycle. Extensive discussion ensued about whether match amounts could be changed to utilize these remaining dollars or if there were other project components that could be adjusted for these funds. It was determined that all of the recommended projects were already requesting the maximum 80% federal share and that the other project components being considered may violate federal guidelines and put the region and individual recipient at risk. Mr. Wilson Fernandez made a motion to approve the ranking and funding amounts as shown on the draft worksheet. This was seconded by Mr. Jonathan Roberson. A friendly amendment to the motion was crafted by Mr. Jeff Weidner, but later withdrawn. The original motion by Mr. Fernandez was approved unanimously.

The committee then began discussing the JARC process and applications. Mr. Jonathan Roberson asked if applicants were willing and able to breakdown their projects by route, segment, or year if necessary. Multiple applicants responded positively to this question. The draft worksheet containing the evaluation, ranking and recommended funding for JARC projects was distributed to the committee and attendees. Ms. Yesbeck provided a review of each application. She noted that the City of Opa-Locka application for a city shuttle route was clear and consistent with the JARC goals, and did not prompt any questions

or concerns. Ms. Yesbeck then reviewed the SFRTA application for a shuttle bus route in Opa-Locka, which is complimentary to the city's application and would connect the Opa-Locka Tri-Rail station with the Miami-Dade College North Campus. Mr. John Garcia asked if the shuttle would be free. Mr. Eric Zahn of SFRTA replied that yes, the shuttle would be free of charge to passengers. Both Mr. Garcia and Mr. Fernandez praised the application's intent to provide Opa-Locka residents with access to jobs. Ms. Yesbeck then reviewed the separate SFRTA application for five new shuttle bus routes connecting to Tri-Rail stations (Two at the Fort Lauderdale Station, one each at the West Palm Beach, Lake Worth, and Miami Airport stations). Mr. Fred Stubbs expressed Palm Tran opposition to the proposed SFRTA shuttle to Palm Beach International Airport as well as some elements of the proposed Lake Worth shuttle to serve the Palm Beach State College main campus and School District Headquarters. He noted that the Palm Tran Route 44 already connects the airport with Tri-Rail. Mr. Fernandez expressed concern about the proposed SFRTA shuttle route serving the employment centers west of Miami International Airport, saying that these areas are served by some of the proposed new routes in MDT's JARC application. The committee then looked more closely at the route details in the MDT application. Mr. Cross agreed to have this corridor handled in MDT's application and remove it from consideration in SFRTA's application.

Ms. Yesbeck then reviewed the SFRTA Voucher Program application, which seeks to use JARC funds to provide discounted tickets for use of Tri-Rail by eligible low-income persons and job seekers. She confirmed that the project is consistent with JARC guidelines and that coordination with workforce agencies would take place. Multiple committee members expressed a preference to use JARC funds for a new service or route rather than providing discounts to ride existing transit service. Mr. Cross expressed a willingness to reduce the amount requested as part of the voucher application in order for it to receive the committee's endorsement. A review of MDT's extensive JARC application, which included 15 routes, then followed. Ms. Yesbeck stated that approximately half of MDT's funding request is included in the draft recommendations due to some routes being existing services and some routes not appearing to not be compliant with intent of the JARC program and a lack of demographic data to help determine the targeted population being served. MDT was asked to provide details on these issues, and a review of the individual routes in question took place. MDT staff provided clarification that some of the routes in question were existing routes that would be modified as a result of JARC funds, which is eligible. MDT staff also confirmed that some of the routes in question should be disallowed. Some minor issues were identified in the review of the Palm Tran Route 94 application. Mr. Stubbs clarified that the JARC funds would allow for improved headways of the existing route. Multiple committee members expressed support for this project and suggested that it receive the full amount requested in the application, rather than the draft recommendation of partial funding. The City of West Palm Beach Downtown Circulator was the last project reviewed. Ms. McKeever said that this application is consistent with the goals of the JARC program, but that it lacked demographic data demonstrating the target population. She noted that the draft recommendation is for this project to receive half of its requested funding amount. The applicant was asked what the annual operating cost of the service would be. Mr. Alex Hansen replied that it is \$900,000 per year and that three years of operating funds were requested in the application. Thus, the funding amount in the draft recommendation would cover 1 ½ years of operations.

In an attempt to bring the discussion to a close, Chairman Whitfield noted that MDT, Palm Tran, and SFRTA have been talking about eliminating duplicative routes and other conversations have examined partial funding that could still allow a project to be viable. He sought comments and recommendations from the committee. Mr. Cross had the JARC project spreadsheet shown on the screen so that any suggested mathematical adjustments were visible to all committee members. Mr. Weidner suggested that

the SFRTA Voucher project be removed and its \$772,000 in funding be applied to other projects. This was echoed by other committee members. Mr. Cross reiterated SFRTA's commitment to remove the Miami Airport shuttle route from its applications, which would be another \$114,000. Recommendations were for the Palm Tran Route 94 to receive its full funding request and for the MDT application to receive funds beyond the draft recommendation. Mr. Fernandez suggested removing the recommended funds for the City of West Palm Beach Circulator and applying them to the MDT application. Mr. Stuart expressed support of this recommendation. Mr. Joseph Quinty countered that the City of West Palm Beach application was a quality project and volunteered that the SFRTA shuttle bus route to Palm Beach International Airport be reallocated instead. This recommendation was calculated to push the total funding for the MDT project to over \$4 million. Mr. Larry Allen expressed displeasure with removing the SFRTA Voucher Program, saying that discount vouchers for job seekers is needed in this economy. Mr. Gus Schmidt made a motion to approve the modifications shown on the screen, which include the removal of the SFRTA Voucher Program project and the two SFRTA shuttle bus routes (Miami Airport west and Palm Beach Airport shuttles), fully-funding Palm Tran 94, leaving the recommended West Palm Beach Circulator amount in place and applying the additional remaining funds to the MDT project. Mr. William Cross seconded the motion. The motion passed, with Mr. Allen and Mr. Stuart voting against.

The committee then took a ten minute recess before resuming the rest of the meeting agenda.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
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11. - INFORMATION: SFRTA Shuttle Bus Service and Financial Assessment, Phase 2

Mr. Eric Zahn of SFRTA planning staff gave a brief update on the status of its Shuttle Bus Service and Financial Assessment, Phase 2 effort. He reminded the committee that this study is a partnership with FDOT and has been presented to the PTAC multiple times in recent months. Mr. Zahn reported that SFRTA staff had recently held productive meetings with the staff of the three county bus operators regarding the new shuttle concepts being examined. He noted that these meetings resulted in some additional shuttle route modifications to be tested, as well as confirming the need for a measure to clearly identify when a proposed new shuttle route duplicates existing county operated fixed route bus service. He closed by stating that the draft study recommendations are scheduled to be presented to the PTAC at its next meeting on April 21, 2010.

12. -INFORMATION: Tri-Rail Parking Management Study

Mr. Bob Chapman of project consultant Kimley-Horn and Associates gave a presentation on the latest findings of the Tri-Rail Parking Management Study. Mr. Chapman noted that this study has been examining the potential financial and ridership impacts if parking fees were charged at Tri-Rail stations, but is now also looking closely at improved parking management strategies in the short term. He presented recent findings from its elasticity model showing that overall Tri-Rail ridership is projected to drop 15.6% if a \$2 per day parking fee was charged at Tri-Rail stations. Further details show that 46% of Tri-Rail riders who currently use the station park-and-ride lots were predicted to switch to a different transportation mode if such a parking fee were enacted. Mr. Chapman shared the potential revenue associated with a new parking fee that was calculated. He showed that charging for parking at Tri-Rail stations is projected to generate a positive net operating income of approximately \$400,000 to \$700,000 per year. He stated that as a result of these relatively low revenue projections and damaging impacts on

Tri-Rail ridership, the study is not recommending pursuit of parking fees in the short term. Mr. Chapman said that the study is now shifting towards an emphasis on parking management strategies that will provide maximum efficiency and improved user convenience. Some of the examples given include registration or permitting at stations with reduced capacity and improved enforcement at the two airport stations. Mr. Chapman closed by announcing that these strategies will be refined and presented to the PTAC in the coming months.

OTHER BUSINESS:

OB1 -Rail-Volution 2010, Call for Proposal

OB2 – APTA 2010 Multimodal Operations Planning Workshop, Call for Presentations

Mr. Quinty pointed out that information on these two conferences, which SFRTA and MDT have hosted and/or sponsored in the past, is available in the agenda packet.

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

None.

PTAC MEMBER COMMENTS

None.

ADJOURNMENT

The meeting was adjourned at 1:50 pm.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 21, 2010

INFORMATION ITEM REPORT

Information Item

Presentation

SFRTA SHUTTLE BUS SERVICE AND FINANCIAL ASSESSMENT, PHASE 2

SUMMARY EXPLANATION AND BACKGROUND:

The South Florida Regional Transportation Authority (SFRTA) currently contracts for the operation of 15 shuttle bus routes to provide feeder bus service to and from Tri-Rail stations. Florida Department of Transportation (FDOT) District 4 staff, in consultation with SFRTA staff, funded the “SFRTA Shuttle Bus Service & Financial Assessment, Phase 1: Fiscal Year 2009/10.” One of the conclusions of the Phase 1 effort was the need for a Phase 2, which has the goal of “identifying opportunities to provide new service, implement service modifications, and potentially discontinue low performing routes.”

At this time, the study has developed performance measures, assessed funding sources, and developed existing and new shuttle route evaluation criteria. A prioritization process has been used to prioritize the 15 existing Tri-Rail shuttle bus routes as well as 18 new shuttle bus routes. This process includes multi-tiered evaluation matrixes which prioritize both existing and proposed shuttle routes. The evaluation criteria and ranking of existing and proposed routes will be presented at the April 21 PTAC meeting.

EXHIBITS ATTACHED: None

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 21, 2010

INFORMATION ITEM REPORT

Information Item

Presentation

TRI-RAIL FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT STATION
AT DANIA BEACH PARKING EXPANSION

SUMMARY EXPLANATION AND BACKGROUND:

In September 2009, the PTAC was briefed on the planning and funding for a new parking garage at Tri-Rail's Fort Lauderdale-Hollywood International Airport Station at Dania Beach. Construction of the new parking garage is currently taking place and rapidly moving forward. This will become the first structured parking facility available for Tri-Rail patrons. Project completion is expected this summer.

At the April 21 PTAC meeting, SFRTA Engineering staff will provide an update on construction progress and an overview of the project's features.

EXHIBITS ATTACHED: None

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 21, 2010

INFORMATION ITEM REPORT

Information Item

Presentation

WEST PALM BEACH CSX-FEC CONNECTOR CHARRETTE

SUMMARY EXPLANATION AND BACKGROUND:

A community design charrette conducted by the Treasure Coast Regional Planning Council (TCRPC) was held in the City of West Palm Beach during the week of January 9 - 15, 2010. (Funding partners included the City of West Palm Beach, Florida Department of Transportation, Palm Beach MPO, SFRTA, and West Palm Beach CRA) The charrette developed a citizens' master plan for future passenger rail stations on the Florida East Coast (FEC) Railway and a new rail connection between the FEC and CSX rail corridors. Charrette components included a public input workshop, a six-day design studio, a train noise impact demonstration, a presentation on urban retailing techniques, and a closing presentation of work-in-progress.

At the April 21 PTAC meeting, TCRPC staff will present details of the charrette process and outcomes.

EXHIBITS ATTACHED: None

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 21, 2010

INFORMATION ITEM REPORT

Information Item

Presentation

FUTURE OF TRANSPORTATION NATIONAL SURVEY

SUMMARY EXPLANATION AND BACKGROUND:

Earlier this year, the Transportation for America coalition conducted a survey to learn more about Americans' attitudes towards future transportation policy. Attached is a slideshow containing the questions and key findings from this "Future of Transportation National Survey." SFRTA staff will provide a brief overview of the survey and its results.

EXHIBITS ATTACHED: Future of Transportation National Survey Slideshow

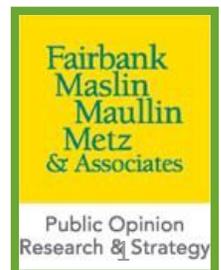


Future Of Transportation National Survey

#10131



Lori Weigel
David Metz



Methodology

On behalf of Transportation For America, Public Opinion Strategies and Fairbank, Maslin, Maullin, Metz and Associates conducted a national telephone survey of 800 registered voters, including 700 landline interviews and 100 cell phone interviews.

The survey was conducted February 27-March 2, 2010, and has a margin of error of ± 3.46%.

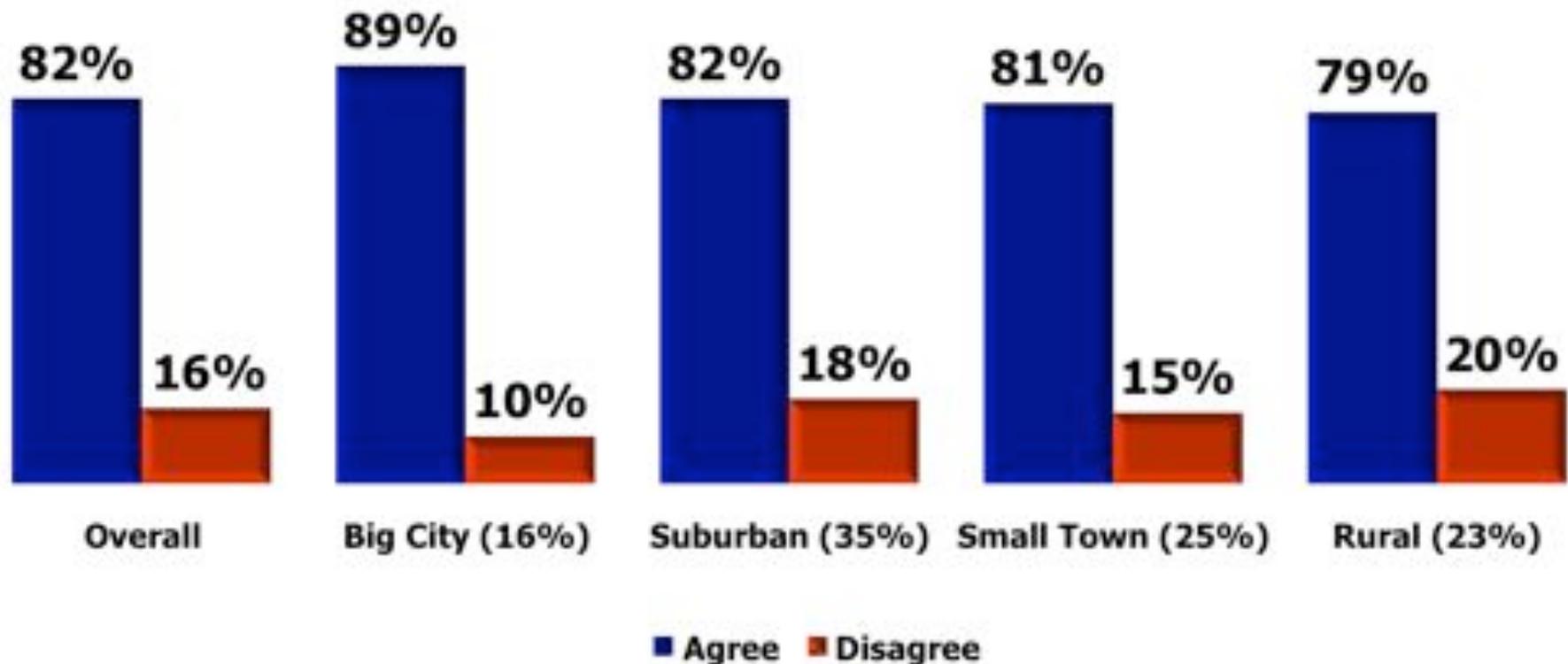


Attitudes on Transportation Options

There is a strong sense that the nation would benefit from improved public transportation.

Transportation Statements

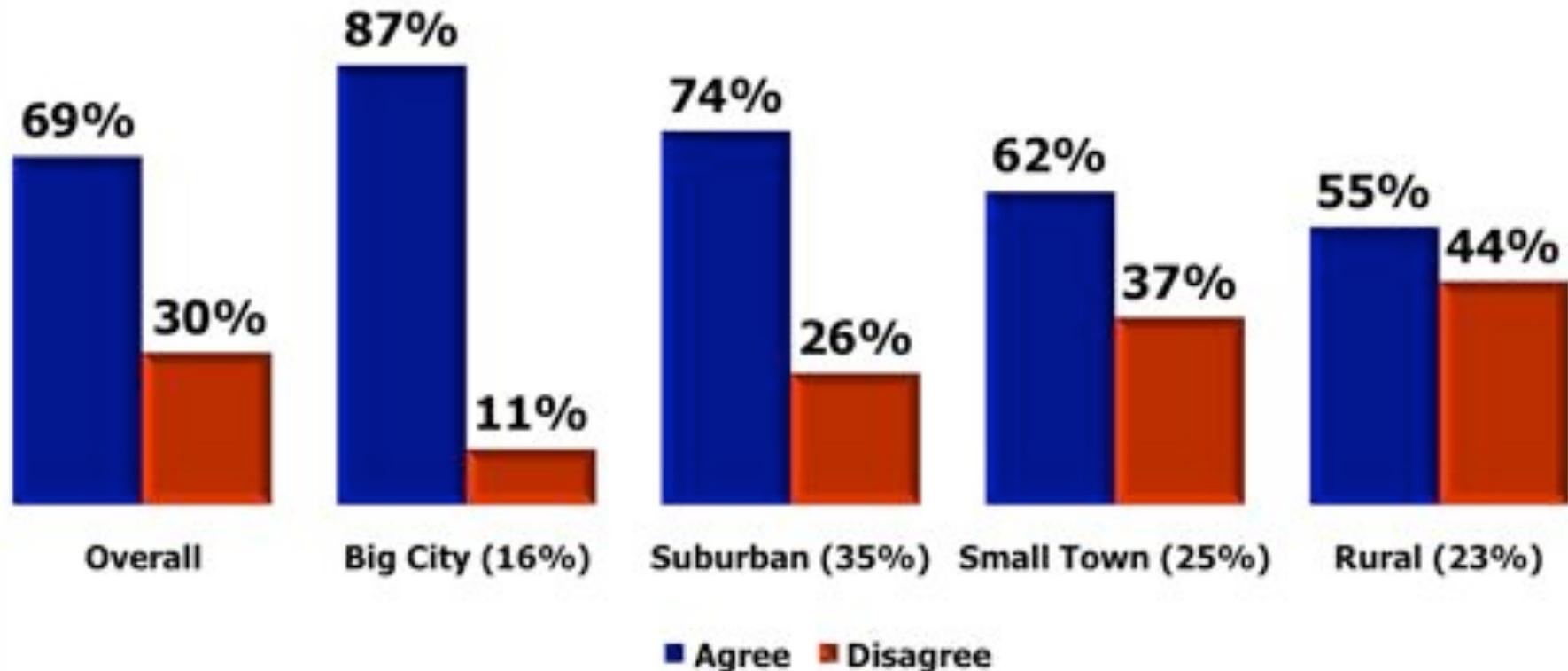
The United States Would Benefit From an Expanded and Improved Public Transportation System, Such as Rail and Buses



There is a strong sense that their community would benefit from improved public transportation.

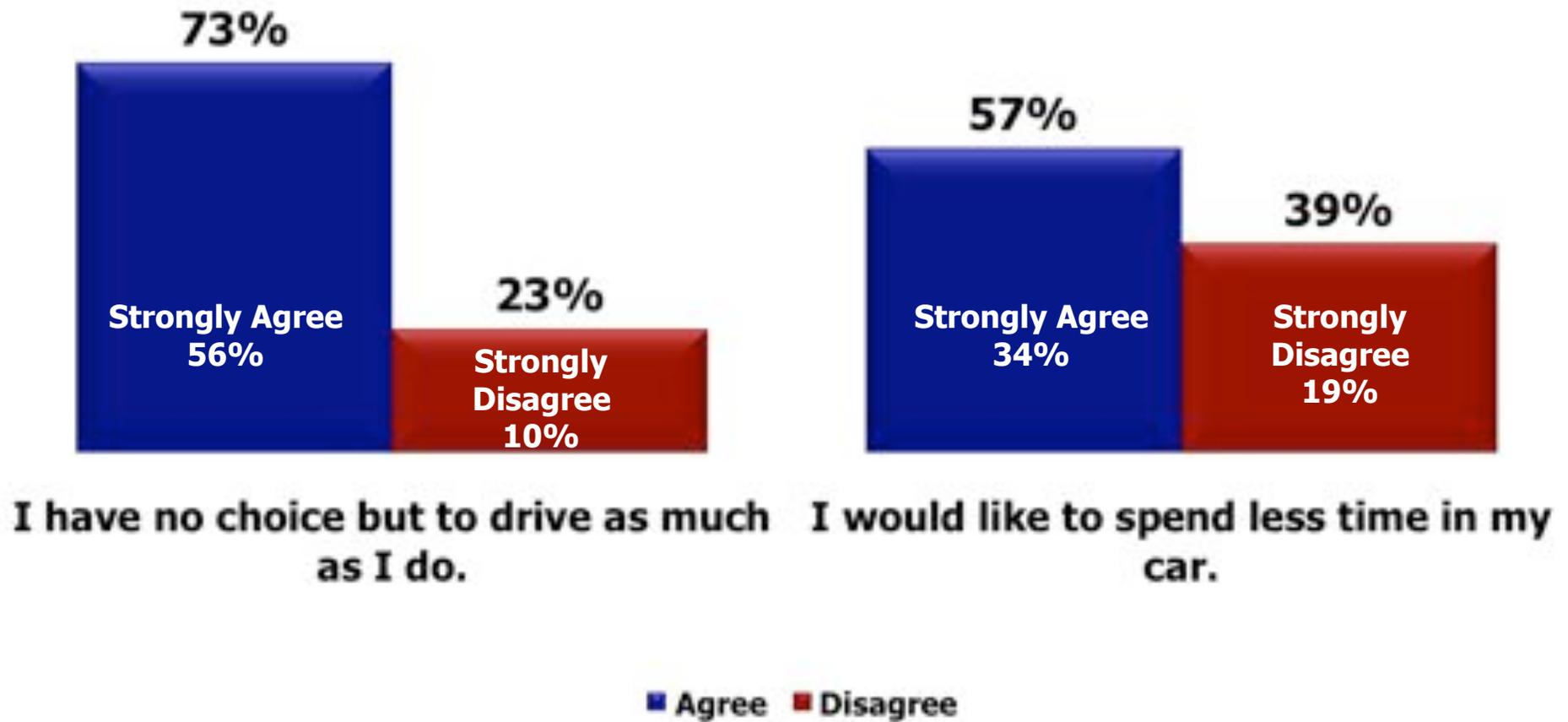
Transportation Statements

My Community Would Benefit From an Expanded and Improved Public Transportation System, Such as Rail and Buses.



Voters overwhelmingly feel they have no choice right now, but a majority would like to spend less time in a car.

Transportation Statements



Voters also say they want the choice of transportation options.

Transportation Statements

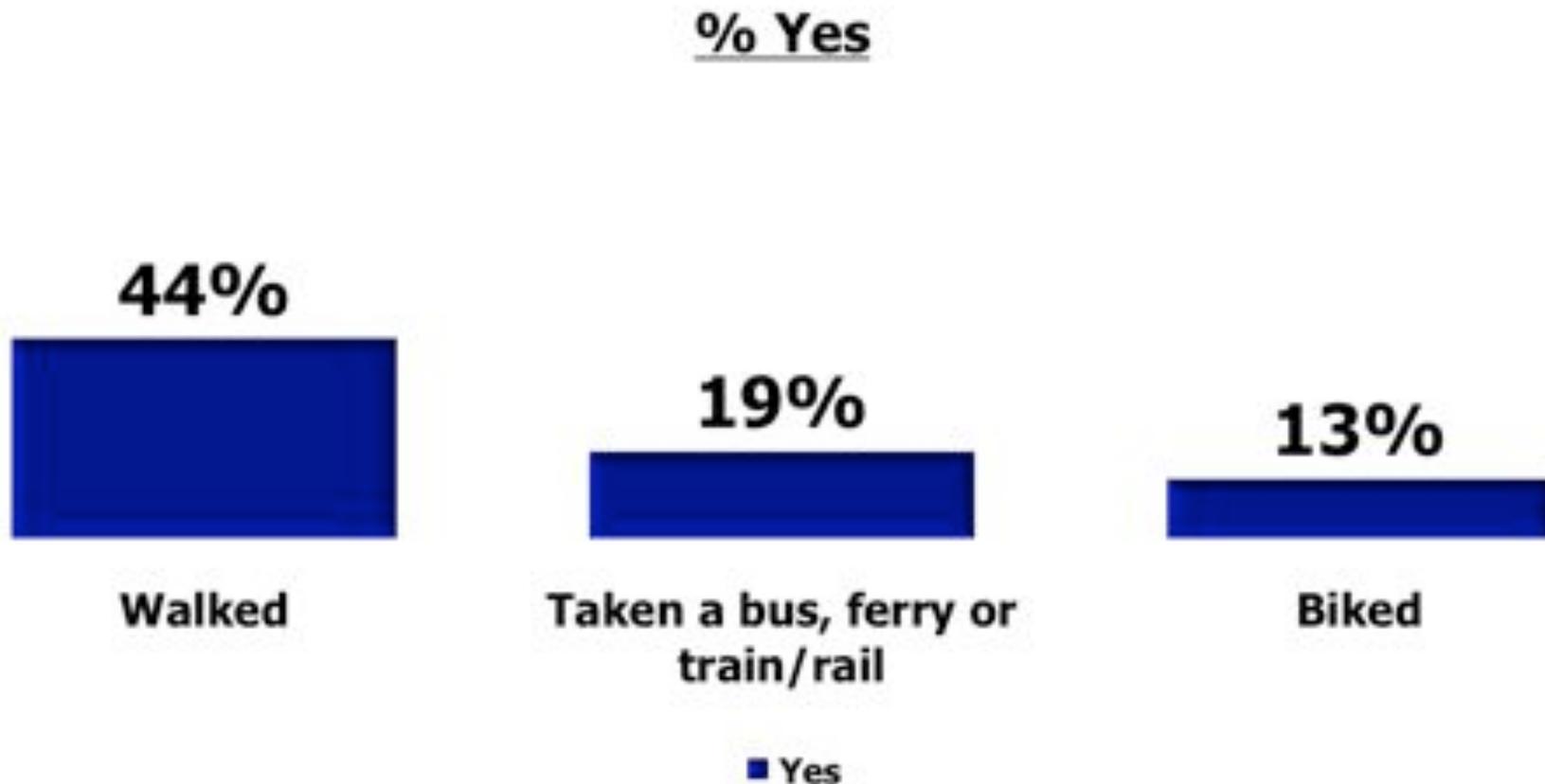


I would like more transportation options, so I have the freedom to choose how to get where I need to go.

I would like to use public transportation more often, but it is not convenient to or available from my home or work.

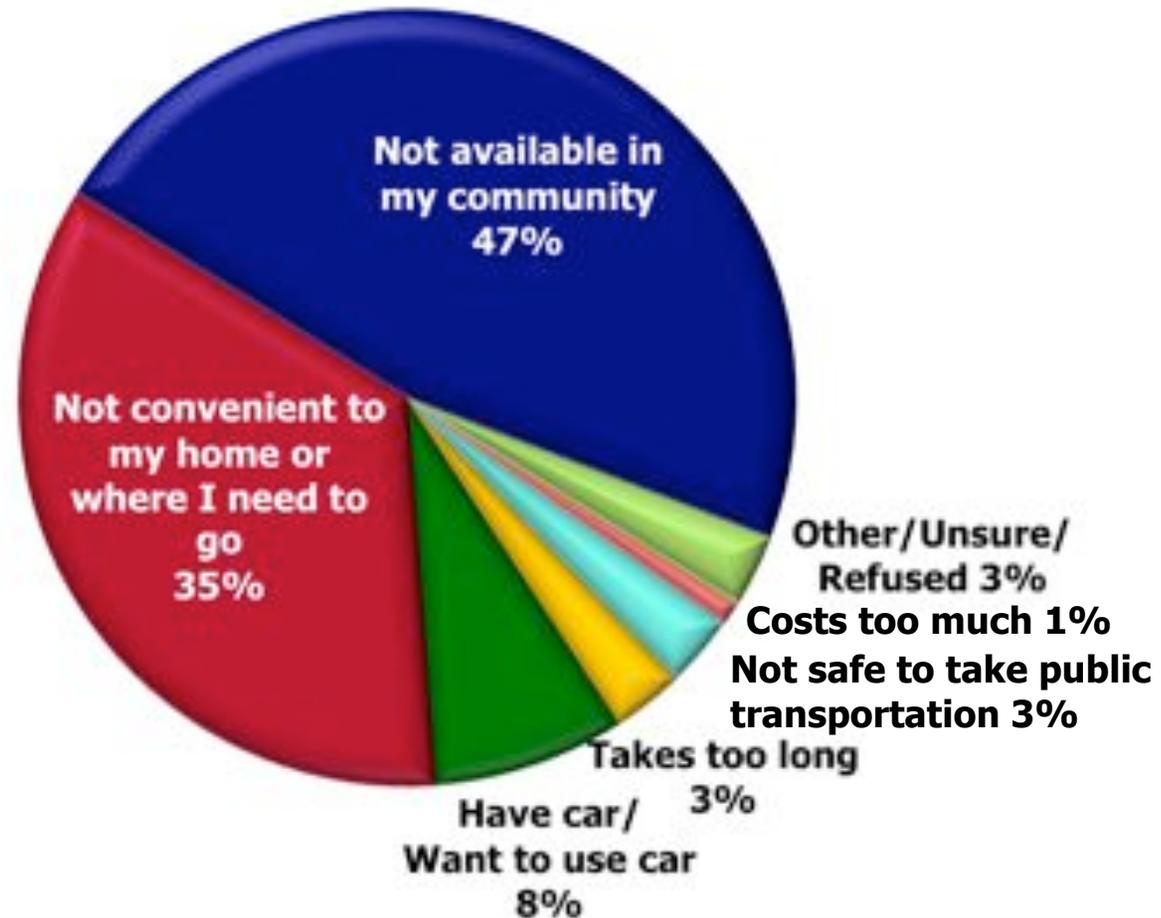
■ Agree ■ Disagree

One-in-five voters have used public transportation – either bus, rail, or ferry – in the last month, while twice as many have walked.



In the past month, have you done any of the following in order to go to work or school, run errands or go shopping?

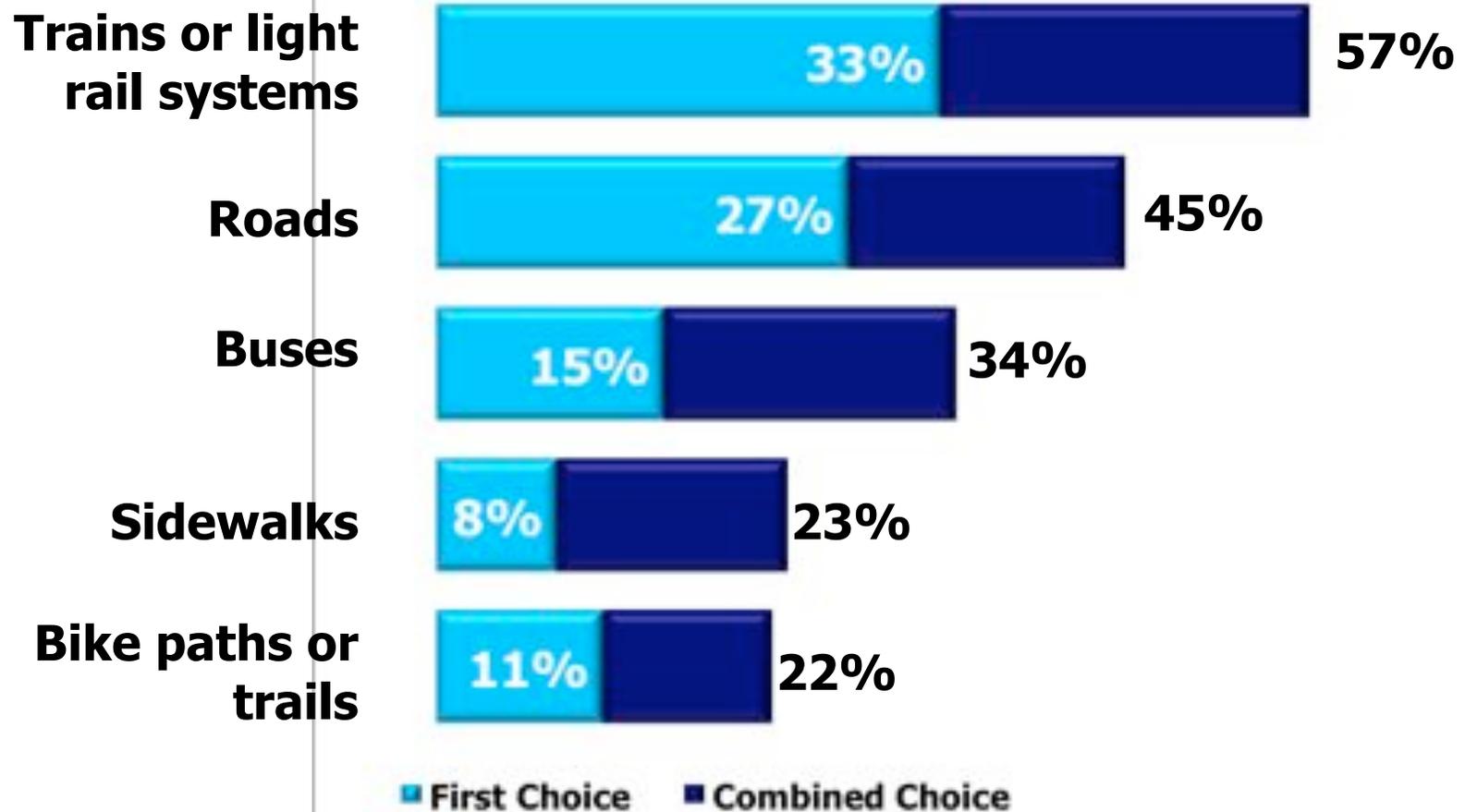
For those who have not taken public transportation in the last month, availability is the main barrier to use.



What is the main reason you have not taken public transportation in the last month?

Voters are most likely to perceive rail as being neglected in federal priorities.

Types of Transportation Not Getting Enough Attention



A solid majority side with improving public transportation as the preferable way to reduce traffic congestion.

Traffic Congestion Statements

Some people say that we need to improve public transportation, including trains and buses, and make it easier to walk and bike to help reduce traffic congestion.

59%

Other people say that we need to build more roads and expand existing roads to help reduce traffic congestion.

38%



Federal Funding

Voters' guess for the amount of funding that is allocated to public transportation is close to the mark, but they say we SHOULD be spending twice as much.

Out of every dollar the federal government invests in transportation, how many cents would you guess IS currently spent on public transportation, such as trains, rail, ferries and buses?

Out of every dollar the federal government invests in transportation, how many cents would you say SHOULD BE spent on public transportation, such as such as trains, rail, ferries and buses?

Mean Current Allocation

\$0.19

Mean Ideal Allocation

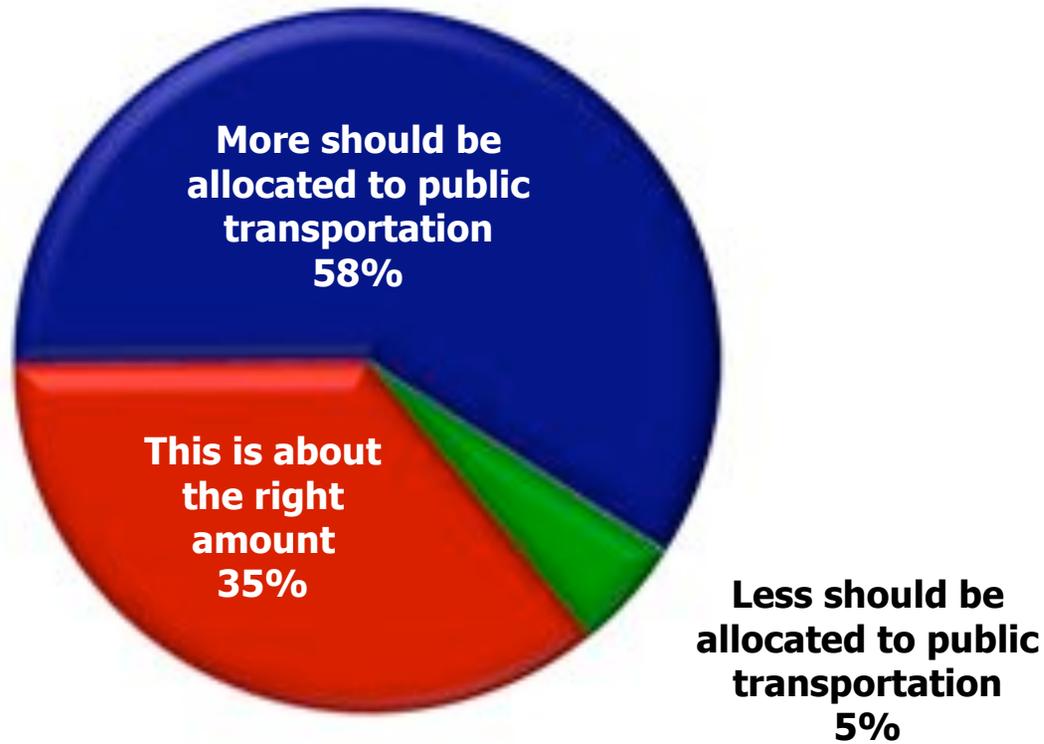
\$0.37

Federal Transportation Spending

Respondents were read a neutral description of current federal transportation spending:

Actually, today 80 cents out of every federal transportation dollar goes to highways, while 17 cents is used for public transportation such as such as trains, rail, ferries and buses around the country, and the remainder for other transportation needs.

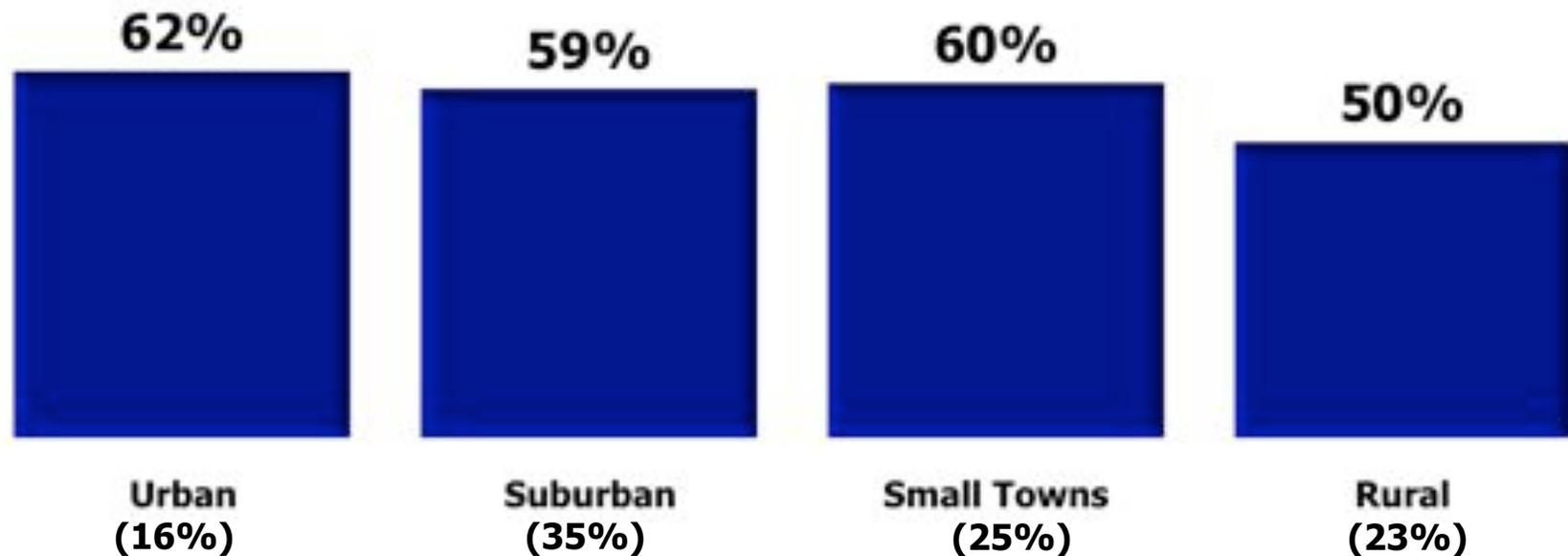
A majority says that more should be allocated to public transportation after hearing the current reality.



Having heard that, would you say more funding should be allocated to public transportation, less funding should be allocated to public transportation, or do you think the current amount is about right?

Voters in every type of community would allocate more to public transportation.

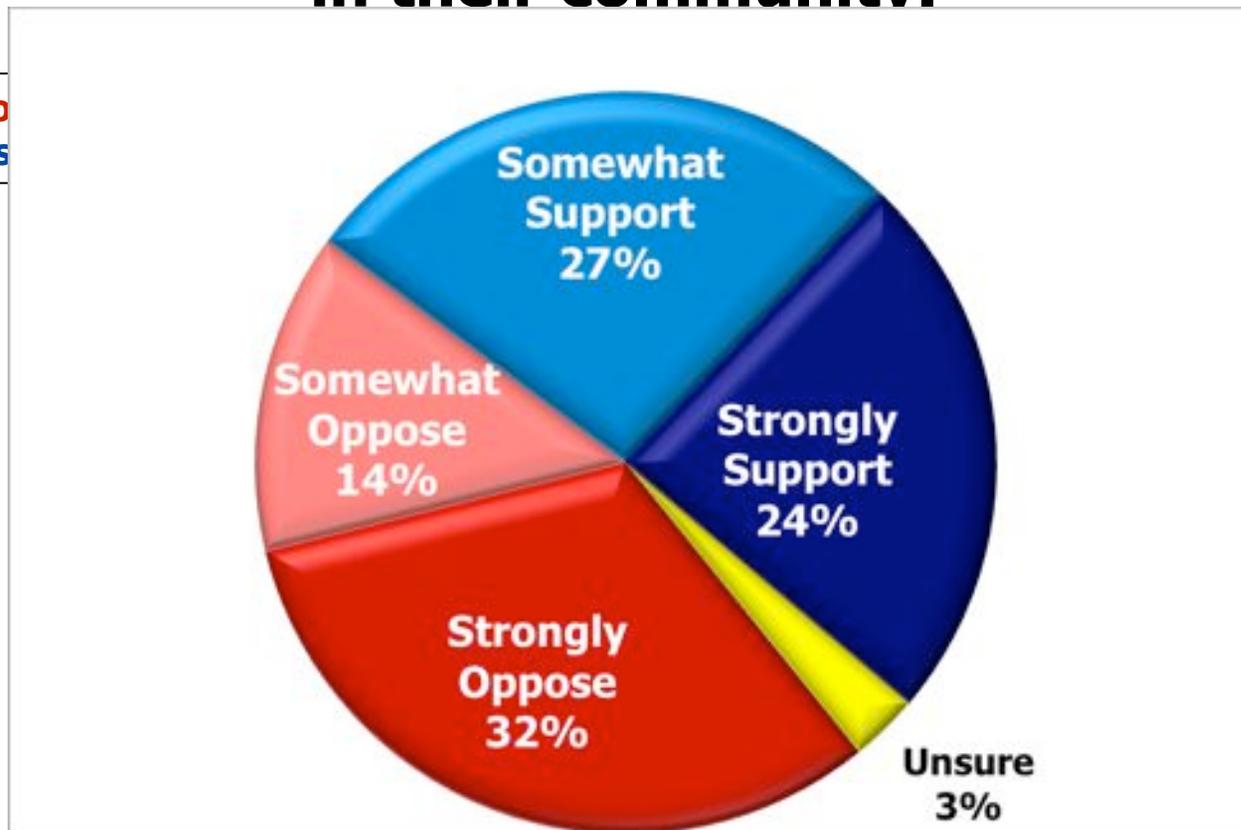
More Funding Should Be Allocated to Public Transportation, By Area Type



Having heard that, would you say more funding should be allocated to public transportation, less funding should be allocated to public transportation, or do you think the current amount is about right?

Even in the current economic times, a majority of voters are willing to increase their own taxes in order to expand and improve public transportation in their community.

Total Support
Total Oppose



In general, would you support or oppose increasing funding to expand and improve public transportation in your community, if it required a small increase in taxes or fees?



Outcomes

Outcomes of Increased Options

Respondents were asked to rate a number of potential outcomes of expanding and improving public transportation and walking and biking options on 2 dimensions:

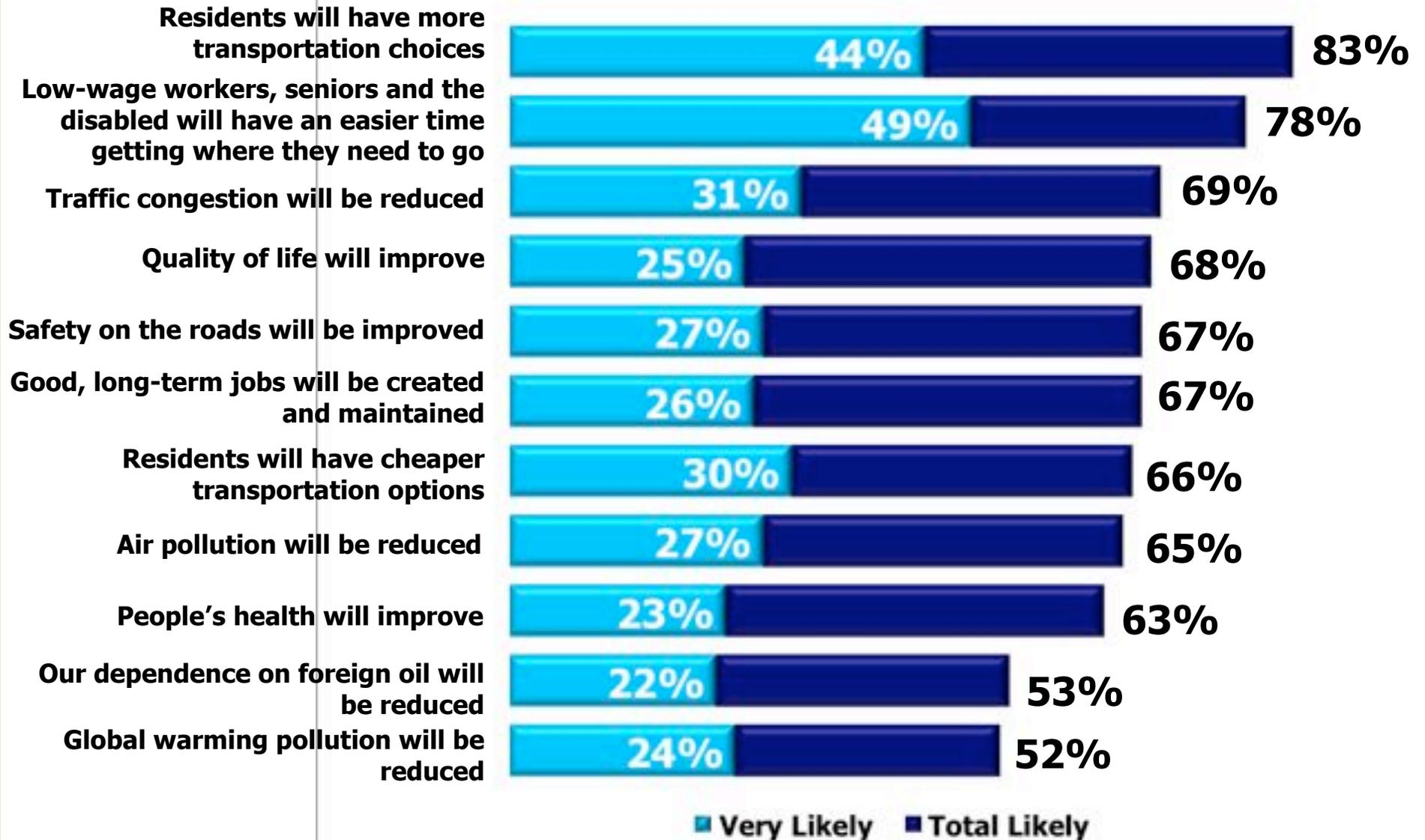
#1

How likely is that outcome to happen?

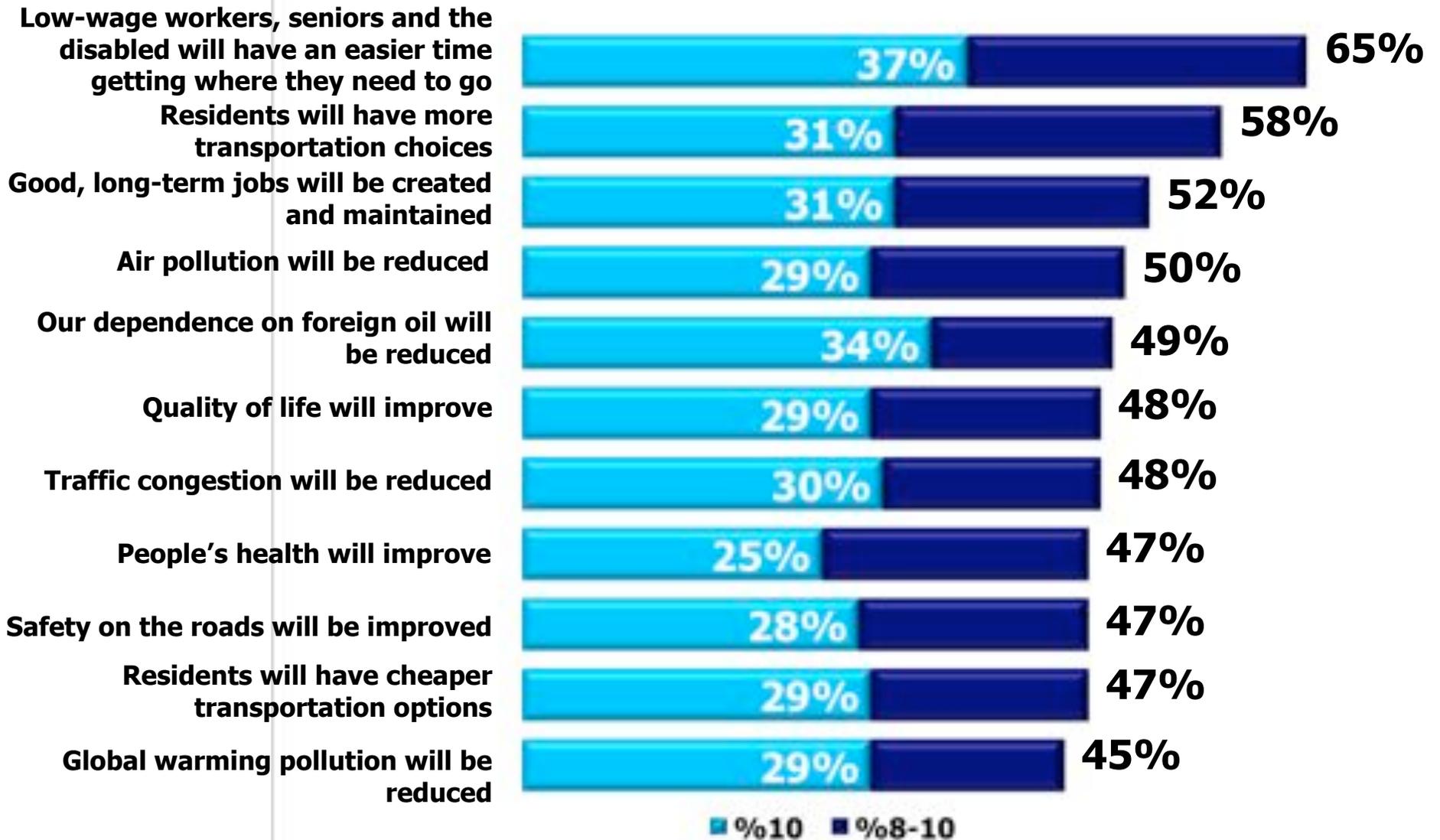
#2

How good or bad would it be if that outcome were to happen?

Choice and mobility outcomes are seen as most likely.



These are also seen as very positive outcomes.





Top Rationales

<u><i>% Very Convincing</i></u>	<u><i>% Total Convincing</i></u>
52%	84%

Accountable

Government officials must be held accountable for how our transportation tax dollars are spent. We cannot afford to build more roads, while existing roads are in disrepair.

Income

Expanding and improving our transportation options will help those of poor or modest incomes or those without cars have a way to get to their jobs, training programs or school.

48%	85%
------------	------------

Health

A better network of roads and trails that are safe for walking and bicycling would help Americans stay active and healthy. Kids could walk or bike to school, families and workers would have better transportation options, and those who choose to walk or bicycle can be healthier.

44%	81%
------------	------------

Progress

It has been 50 years since government really looked at our transportation needs. We need our leaders to have their eyes on the future and invest in modern transportation options, including public transportation. We cannot rely on yesterday's transportation options in our 21st century economy.

41%	81%
------------	------------

Which of the following do you think is the BEST reason to support expanding and improving our transportation options, including public transportation such as trains, rail, ferries and buses, as well as walking and biking options?



The greatest concern about the status quo is existing roads.

And which one, if any, would be your greatest concern about continuing the current government approach that gives building more roads a much higher priority than public transportation in our communities?

We cannot properly maintain the roads we already have

34%

We can better use the roads we have by encouraging flexible work hours, telecommuting, and other strategies to reduce traffic at rush hour

30%

More roads will simply fill with more cars and traffic

14%

More roads increases our dependence on cars and oil

14%

Other/All/Unsure

8%

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SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 21, 2010

INFORMATION ITEM REPORT

Information Item

Presentation

SFRTA GOVERNING BOARD REGIONAL TRANSPORTATION PLANNING WORKSHOP

SUMMARY EXPLANATION AND BACKGROUND:

On April 23, 2010, the SFRTA Governing Board will host a Planning Workshop in the SFRTA Boardroom. The Planning Workshop will begin immediately after the conclusion of the regularly scheduled SFRTA Governing Board meeting.

This event resulted from direction provided by the SFRTA Governing Board at its meeting held on February 26, 2010. The workshop is intended to provide an overview of the interagency coordination efforts among the three Metropolitan Planning Organizations (MPOs), the Florida Department of Transportation (FDOT) Districts 4 and 6, the Southeast Florida Transportation Council (SEFTC) and the SFRTA. Each of these agencies will also provide an overview of their current regional planning efforts.

EXHIBITS ATTACHED: SFRTA Governing Board Planning Workshop Agenda

SOUTH FLORIDA
REGIONAL TRANSPORTATION
AUTHORITY
GOVERNING BOARD

WORKSHOP MEETING AGENDA
April 23, 2010

IMMEDIATELY FOLLOWING
THE BOARD MEETING
THAT BEGINS AT 9:30 AM

South Florida Regional Transportation Authority
Board Room
800 NW 33rd Street
Suite 100
Pompano Beach, FL 33064

SFRTA BOARD MEETINGS ARE SCHEDULED ON THE FOURTH FRIDAY OF EACH MONTH AT 9:30 A.M. FOR FURTHER INFORMATION CALL (954)942-RAIL (7245). TIME OF MEETINGS SUBJECT TO CHANGE.

SFRTA Board Members

Commissioner Bruno Barreiro
Alice N. Bravo
James A. Cummings

Commissioner Kristin Jacobs
Marie Horenburger
Commissioner Jeff Koons, Chair

Felix M. Lasarte
George Morgan, Jr.
F. Martin Perry

Executive Director

Joseph Giulietti

GOVERNING BOARD WORKSHOP MEETING
OF APRIL 23, 2010

The meeting will convene immediately following the regularly scheduled Governing Board meeting that begins at 9:30 a.m. and will be held in the Board Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

CALL TO ORDER

AGENDA APPROVAL – Additions, Deletions, Revisions

MATTERS BY THE PUBLIC – 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.

SECTION I: PRESENTATIONS, INFORMATION AND DISCUSSION ITEMS

- I. **Introduction**
Joseph Giulietti, Executive Director, SFRTA (5 mins.)

- II. **Overview of South Florida’s Regional Transportation Planning Process (10 mins.)**
Bill Cross, Manager of Planning & Engineering, SFRTA

- III. **South Florida’s Metropolitan Planning Organizations (40 mins.)**
Miami-Dade MPO – Jose Mesa, Executive Director
 - L RTP*Broward MPO – Greg Stuart, Executive Director*
 - L RTP & East-West Connections to Tri-Rail*Palm Beach MPO – Randy Whitfield, Executive Director*
 - L RTP*Regional L RTP – Randy Whitfield. Executive Director*

- Q & A (10 mins.)**

- IV. **South East Florida Transportation Council (10 mins.)**
Mayor Richard Kaplan, SEFTC Chair

- Q & A (5 mins.)**

- V. **Florida Department of Transportation (50 mins.)**
 - FDOT Rail Enterprise (District 31) – *James A. Wolfe, District Secretary, FDOT*
 - 2060 Florida Transportation Plan – *Lois Bush, Policy Planning Section Leader, FDOT*
 - Strategic Intermodal System - 2040 Multimodal Needs Plan – *Amie Goddeau, Mobility Development Manager, FDOT*
 - Passenger Transportation in the Florida East Coast Railroad Corridor, *Scott Seeburger, SFECC Project Manager, Sharon Cino, Station Coordinator, FDOT*
 - Regional Network of Managed Lanes and Bus Services – *Aileen Boucle, Planning and Environmental Management Administrator, FDOT*

Q & A (10 mins.)

- VI. **SFRTA/Tri-Rail Past, Current & Future Planning** (20 mins.)
Bill Cross, Manager of Planning & Engineering, SFRTA

Q & A (10 mins.)

BOARD COMMENTS

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 Governing Board of the South Florida Regional Transportation Authority 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.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: APRIL 21, 2010

INFORMATION ITEM REPORT

Information Item Presentation

URBAN LAND INSTITUTE (ULI) TRANSPORTATION PROGRAM

SUMMARY EXPLANATION AND BACKGROUND:

On April 30, 2010, Urban Land Institute (ULI) Southeast Florida/Caribbean will host a half day program titled "What Can an Integrated Transportation System Really Mean for South Florida." The event will take place from 8:00 AM to 12:00 Noon at the Sheraton Fort Lauderdale Airport Hotel. Staff from the region's three MPOs and SFRTA will be on the program agenda. The featured speaker will be Mr. Walter J. Humann, who has been a driving private sector force in successful transit partnerships in the Dallas/Fort Worth region. Further event details can be found in the attached flier.

EXHIBITS ATTACHED: ULI Program Flier



What Can an Integrated Transportation System Really Mean for South Florida?

Brought to you by: **Bank of America**



Half Day Program

Friday, April 30, 2010

8:00am – 12:00pm

Sheraton Fort Lauderdale Airport Hotel

1825 Griffin Road

Dania Beach, FL 33004

\$3 Self Parking

Major Sponsors:



Sponsors:



Tired of trying to get from place to place in South Florida? When's our transportation system going to make sense? What does it really mean in terms of jobs and sustainability?

Learn about how the transportation system fits together from key regional leadership and hear about how Dallas made transit work as a key economic driver for its region from Walt Humann, the driving private sector voice behind the successful effort.

Attend this program, and understand what transportation is real, what's planned and what's funded for South Florida. Discuss how we can use it to make economic growth happen here.

ULI has organized this program as both a learning experience and a thoughtful discussion about how we can collectively use transportation to think and act regionally. Please register today, and be part of this lively conversation.

8:00am	Registration	Breakfast Buffet
8:30am	Welcome	Eric Swanson , Chair, ULI SE FL/Caribbean & Executive Vice President, Flagler Debbie Orshefsky , Program Chair & Shareholder, Greenberg Traurig
8:40am	Our Regional Systems: How can I get there from here?	<i>Opening remarks:</i> District Secretary Jim Wolfe , Florida Department of Transportation <u>Presenters:</u> Greg Stuart , Executive Director, Broward Metropolitan Planning Organization Randy Whitfield , Executive Director, Palm Beach Metropolitan Planning Organization Carlos Roa & Wilson Fernandez , Transportation Systems Managers, Miami-Dade Metropolitan Planning Organization Joe Giullietti , Executive Director, South Florida Regional Transportation Authority <i>Presentation to focus on regional long range transportation plans, showing how existing & planned system link our region and the optimum integrated transportation system that could be ours. Discussion will include existing & future land use options to maximize utilization of the transportation system and insure sustainable neighborhoods.</i>
9:55am	Keynote Presentation	Walter J. Humann , Chief Executive Officer, WJH Corp., Dallas, TX <i>The driving private sector force behind Dallas' successful efforts in linking an integrated transportation system, including commuter rail, and economic development, Mr. Humann will speak from experience on how to plan, entitle, fund and implement such a transit partnership between public and private sectors, and what that effort has meant to the economic health of the Dallas/Fort Worth region.</i>
10:55am	How to Take the Map from Plan to Reality	Issues to be addressed: <ul style="list-style-type: none"> • What organizational structure can best take this initiative forward? • How do we effectively manage across political subdivisions to get this done? • What specifically needs to happen next?
11:45am	Next Steps	Debbie Orshefsky , Program Chair & Shareholder, Greenberg Traurig
12:00pm	Adjourn	

Meeting Date: Friday, April 30, 2010 (8:00am-12:00pm)

SE Florida/Caribbean District Council [reference number: 8135-1006]

Registration Fees	Member	Non-Member
<input type="checkbox"/> Private	\$35	\$55
<input type="checkbox"/> Public Sector/Nonprofit	\$30	\$35
<input type="checkbox"/> Student (full-time)	\$15	\$25

Note registration fees increase by \$10 on day of event.

Registration Deadline: Wednesday, April 28, 2010

ONLINE REGISTRATION: www.seflorida.uli.org (Credit Card Payment Only)

E-Mail confirmations will be sent within the next business day. Faxes and checks received after the registration deadline will not be included in meeting registry or guaranteed a prepared name badge. After deadline please call 954-783-9504. Refund requests must be submitted in writing no later than the date of the registration deadline; refund requests will not be accepted after this date.

ULI Member ID#: _____

Name: _____

Informal Name for Badge: _____

Title: _____

Company: _____

Address: _____

City/State/Zip: _____

Telephone: _____ Fax: _____

E-Mail: _____

*****IMPORTANT*****

If payment has not been received prior to the registration deadline date, a credit card guarantee will be required on-site. No credit card charges will be processed if payment is received within 1 week of the event.

Credit Card (Fax: 800-248-4585 or phone 800-321-5011)

(Indicate credit card)

Visa MasterCard AMEX Diners Club Discover Carte Blanche

Card Number: _____ Exp. _____

Name on the card: _____

Check (Call: 800-321-5011) **Telephone pre-registration is required.**

Make check payable to: ULI SE Florida/Caribbean District Council

Bring your check with you to the meeting **OR** Mail* check with completed registration form to:

ULI Southeast Florida/Caribbean
Department 304,
Washington, DC 20055-0304

If by express delivery use: ULI SE Florida/Caribbean
1025 Thomas Jefferson St. NW, Ste. 500W
Washington, DC 20007-5201

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