Planning Technical Advisory Committee Meeting (PTAC)

REGULAR MEETING AGENDA

February 15, 2012
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

Michael Busha, Treasure Coast Regional Planning Council
Monica Cejas, Miami-Dade Transit
William Cross, South Florida Regional Transportation Authority
James Murley, South Florida Regional Planning Council
Irma San Roman, 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 FEBRUARY 15, 2012

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.

C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of December 7, 2011

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.

None

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

I1 – INFORMATION: SFRTA Shuttle Bus Initiatives

I2 – INFORMATION: Fast Start Plan for Tri-Rail Coastal Service

I3 – INFORMATION: Miami-Dade MPO Study - Strategies for Integration of Sustainability and the Transportation System

I4 – INFORMATION: Job Access Reverse Commute (JARC) and New Freedom (NF) Programs

I5 – INFORMATION: SFRTA Transit Development Plan (TDP) Annual Update

OTHER BUSINESS: The 20th Congress for the New Urbanism – May 9-12 in West Palm Beach

PTAC MEMBER COMMENTS

MEETING ATTENDANCE SUMMARY – Enclosed

NEXT MEETING DATE – March 21

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
DECEMBER 7, 2011

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 a.m. on Wednesday, December 7, 2011 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/ALTERNATES PRESENT:

Ms. Nilia Cartaya, Miami-Dade Transit (MDT)
Ms. Monica Cejas, MDT
Mr. Bill Cross, SFRTA
Ms. Kim Delaney, Treasure Coast Regional Planning Council (RPC)
Mr. Chris Dube, Florida Department of Transportation (FDOT) District 6
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
Mr. Barney McCoy, Broward County Transit (BCT)
Mr. Jeremy Mullings, FDOT District 4
Mr. Joseph Quinty, SFRTA
Mr. Jonathan Roberson, BCT
Mr. Phil Steinmiller, FDOT District 6
Mr. Greg Stuart, Broward MPO
Mr. Fred Stubbs, Palm Tran
Mr. Jeff Weidner, FDOT District 4
Mr. Randy Whitfield, Palm Beach MPO, Chairman

ALSO PRESENT:

Mr. Steve Alperstein, MDT
Mr. Steve Anderson, SFRTA
Ms. Phyllis Berry, BCT
Ms. Tish Burgher, 95-Express Phase 2
Ms. Robyn Chiarelli, FDOT District 4
Ms. Shanon Cino, FDOT District 4
Ms. Karla Damian, Miami-Dade
Ms. Seyla Gonzales, Tindale Oliver & Associates
Ms. Fabiana Gonzalez, FDOT District 4
Ms. Sabrina Glenn, SFCS
Ms. Barbara Handrahan, SFRTA
Ms. Marjorie Hilaire, FDOT District 4
Mr. Larry Hymowitz, FDOT District 4
Ms. Karen Kiselewski, Renaissance Planning Group
Ms. Elaine Magnum, SFRTA
Mr. Dan Mazza, SFRTA

(Continued next page)

DRAFT

Ms. Marcia Monserrat, Broward County
Mr. Bob Murphy, Aecom/95 Express
Mr. Joshua Salazar, HDR
Ms. Ali Soule, MRG
Mr. Tom Turberville, FDOT District 4
Mr. Jim Udvardy, SFCS
Ms. Jessica Vargas, Cambridge Systematics
Mr. D. Williams, BCT
Ms. Natalie Yesbeck, SFRTA
Mr. Eric Zahn, SFRTA
Mr. Enrique Zelaya, Broward County

CALL TO ORDER

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

ROLL CALL

The Chair requested the roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

A motion was made by Mr. Greg Stuart 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 November 9, 2011.

Mr. Fred Stubbs made a motion 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.

I1. - <u>INFORMATION</u>: Regional Express Bus Planning Workshop

Mr. Joseph Quinty introduced this item and thanked everyone for coming and thanked FDOT District 4 staff for agreeing that our existing PTAC Committee is a good form to have this regional express bus discussion. Mr. Jeremy Mullings explained the agenda for the workshop agenda item and noted that the public involvement team from 95 Express construction project will give the first update. Ms. Tish Burgher, Construction Public Information officer for FDOT gave a presentation on the 95 Express Phase 2 project. Ms. Burgher's presentation reviewed the project schedule and potential challenges, including the removal of HOV designation during construction, Ives Dairy Road interchange, and I-95 bridge construction causing some impacts to east-west arterials. Both MDT and BCT staff expressed concerns about the impacts to east-west bus schedules, and both also noted uncertainty on how the HOV designation removal would impact travel times of the existing 95 Express bus routes. Various members and participants commented on the options and best means to communicate information to drivers and bus patrons.

Extensive discussion then took place on planning for express bus service as part of Phase 2 of the 95 Express project. Mr. Jeff Weidner explained that the original 95 Express UPA application to the USDOT proposed BCT's routes on the SR 7 and University Drive corridors to be connected with the 95 Express managed lanes at Golden Glades. However, Mr. Weidner noted that some challenges to this approach have surfaced and that there may be better options for new express routes as part of Phase 2. Mr. Jim Udvardy recommended that additional service from both Sheridan Street and Broward Blvd be provided to Miami's Civic Center and Health District. Mr. Steve Alperstein commented that the previous attempts to run 95 Express bus service outside of peak periods resulted in very low ridership. Mr. Weidner noted that park-and-ride availability and surroundings are a key element to success, citing the secure parking garage used as the Miramar park-and-ride. Mr. Quinty offered support for additional Miramar to Miami service, citing its success in attracting new transit riders from western areas. Mr. Weidner also mentioned express bus concepts to serve Miami Beach or Brickell. There was committee discussion of the correct tools and means to conduct analysis of potential new express routes. Multiple members also discussed whether additional buses or capital funding was needed for additional service. Mr. Udvardy noted that Phase 2 of the 95 Express will provide additional toll revenues. Mr. Weidner explained that key questions are who, how, and when to implement additional express routes as managed lanes up to Broward Blvd open in 2014 and additional revenues become available. The discussion closed with an expectation that this dialogue will continue at PTAC on a quarterly basis and that a subcommittee on this issue will try to convene.

I2. - <u>INFORMATION</u>: Draft 2012 Meeting Schedule

Mr. Quinty provided PTAC members with a draft meeting schedule for 2012. The schedule calls for PTAC to meet on a monthly basis, generally on the third Wednesday of the month. The draft schedule identified dates where the PTAC may move ahead by one week to match up with meetings of the SEFTC Regional Transportation Technical Advisory Committee. There was committee consensus in support of the draft 2012 meeting schedule.

OTHER BUSINESS:

None

PTAC MEMBER COMMENTS

None

ADJOURNMENT

The meeting was adjourned at 11:45 AM.

AGENDA ITEM NO. I1

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: FEBRUARY 15, 2012

INFORMATION ITEM REPORT

☐ Information Item ☒ Presentation

SFRTA SHUTTLE BUS INITIATIVES

SUMMARY EXPLANATION AND BACKGROUND:

In recent years, SFRTA has frequently reached out to the PTAC as part of its efforts to refine and improve its shuttle bus service. Various initiatives have been undertaken since 2009 to better evaluate the existing SFRTA shuttle bus system, make adjustments to numerous routes, and identify opportunities for new routes and partnerships. These efforts have resulted in substantial changes that have proven to be beneficial. Recent data shows that SFRTA shuttle ridership has risen 120% over the past two years and numerous efficiency measures have been improved.

On February 15, SFRTA staff will provide an overview of the various shuttle bus improvement efforts that have been undertaken in recent years. Discussion will also include the planned capitalization of the SFRTA shuttle fleet and the upcoming development of a revised Five Year Shuttle Bus Plan.

EXHIBITS ATTACHED: None

AGENDA ITEM NO. I2

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: FEBRUARY 15, 2012

INFORMATION ITEM REPORT

☐ Information Item ☒ Presentation

FAST START PLAN FOR TRI-RAIL COASTAL SERVICE

SUMMARY EXPLANATION AND BACKGROUND:

A presentation on the Fast Start Plan for Tri-Rail Coastal Service was first provided to the PTAC at its November 2011 meeting. The Fast Start Plan is SFRTA's proposed accelerated approach to provide new passenger rail service on the Florida East Coast (FEC) Railway corridor. A critical characteristic of the Fast Start Plan is that new FEC service would be integrated with Tri-Rail, leveraging and complementing the decades of federal, state, and county investment in South Florida's existing commuter rail system.

On February 15, SFRTA staff will provide a brief update of Fast Start Plan activities that have occurred since the November PTAC presentation. Topics to be discussed include:

- The independent analysis of the Fast Start Plan and South Florida East Coast Corridor (SFECC) Study approaches that is now being conducted on behalf of the Southeast Florida Transportation Council (SEFTC)
- Overview of the various venues where the Fast Start Plan has been presented
- Summary of the Fast Start Plan municipal outreach efforts

EXHIBITS ATTACHED:
1. *Fast Start Plan* for *Tri-Rail Coastal Service* Brochure
2. Evaluation criteria to be used in the SEFTC independent passenger rail analysis

Fast Start Plan for Tri-Rail Coastal Service

Contact Us

Do you have a question about this study, want more information or want to be added to our mailing list? You can also contact us about scheduling a presentation for your organization. Here's how you can send us your views or questions:

E-MAIL
quintyj@sfrta.fl.gov

WEB
http://www.sfrta.fl.gov/FastStartPlan/index.html

PHONE
954.788.7928

LETTER
Written comments can be mailed to:
Mr. Joseph Quinty, Project Manager
SFRTA
800 NW 33rd Street, Suite 100
Pompano Beach, FL 33064

FAX
954.942.3325

Project Overview Fact Sheet

January 23, 2012

Tri-Rail Coastal Service

Getting Southeast Florida To Work

Miami-Dade
Broward
Palm Beach

A Proposed Public Private Partnership of the
FDOT, FEC Railway, Municipalities, and SFRTA

Tri-Rail Coastal Service

Getting Southeast Florida To Work

Miami-Dade
Broward
Palm Beach

A Proposed Public Private Partnership of the
FDOT, FEC Railway, Municipalities, and SFRTA

Project Goal: *Provide Southeast Florida with Mobility, Economic Development and Transportation Choice through the reintroduction of Passenger Rail Service in the FEC corridor between downtown Miami and Jupiter and integrated with Tri-Rail*

Project Overview

SFRTA's *Fast Start* plan is a carefully crafted balance of reasonable service levels with reasonable costs that can be implemented in a 3-5 year time frame. Additional service and stations can and will be pursued after the initial Fast Start plan is implemented.

SFRTA is able to apply its existing passenger rail expertise with an existing, highly efficient and "privatized" service delivery model. The *Tri-Rail Coastal Service* will leverage the existing Federal, State and County investment in Tri-Rail and SFRTA.

Once implemented, the *Tri-Rail Coastal Service* will provide a one-seat ride from Palm Beach County to either the Miami Intermodal Center (Airport) or Downtown Miami (see map opposite page). A regional service entirely along the FEC corridor will connect to Jupiter.

Project Objectives

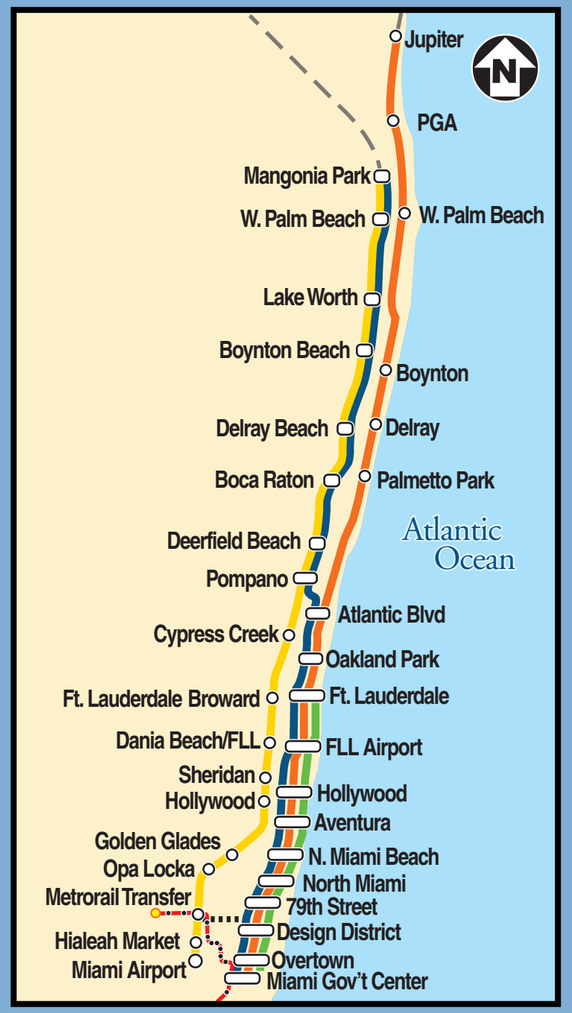
Integrated Service – Unifies existing Tri-Rail and new FEC services by connecting them in Pompano Beach

Financially Feasible Plan – Low start-up costs and an affordable operating plan that leverages existing public investment in SFRTA/Tri-Rail

Fast Implementation – By using state funds for capital and local and regional funds for operating costs of the *Tri-Rail Coastal Service*, the lengthy Federal New Starts process can be skipped and service can be implemented quickly, in three to five years, providing jobs during and after construction and economic development opportunities for decades to come.

Project Development Process

The flow chart below highlights key tasks and milestones to implementation of the *Fast Start* plan. The Federal environmental process can be followed to preserve Federal funding opportunities without impact to the schedule. Eliminating the Federal New Starts process saves years in the project development process.



Service Plan

Mangonia Park – Miami Airport
26 weekday trains & 18 stations

Mangonia Park – Downtown Miami
24 weekday trains & 20 stations

Downtowns of Ft. Lauderdale – Miami
26 weekday trains & 10 stations

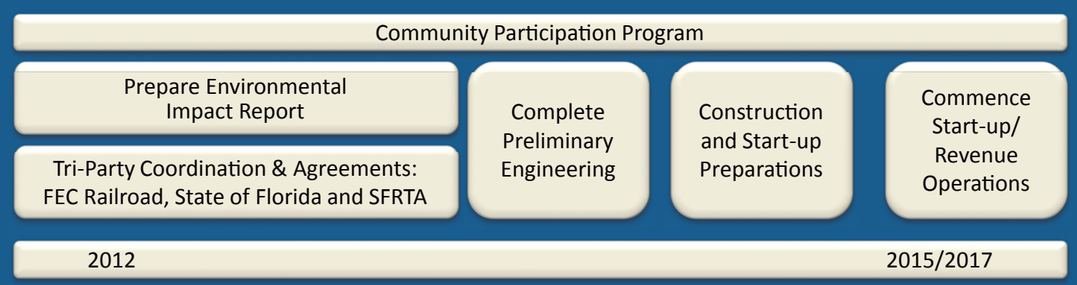
Jupiter – Downtown Miami
6 weekday trains & 18 stations

Public-Private Partnership

Perhaps the single most important element of the *Fast Start* plan are the partnerships necessary to ensure successful implementation of the new *Tri-Rail Coastal* Service. **The *Fast Start* plan for *Tri-Rail Coastal Service* must be a true public private-partnership between government and the Florida East Coast Railway**.

Success requires close government coordination and cooperation at all levels of government including state, regional, county, and municipal. Key partners must include: the Florida Department of Transportation (FDOT); the Miami-Dade, Broward and Palm Beach Metropolitan Planning Organizations (MPOs); and the municipalities of all three counties.

Fast Start Project Development Process



Project Facts

LENGTH (Orange/Blue/Green/Red Lines)	72/72/24/82 miles
TRAVEL TIME (Orange/Blue/Green/Red Lines)	1:55/2:02/0:48/2:04 hours:minutes
DAILY RIDERSHIP (preliminary system-wide estimate)	~25,000 trips per day
NUMBER OF STATIONS (Orange/Blue/Green/Red)	18/20/10/18
ESTIMATED CAPITAL COST	$270 million
ESTIMATED ANNUAL OPERATING COST	$15 million
JOBS SUPPORTED DURING CONSTRUCTION (Source: APTA)	~8,000

Task: Analysis & evaluation of FDOT South Florida East Coast Corridor Study and SFRTA "Fast Start" proposals to expand passenger rail service in southeast Florida.

Criteria:

(A) General Overview of Rail Proposals

- Approach; what's been completed to date; what's left to do; timeline & milestones

(B) Evaluative Criteria

- **Overview of Conceptual Service**
  - service frequency
  - number of trains
  - number of stations
  - ridership projections & capacity of service
  - capacity of single- vs. double-track sections (and what is the tipping point)
  - initial operating segment; build-out scenario

- **Overview of Capital Costs**
  - Rail Improvements
    - Mainline double-track portions
    - Sidings
    - Improved connections/crossings
    - Communications/signals
    - Grade crossings
    - CSX/FEC interconnections
      - Pompano (phasing – southbound initial vs. Y at build-out)
      - Northwood
      - Iris
    - Maintenance Yards/Layover Facilities
    - Land acquisition, takings
    - Bridges, grade separation
    - Assumptions regarding curvature of track

  - Station Improvements
    - Description of assumed station program (building SF, platform, parking quantity)
    - Land Acquisition
    - Station facility/infrastructure costs

  - Equipment Costs

  - Engineering, permitting, environmental

  - Integration with Freight

  - Source of cost figures

- **Overview of Operating Approach & Costs**

  - Operating Approach (public agency, private entity)
  - Staffing – admin & crews
  - Station management
  - O&M costs
  - Maintenance of way
  - FEC corridor use fee
  - Operating cost estimate
  - Farebox estimates
  - Local government expectations (station costs, operating costs, station O&M, public/private partnerships)
  - Discussion of local funding commitment via referendum (SunRail example)
  - Source of cost figures

- **Project Timeframe**

  - Timeline with five-year milestones
  - Federal vs. State permitting, engineering, environmental processes
  - FEC dialogue, negotiations, fee schedule
  - Funding via FDOT, Federal sources, RRIF
  - Adoption/implementation of funding mechanisms by local governments
  - Engineering, permitting, design/build approaches

- **Overview of Project Funding Scenarios**

  - Variety of Federal funding avenues (FTA New Starts, RRIF, TIGER/TIGGER/etc. grants & special appropriations)
  - State funding assumptions
  - Private sector funding
  - Role of toll revenues
  - Phasing of funding options
  - Implication of proposal & service adjustments upon existing Federal (FTA) funding agreements

(C) Public Policy Criteria

- **Federal vs. State Permitting/Environmental Approach**

  - What is the opportunity lost or gained by the Federal permitting/environmental approach vs. a State approach?
  - Are there portions of the project that can remain “federalized” while others are shifted to a non-Federal approach? And what are the timing implications of these (can any portions be expedited)?
  - What are the soft costs of the Federal vs. State processes?
  - What are the implications (State vs. Federal) for timing & service delivery?

- What are the FTA restrictions on capital expenditures in advance of a Federal clearance document? (Which if any dollars can be spent early and matched later towards Federal funding of various types? What are those eligible expenditures?)

(D) Future Issues to be Evaluated

- **Overview of Mobility Benefits**
  - Incorporation of intermodal shuttles & connections, especially east/west
  - Cost of additional special-purpose shuttles/connections
  - Capacity of Fast Start proposal vs. trips removed from roadway network
  - Capacity of SFECC phases vs. trips removed from roadway network
  - Value of "saved" (unbuilt) roadway capacity (vs. increased user delays with quantification)

- **Overview of Land Development Impacts**
  - Identification of potential station areas
  - Estimate of existing development & development potential within ½ and 1-mile radius
  - Estimate of "specialty" and "destination" uses proximate to station areas
  - Estimate of additional development potential within ½, 1-mile and proximate to station areas
  - Estimate of absorption & value of new potential development & redevelopment
  - Assessment of existing local government financing mechanisms & entities (e.g., CRA, DDA, special assessment district)
  - Assessment of potential local government financial mechanisms & entities
  - Identification of potential private partners in potential station areas to share station capital & O&M costs, branding potential

- **Role of the Public**
  - Define the role of the public in the two rail proposals (technical & policy committees, formal opportunities for input)
  - Define the oversight role of the MPOs, local government, and others in both proposals (e.g., timing, phasing, operations, cost-sharing)
  - Identify specific methods to build project advocacy through expanded public participation

AGENDA ITEM NO. I3

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: FEBRUARY 15, 2012

INFORMATION ITEM REPORT

☐ Information Item ☒ Presentation

MIAMI-DADE MPO STUDY – STRATEGIES FOR INTEGRATION OF SUSTAINABILITY AND THE TRANSPORTATION SYSTEM

SUMMARY EXPLANATION AND BACKGROUND:

An overview of the approach and results of the Strategies for Integration of Sustainability and the Transportation System Study will be provided to the PTAC. This study was conducted by the Miami-Dade Metropolitan Planning Organization (MPO) with the assistance of a Study Advisory Committee (SAC) to identify and evaluate strategies to improve the sustainability of Miami-Dade County's transportation system *with an emphasis on managing future travel demand.*

Three scenarios were developed with a combination of distinct system-wide strategies. These scenarios emphasized multimodal, land use linkages and mobility management strategies. Each scenario was tested for its effectiveness against various performance measures. The results of the study are expected to feed into the development of future plans such as the "Regional Vision and Blueprint for Economic Prosperity" and the next update of the Miami-Dade MPO Long Range Transportation Plan.

EXHIBITS ATTACHED: Study Executive Summary

Final Report - Executive Summary

MIAMI-DADE MPO WORK ORDER # GPC IV-12

JACOBS Engineering Group, Inc.

December 2011

INTRODUCTION

The purpose of this study is to investigate sustainable transportation strategies and their effect on travel behavior. This study is not recommending any policies or implementation strategies but is rather a high level planning exercise conducted using a systems planning approach. It is important for the reader to note that given the scope of this study, the scenarios were developed as broad concepts to be applied countywide. The strategies included in each of the scenarios were selected to test their potential effectiveness at a macro scale. These strategies went above and beyond the current plans and policies. This study provides an opportunity to evaluate these different strategies outside of the process used to develop the Long Range Transportation Plan (LRTP), which is guided by federal regulations.

The general tasks of this study were the identification of strategies that may lead to a sustainable transportation system, the creation of scenarios through combinations of these strategies, and the evaluation of these scenarios using the regional travel demand model, the Southeast Regional Planning Model (SERPM) version 6.5, as well as off-model techniques. The Miami-Dade MPO established several guidelines at the beginning of the study, as follows:

1. *Intensive capital improvements beyond those identified in the Cost Feasible Plan of the 2035 LRTP would not be considered.*
2. *Each scenario should be comprised of a unique set of strategies.*
3. *Strategies included in a scenario must be focused on changing travel demand and under the realm of influence of Miami-Dade County.*

Each step of this study was completed in collaboration with a Study Advisory Committee, or SAC. The SAC consisted of members from other departments within Miami-Dade County, municipalities, and state and regional agencies.

LITERATURE REVIEW

The first task of this study was to complete a literature review to determine if and where similar studies have been conducted, to identify definitions of sustainability as it relates to the transportation system, and to identify strategies for inclusion in scenarios. Research was conducted to identify different places within the U.S. and around the world where sustainable transportation has been addressed as part of the long-range transportation planning process. Several case studies were included because they illustrated initiatives that have been in development for long periods of time, encompass transportation solutions, and showcase successes (Appendix C). The four cities highlighted in the literature review are Portland, Oregon; Bogota, Colombia; London, England; and San Francisco, California.

Through the literature review, the study team was unable to identify an effort comparable to that proposed by this study. However, this research did assist the study team in developing an approach for the Miami-Dade MPO study, particularly the use of a survey technique (Tel Aviv Case Study) to narrow down the strategies to be considered in the scenario development and conceptualizing scenario definitions (Chicago Case Study).

Another purpose for the literature review was to provide guidance in developing a definition for a sustainable transportation system. Appendix C contains detailed information on the evolution of the term “sustainability” as it relates to transportation, as well as definitions of sustainable transportation that

have been adopted by organizations worldwide. At the first SAC meeting, these definitions were reviewed and the following was agreed upon as the most appropriate definition for this study.

> *Sustainable transportation means a transportation system that is able to meet today's needs and those of the future using the existing and committed infrastructure identified in the 2035 Long Range Transportation Plan.*

Perhaps the most valuable result of the literature review was the identification of a set of sustainable transportation strategies. The entire list of strategies is detailed in *Appendix C.*

At the outset of this study, the following aspirational goals were established.

- Reduction in Vehicle Miles Travelled (VMT): 5% by 2015 and an additional 5% for each 5 year period that follows, for an overall reduction of 25% by 2035
- Increase in total bicycle or pedestrian trips: 6% by 2015 and an additional 6% for each 5 year period that follows, for an overall increase of 30% by 2035
- Increase transit ridership: 10% by 2015 and an additional 10% for each 5 year period that follows, for an overall increase of 50% by 2035
- Reduce single-occupancy vehicle trips: 5% by 2015 and an additional 5% for each 5 year period that follows, for an overall reduction of 25% by 2035

It should be noted that these targets were aspirational in the sense that a scenario would not be considered a failure if it did not achieve them, rather, they would help evaluate the degree of success achieved by each scenario.

STRATEGY SCREENING

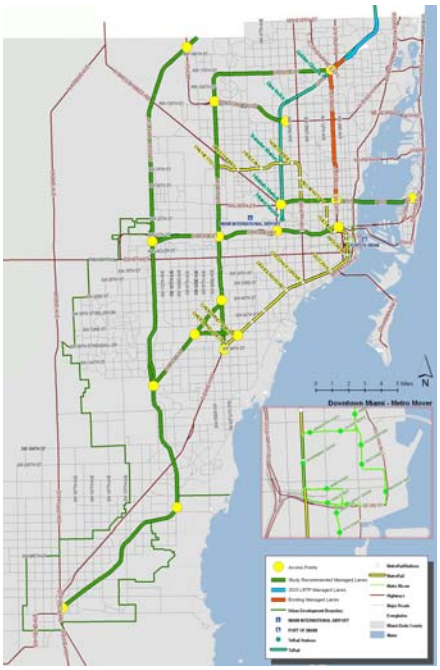
To focus project resources on the strategies that may provide the greatest insight and information, a screening of the universe of strategies for moving Miami-Dade County's transportation system towards sustainability was conducted. A two-tiered screening methodology was established to narrow in on strategies to be included in scenario development.

The first step of the screening process was to determine whether any of the universal strategies conflicted with the goals and objectives of local agencies or plans. No strategies were found to be in conflict with local plans; therefore no strategies were omitted based on the Tier One screening. The strategies were prioritized under Tier Two of the screening process. Priorities were determined based on an evaluation of the strategy's strengths, weaknesses, and limitations given the local context. Members of SAC were called upon to perform the screening of the universe of strategies. Online surveys and documents describing each strategy to be evaluated and the screening methodology were sent to the group of evaluators.

As a result of the surveys, 14 of the 53 strategies were removed from further consideration due to receiving a negative score. Another 18 strategies were dropped because they were inappropriate for this study in that they could not be meaningfully evaluated. The remaining 21 strategies were assigned to one of three scenarios for testing. A complete account of this screening is included in Section 3.

SCENARIO CONCEPTS

The sustainable transportation strategies that passed through the screening process were stratified into three groups, with each group representing a distinct scenario. Each distinct scenario consisted of a unique set of strategies. Having non-overlapping strategies between the scenarios helped evaluate the impact of a given set of strategies and explain the performance of each scenario.



Scenario 1: Mobility Management

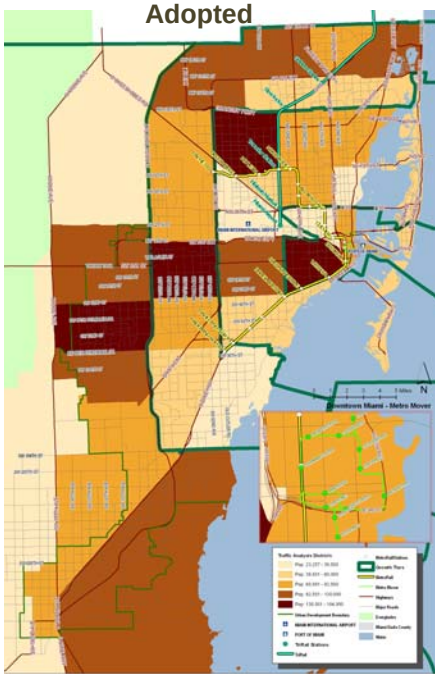
The concept is to improve mobility using direct monetary incentives or disincentives through a combination of highway, transit, and parking related improvements. This scenario considers the creation of a network of managed lanes on the County's expressway facilities, use of these lanes for an express bus service network that will offer reduced fares, increased parking prices, and operational improvements on the expressways. On facilities where tolls are already collected, managed lanes will be tolled at a higher rate compared to the existing toll lanes.

Scenario 2: Linkages

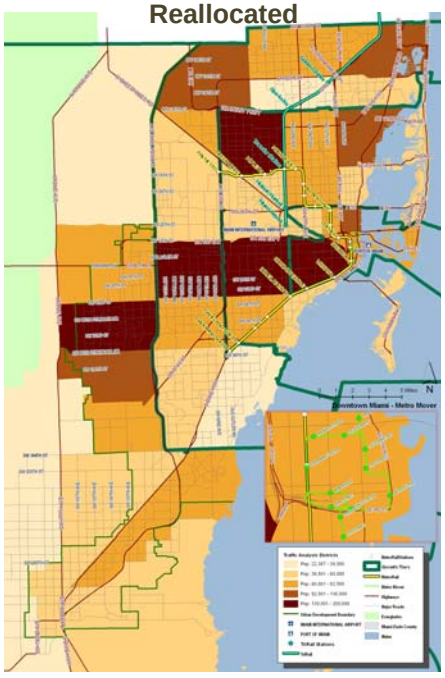
In this scenario, emphasis is on the transportation-land use relationship. The concept is to minimize travel needs by reallocating population and job growth (2015-2035) based on smart growth and transit oriented development (TOD) principles. This scenario considers reallocating residential and employment densities to transit corridors, urban centers and activity corridors; adjusting the jobs-housing balance; and the implementation of Complete Streets.

2035 Population

Adopted

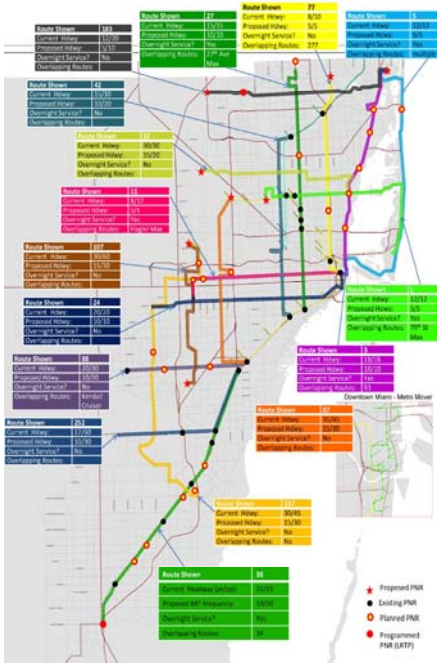


Reallocated



Scenario 3: Multimodal

In this scenario, the emphasis is on arterial transportation network and facilities for transit use. The concept is to increase transit mode split and passenger throughput using transit improvements. This scenario considers improving the transit rider experience by providing real time information and more comfortable stations; increasing system-wide transit travel speeds; creating a network of arterial bus rapid transit (BRT) corridors; and adding park-and-ride locations. Transportation demand management (TDM) strategies such as carpooling/vanpooling, telecommuting, car-sharing, and parking cash-out programs that encourage non single occupant vehicle travel, deter car ownership, and increase person throughput are also included in this scenario.



SUSTAINABILITY SCENARIO EVALUATION

All three scenarios were evaluated using the regional travel demand forecast model (SERPM v6.5) and compared against the 2035 LRTP adopted by Miami-Dade County in October 2009. The entire scenario evaluation process and its results are documented in the technical memorandum entitled *Scenario Evaluation Results.* Performance measures for evaluating the scenarios using SERPM included: Vehicle Miles Traveled (VMT); Vehicle Hours Traveled (VHT); delay (vehicle hours) or congestion; mode split; transit ridership; and trip length.

In addition to using SERPM, certain strategies were evaluated using off-model techniques based on literature review and empirical data. Appropriate adjustments were made to performance measures to reflect local planning context. Off model calculations were used to determine the impact on performance measures, including greenhouse gas (GHG) emissions, energy consumption, productivity, and equity.

Table 1 provides a summary of the evaluation results for each scenario.

Table 1: Summary of Scenario Evaluation Results

Evaluation Criteria	2035 LRTP Baseline	Scenario 1: Mobility Management	Scenario 2: Linkages	Scenario 3: Multimodal
Vehicle Miles Travelled (VMT), Daily	65,355,000	62,925,000	61,293,000	64,283,000
Absolute Change from LRTP		(2,430,000)	(4,062,000)	(1,072,000)
Percent Change from LRTP		-4%	-6%	-2%
Vehicle Hours Travelled (VHT), Daily	2,778,000	2,622,000	2,428,000	2,723,000
Absolute Change from LRTP		(155,490)	(350,000)	(55,000)
Percent Change from LRTP		-6%	-13%	-2%
Average Annual Delay (hours)/Person	101	93	74	97
Absolute Change from LRTP		(8)	(27)	(4)
Percent Change from LRTP		-8%	-27%	-4%
Mode Split				
Single Occupant Vehicle (SOV)Person Trips	5,780,000	5,415,000	5,675,000	5,725,000
SOV Percentage	53%	50%	53%	52%
High Occupant Vehicle (HOV)Person Trips	4,959,000	5,281,000	4,913,000	4,911,000
HOV Percentage	45%	48%	45%	45%
Transit	202,500	239,550	193,500	300,100
Transit Percentage	2%	2%	2%	3%
Transit Mode Share				
All Trip Purposes	2%	2%	2%	3%
Home Based Work Trips	5%	5%	4%	6%
Transit Boardings Change Compared to Baseline				
Total Transit		18%	-4%	48%
Home Based Work		12%	-10%	32%
Trip Length (in miles)	8.3	8.3	7.9	8.3
Absolute Change from LRTP		0.0	-0.4	0.0
Percent Change from LRTP		0%	-5%	0%
Greenhouse Gas Emissions (CO2 lbs/day)	50,093,000	50,087,000	46,478,000	49,554,000
Absolute Change from LRTP		-6,000	(3,615,000)	(539,000)
Percent Change from LRTP		0%	-7.2%	-1.1%
Energy Cost, US dollars in kilowatt hours	1,785	1,785	1,655	1,766
Absolute Change from LRTP		0	(130)	(19)
Percent Change from LRTP		0%	-7%	-1%
Cost of Congestion/Lost Productivity, US $	$6.9 billion	$6.7 billion	$6.3 billion	$6.7 billion
Absolute Change from LRTP		-$0.2 billion	-$0.6 billion	-$0.2 billion
Percent Change from LRTP		-2%	-8%	-2%
Equity	No disproportionate impacts			

COST-REVENUE ANALYSIS

Order of magnitude costs and revenues were developed to understand the financial implications of the program of transportation projects indentified in different scenarios. It should be noted that these costs and revenues are systemwide preliminary planning level estimates. Wide ranges for costs and revenues were developed given the pre-conceptual definition of individual projects and lack of any level of engineering design.

Tables 2 and 3 summarize the results of the cost and revenue estimation for the Mobility Management and Multimodal scenarios. A cost-revenue analysis was not conducted for the Linkages scenario since there were no associated transportation improvements. More information about this analysis can be found in the technical memorandum *Scenario Evaluation Results*. All cost and revenue numbers are in present day cost (2011 dollars).

Table 2: Mobility Management Scenario Cost & Revenue Estimates

Total Capital Costs	**$1.5 - $2.8 billion that buys:**
	356 lane miles of Managed Lanes ($1.4B - $2.7B)
	Seven new Express Bus Routes ($101M - $120M) 279 route miles of new service 700 revenue hours daily 12,300 revenue miles daily 6,500 daily riders 126 articulated buses
	120 Parking Meters ($1.4M - $3.0M)
Annual O&M Costs	**$92 - $221 million**
	Managed Lanes ($39M - $114M)
	Express Bus Routes ($16M – $22M)
	Parking ($37M - $85M)
Annual Revenue	**$228 - $404 million**
	Managed Lanes ($80M - $233M) Express Bus Routes ($1M - $2M) Parking ($147M - $169M)

Table 3: Multimodal Scenario Cost & Revenue Estimates

Total Capital Costs	**$61 - $90 million that buys:**
	16 Arterial BRT Routes ($14M - $17M) 549 route miles of arterial BRT service 4,100 revenue hours daily 51,000 revenue miles daily 279,000 daily riders 18 additional articulated buses
	Transit Signal Priority ($29M - $38M) On-board equipment for the entire 1,200 buses 2,600 signalized intersections
	Real Time Passenger Information ($4M - $11M) 1,000 bus shelters equipped with electronic display signs
	Park-and-Ride Lots ($13M - $24M) 1,500 parking spaces
Annual O&M Costs	**$14 - $21 million**
	Arterial BRT ($11M - $15M incremental cost over 2035 LRTP Baseline)
	Transit Signal Priority ($1M – $1.5M)
	Real Time Passenger Information ($1M - $3M)
	Park-and-Ride Lots ($0.7M - $1M)
Annual Revenue	**$2.5 - $4 million**
	Fare box Revenue ($2.5M - $4M incremental revenue over 2035 LRTP Baseline)

SUMMARY

Through this study the following conclusions can be made:

- Affecting VMT, VHT and transit ridership on a countywide basis is difficult; and
- Given the above, the aspirational targets set at the beginning of the study were too aggressive.

The results of this effort should be used to inform upcoming studies such as the Southeast Florida 2060 Vision Plan being developed by the South Florida and Treasure Coast Regional Planning Councils; an analysis of the ability to implement tolled managed highways with rapid/enhanced bus routes and ridesharing programs being conducted by the Miami-Dade MPO; a study on parking being conducted by the Florida Department of Transportation, District 6; and future comprehensive planning activities conducted by the Miami-Dade Department of Permitting, Environment and Regulatory Affairs and the municipalities within Miami-Dade County.

AGENDA ITEM NO. I4

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: FEBRUARY 15, 2012

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

JOB ACCESS REVERSE COMMUTE (JARC) AND NEW FREEDOM (NF) PROGRAMS

SUMMARY EXPLANATION AND BACKGROUND:

On October 19, 2011, the PTAC approved recommended rankings for the current JARC and NF funding cycle. These rankings were then approved (without any modifications) by the SFRTA Governing Board on December 16, 2011.

As a follow up to these key regional approvals, SFRTA will be hosting a grant workshop for all JARC and NF sub-recipients on Thursday, February 16, 2012. This grant workshop will begin at 9:00 AM and be held in the SFRTA Boardroom.

Information on the February 15 grant workshop and various other details of the JARC and NF process are available online at http://www.sfrta.fl.gov/grants.html.

EXHIBITS ATTACHED: None

AGENDA ITEM NO. I5

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: FEBRUARY 15, 2012

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

SFRTA TRANSIT DEVELOPMENT PLAN (TDP) ANNUAL UPDATE

SUMMARY EXPLANATION AND BACKGROUND:

SFRTA adopted its FY 2009-2018 TDP Major Update in 2008. SFRTA has produced a TDP Annual (Minor) Update in subsequent years.

SFRTA is now embarking on its TDP Annual Update for the FY 2013-2022 timeframe. This will be SFRTA's last in a series of annual updates of the 2008 major effort. As in past years, SFRTA staff intends to use the PTAC as a steering committee for its TDP development. The SFRTA FY 2013-2022 TDP Annual Update will be included on the PTAC agenda for every meeting through the summer months.

Past SFRTA TDPs are available online at http://www.sfrta.fl.gov/planning.html.

EXHIBITS ATTACHED: None

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SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: FEBRUARY 15, 2012

OTHER BUSINESS

THE 20th CONGRESS FOR THE NEW URBANISM –
MAY 9-12 IN WEST PALM BEACH

The annual **Congress for the New Urbanism (CNU)** is the leading venue for New Urbanist education, collaboration, and networking. CNU members come from around the world to discuss development practices and public policies, learn from recent innovative work, and advance new initiatives to transform our communities.

CNU 20 will be held at the Palm Beach County Convention Center in West Palm Beach on May 9-12, 2012. Further details on CNU 20 can be found online at www.cnu20.org.

New Urbanism is an interdisciplinary movement. Developers, architects, landscape architects, town planners, urban designers, engineers, environmental consultants, transit/transportation planners, bicycle and pedestrian advocates, housing specialists, real estate brokers, regulators, real estate financiers and government officials are invited to participate in CNU 20. Students, community activists and interested members of the public are also encouraged to attend

EXHIBITS ATTACHED: None

PTAC Attendance, January 2011-Present

	2011							
	Dec	Nov	Oct	Jul	Jun	May	Apr	Feb
BCT								
Member	x							
Alt	x	x	x	x	x	x	x	x
Other								x
Broward MPO								
Member	x	x		x		x	x	
Alt			x		x	x	x	x
Other								
FDOT D4 OMD								
Member	x	x	x				x	
Alt	x			x	x	x	x	x
Other		x		x		x		
FDOT D4 PLEM								
Member				x	x	x	x	x
Alt						x		x
Other		x		x	x		x	x
FDOT D6								
Member	x	x	x	x	x	x	x	
Alt	x	x						
Other			x	x				
Miami-Dade MPO								
Member								
Alt	x	x	x	x	x	x	x	x
Other								
MDT								
Member	x	x	x	x	x		x	x
Alt								
Other	x		x		x		x	
Palm Beach MPO								
Member	x	x	x	x	x	x	x	x
Alt								x
Other								
Palm Tran								
Member	x	x	x	x	x	x	x	x
Alt								
Other								
South Florida RPC								
Member								
Alt					x	x	x	x
Other								
South Florida RTA								
Member	x	x		x		x	x	x
Alt	x	x	x	x	x	x	x	x
Other	x	x	x	x	x	x	x	x
Treasure Coast RPC								
Member								
Alt	x	x	x		x	x	x	x
Other								