



Planning Technical Advisory Committee Meeting (PTAC)

REGULAR MEETING AGENDA

Wednesday October 10, 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 OCTOBER 10, 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.
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C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of September 18, 2012

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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None

INFORMATION / PRESENTATION ITEMS

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

I2 – INFORMATION: SFRTA Capital Projects Update (Part 2 of 2)

I3 – INFORMATION: Miami River–Miami Intermodal Center Capacity Improvement (MR-MICCI)

I4 – INFORMATION: SFRTA Shuttle Bus System Update

I5 – INFORMATION: Hollywood/Pines Boulevard Corridor
Congestion Management Process / Livability Planning Project

I6 – INFORMATION: Tri-Rail Smartphone App

OTHER BUSINESS:

PTAC MEMBER COMMENTS

MEETING ATTENDANCE SUMMARY – Enclosed

NEXT MEETING DATE – TBD

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 - SEPTEMBER 18, 2012

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:30 a.m. on Wednesday, September 18, 2012 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. Lois Bush, Florida Department of Transportation (FDOT) District 4
Ms. Nilia Cartaya, Miami-Dade Transit (MDT)
Mr. William Cross, South Florida Regional Transportation Authority (SFRTA)
Ms. Kim Delaney, Treasure Coast Regional Planning Council (RPC)
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
Mr. James Murley, South Florida RPC
Mr. Joseph Quinty, SFRTA
Mr. Jonathan Roberson, Broward County Transit (BCT)
Ms. Irma San Roman, Miami-Dade MPO
Mr. Gustavo Schmidt, FDOT District 4
Mr. Phil Steinmiller, FDOT District 6
Mr. Greg Stuart, Broward MPO
Mr. Fred Stubbs, Palm Tran
Mr. Randy Whitfield, Palm Beach MPO, Chairman

ALSO PRESENT:

Ms. Loraine Cargill, SFRTA
Ms. Brandy Creed, SFRTA
Ms. Barbara Handrahan, SFRTA
Mr. Mike Lulo, SFRTA
Ms. Elaine Magnum, SFRTA
Ms. Carla McKeever, SFRTA
Mr. David Orshefsky
Ms. Jill Quigley, Jacobs
Mr. Carlos Roa, Miami-Dade MPO
Ms. Jessica Vargas Astaiza, Tindale-Oliver & Associates
Ms. Lynda Westin, SFRTA
Ms. Natalie Yesbeck, SFRTA
Mr. Eric Zahn, SFRTA

CALL TO ORDER

The Chair called the meeting to order at 10:35 a.m.

ROLL CALL

The Chair requested the roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

A motion was made by Mr. Fred Stubbs to approve the agenda. The motion was seconded by Ms. Kim Delaney. 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 July 11, 2012.

Mr. Fred Stubbs made a motion to approve the meeting minutes. The motion was seconded by Mr. Gustavo Schmidt. 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.

None.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.

11. - INFORMATION: Job Access Reverse Commute (JARC) and New Freedom (NF) Programs

Ms. Natalie Yesbeck of SFRTA presented an overview of past JARC and NF funding cycles. Ms. Yesbeck explained that there is an ongoing monitoring process for projects that are awarded JARC and NF funds. She then identified projects that received funds during these past cycles, with emphasis on the

individual projects that have been cancelled or are now in jeopardy of being cancelled. Sponsors of these projects that have been cancelled or are now in question are a mix of non-profit organizations and public agencies. Ms. Yesbeck and Ms. Carla McKeever both noted that SFRTA is working with individual agencies to try and salvage the projects that are now facing cancellation. Ms. Yesbeck stated that the “Call for Projects” announcement for the next competitive cycle of JARC and NF funds will occur in October. She said that further details on the new JARC and NF funding cycle will be provided at the next PTAC meeting.

Committee questions included inquiries about individual projects and clarification of past JARC and NF funding cycles. Mr. Stubbs asked if JARC and NF funds for projects that have been or will be cancelled could be reallocated to other project here in the region. Ms. Yesbeck replied that the most likely outcome is that funds for these cancelled projects would be returned to the national pot of JARC and NF funds.

12. - INFORMATION: SFRTA Transit Development Plan (TDP) FY 2014-2023 Major Update

Ms. Yesbeck gave a brief overview of SFRTA’s early efforts to develop a new TDP Major Update. Ms. Yesbeck noted that a scope of services outline has been formulated by staff and that coordination is occurring with one of SFRTA’s general planning consultant teams. Mr. Joseph Quinty of SFRTA added that a lot has changed since the last TDP Major Update in 2008 and staff is eager to overhaul numerous aspects of the TDP. Mr. Greg Stuart asked about the proposed schedule of the SFRTA TDP. Mr. Quinty responded that SFRTA plans to have the document completed in the Summer of 2013 and submitted to FDOT prior to the September 1, 2013 deadline.

13. - INFORMATION: SFRTA Capital Projects Update (Part 1 of 2)

Mr. Quinty introduced this item, noting that SFRTA staff wanted to provide a progress update on projects that may have come before the PTAC during the planning stages or involved funds from some of our partner agencies. Mr. Quinty stated that this update would focus on Tri-Rail station projects, with next month focusing on new rolling stock. Ms. Brandy Creed of SFRTA Engineering staff gave an overview of Pompano Beach Station improvements. Ms. Creed showed renderings of the station overhaul, which will include new extended platform canopies, a new pedestrian bridge/stair tower/elevator, improved circulation and bus access, a new bus canopy, and numerous environmentally friendly features such as solar panels. Ms. Creed noted that the Pompano Station project has received a federal TIGGER grant for these environmental features and federal New Freedom funds for the pedestrian bridge. LEED Gold certification will be sought for the project, which has completed 100% design plans. Ms. Creed also gave an overview of upgrades at the Opa-Locka Tri-Rail Station. She explained that SFRTA is working to utilize a vacant lot (owned by FDOT) adjacent to the station for parking and circulation improvements. Ms. Creed noted that bus and shuttle connections at the station are critical, and that bus circulation and canopy improvements are a key element of the project. She stated that the project has reached 30% design plans.

Committee members asked if coordination has been occurring with BCT at the Pompano station and with MDT at the Opa-Locka station. Ms. Creed and Mr. William Cross responded by mentioning the interagency coordination that has been taking place for these two station projects. Mr. James Murley inquired about coordination with the City of Opa-Locka, noting that a number of HUD grants have been awarded to the city and they are actively seeking to use the rail station as a hub and economic catalyst.

Mr. Quinty gave the last portion of the presentation, which covered SFRTA's Station Heavy Maintenance program. Mr. Quinty provided an overview of the heavy maintenance elements, which included painting, rust removal, roof repairs and various other improvements such as drainage, signs, fencing, and hardware. Mr. Quinty explained that the most extensive painting had taken place at the Deerfield Beach Station. He shared slides showing photos of "before" conditions, in-progress painting, and "after" conditions.

14. - INFORMATION: Tri-Rail Coastal Service

Mr. Cross and Mr. Quinty gave an overview of SFRTA activities and outstanding issues related to the development of Tri-Rail Coastal Service. Mr. Cross emphasized that tasks initiated as part of SFRTA's Fast Start Plan are coming to an end and that SFRTA's recent technical efforts have been in support of the SFECC Study. Mr. Cross spoke briefly about SFRTA's Station Area Market & Economic Analysis for proposed FEC stations and about the monthly updates that have been requested by the SFRTA Governing Board. He also noted some initial progress in developing a framework for a FDOT & SFRTA agreement to formalize roles and responsibilities for this project and how to specifically implement the recommendations approved by SEFTC in July.

Extensive committee discussion then ensued. Chairman Whitfield and Ms. Kim Delaney both spoke about the upcoming schedule of joint FDOT & SFRTA presentations for SEFTC, the three MPOs, two RPCs, and the SFRTA Governing Board. Mr. Cross, Mr. Wilson Fernandez, and Mr. Gustavo Schmidt all spoke about the lingering issue of who will be the operator of new FEC commuter rail service and about renaming or rebranding the SFECC Study going forward. Much conversation also took place regarding the revised SFECC LPA, minimum operable segments (MOSs), and the issue of timed transfers or through service at Pompano Beach. The issue of a formal agreement or memorandum of understanding (MOU) was also discussed at length. Mr. Stuart suggested a broader agreement that would include other parties beyond FDOT and SFRTA. Mr. Fernandez cited an agreement in place between MDT and the Miami-Dade MPO as a good example to be followed. Mr. Cross suggested that the partnership involved in the Wave Streetcar project was another good example of multi-agency defined roles and responsibilities. He noted that the early determination of FTA project sponsor, operator, and other key roles were an important factor in the Wave's rapid progress through the Federal Small Starts process over the past two years.

15. - INFORMATION: Commuter Rail Expansion Case Studies

Mr. Quinty presented this item, noting that SFRTA would welcome further commuter rail expansion case studies at future PTAC meetings if the committee desired. Mr. Quinty gave an overview of northern New Jersey's efforts to unify and connect its commuter rail network in the 1990's and 2000's. He explained that in 1995, only two of northern New Jersey's commuter rail lines allowed for direct "one-seat ride" service to Midtown Manhattan. At that time, all other lines required a transfer at Newark or Hoboken in order to reach Manhattan. Mr. Quinty documented three New Jersey projects that tied multiple lines together and resulted in greatly improved ridership and travel time savings. He suggested that New Jersey's two connection projects that resulted in new "Midtown Direct" service were models to be emulated for future development of integrated Tri-Rail service on the Florida East Coast Railway corridor. Mr. Quinty provided information showing that the Midtown Direct one-seat ride services had a strong initial ridership boost, sustained ongoing ridership growth, and continues to exceed ridership projections. He also spoke briefly about the Midtown Direct service plan, which provides direct service to both termini in the peak, but requires more transfers in the off-peak. In addition, Mr. Quinty shared

results from multiple studies showing that communities served by the new Midtown Direct services have experienced strong increases in property values that have exceeded other communities in that region. Questions from the committee included inquiries on development of TODs, value capture strategies, and whether there were any “Sunbelt” examples of a similar one-seat ride service being implemented.

OTHER BUSINESS: Potential Winter PTAC/RTTAC Meeting Date in Palm Beach County

Citing the success of holding the July PTAC and RTTAC meetings in Downtown Miami, Mr. Quinty inquired about holding an upcoming meeting in Palm Beach County. There was committee interest and consensus in rotating the meeting location on occasion. Chairman Whitfield and others noted that a key element of holding the meeting in Palm Beach County would be finding a location that has good transit access.

PTAC MEMBER COMMENTS

Ms. Delaney announced that efforts are ongoing to find a future date for the Reconnecting America TOD peer exchange event. The event was originally scheduled for August, but may be held sometime in early 2013.

ADJOURNMENT

The meeting was adjourned at 12:19 PM.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: OCTOBER 10, 2012

INFORMATION ITEM REPORT

Information Item

Presentation

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

SUMMARY EXPLANATION AND BACKGROUND:

Job Access and Reverse Commute (JARC) and New Freedom (NF) are two programs administered by the Federal Transit Administration (FTA). The JARC program has assisted individuals successfully transitioning from welfare to work by addressing the unique transportation challenges faced by welfare recipients and low-income persons seeking to get and keep jobs. The NF program was established to support new public transportation services and public transportation alternatives beyond those required by the American with Disabilities Act (ADA) of 1990. In order to prevent the Miami Urbanized Area (UZA) from losing funding through these programs, the SFRTA agreed in 2009 to become the region's designated recipient.

On October 2, 2012, the SFRTA announced its intent to release a Call for Projects to distribute FY 2012 JARC and NF program funds. The application period will open the week of October 15, 2012 and close at 12:00 noon, Friday, December 21, 2012. Staff will make a brief presentation outlining the schedule, selection criteria, and the upcoming Grant Application Workshop.

EXHIBITS ATTACHED: FY 2012 JARC and NF Pre-Solicitation Notice

Intent to Call for Projects: Job Access & Reverse Commute and New Freedom Programs

The South Florida Regional Transportation Authority (SFRTA), in partnership with the Metropolitan Planning Organizations in Miami-Dade, Broward, and Palm Beach Counties, is planning to call for projects in the Miami Urbanized Area for Job Access & Reverse Commute (JARC) and New Freedom Program funds for fiscal year 2012. These Federal Transit Administration (FTA) program funds are available for projects that improve transportation for low-income individuals, welfare recipients, and/or people with disabilities.

The solicitation for projects will be announced during the week of October 15, 2012. Applications will be due by December 21, 2012. Additional information will be available on the SFRTA website at www.sfrta.fl.gov.

Background on JARC and New Freedom Funds

The JARC program is intended to fund transportation services and supportive activities that 1) improve access to jobs for eligible low-income individuals and welfare recipients, and 2) provide reverse commute trips for the general population. (A reverse commute trip provides transportation for urban, suburban and rural area residents to suburban employment opportunities.)

The purpose of the New Freedom Program is to provide improved public transportation services and alternatives to public transportation for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA).

FTA circulars providing detailed information on JARC and New Freedom programs can be found at:

- JARC: http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf
- New Freedom: http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom.pdf

Transportation Disadvantaged Service Plan

The solicitation will be limited to projects that have been derived from an adopted Transportation Disadvantaged Service Plan (TDSP). Please refer to the local TDSPs which are available at www.sfrta.fl.gov/grants.html. TDSPs address service needs and gaps for enhancing transportation needs for people with disabilities, welfare recipients, and low income individuals living in the region. Projects can be derived from a TDSP without being specifically listed in the TDSP.

Eligible Applicants

The following agencies that have projects consistent with local TDSPs are eligible to apply for JARC and New Freedom program funds:

- Private nonprofit organizations
- State or local governmental authorities
- Operators of public transportation services, including private, for-profit operators of public transportation services.

In addition to being classified as one of the above-mentioned agency types, in accordance with the Federal Transit Administration (FTA) Title 49 U.S.C. 5316(c) and 49 U.S.C. 5317(c), only organizations whose projects serve the Miami Urbanized Area (Miami-Dade, Broward, and Palm Beach Counties) are eligible to apply.

Eligible Projects

JARC and New Freedom funds may be used for planning, capital, or operating costs of providing access to jobs for low-income persons, welfare recipients, or services and facilities that improve mobility for persons with disabilities. Please refer to FTA circulars 9045.1 (New Freedom) and 9050.1 (JARC) for additional information.

Available Funding

The call for projects applies for available JARC and New Freedom funds. The total funds available are:

Fiscal Year 2012:

- \$ 3,615,380 for JARC projects
- \$ 2,084,771 for New Freedom projects

Federal/Local Match Requirement

Funds can be used to support up to 80 percent (80/20 match) for capital projects and not more than 50 percent (50/50 match) of project costs for operating assistance. Other federal (Non-Department of Transportation), local, and private funds can be used as a match.

Grant Application Workshop

A grant application workshop is tentatively scheduled for **Tuesday, October 30th from 9:00 am-12:00 pm**. We hope that this will provide an opportunity for potential applicants to learn more about the funding programs. Further information will be made available at www.sfrta.fl.gov/grants.html.

Selection Process

Funds will be awarded through a competitive selection process, which will be administered by SFRTA. The application package will provide additional information about the selection process. The selected projects will be forwarded to FTA for final determination.

If you have any questions or need further clarification, please contact the staff listed below.

Natalie Yesbeck Pustizzi

Jarc-NF@sfrta.fl.gov

South Florida Regional Transportation Authority

800 NW 33rd Street

Pompano Beach, FL 33064

Phone: 954-788-7957

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: OCTOBER 10, 2012

INFORMATION ITEM REPORT

Information Item Presentation

SFRTA CAPITAL PROJECTS UPDATE (PART 2 OF 2)

SUMMARY EXPLANATION AND BACKGROUND:

SFRTA currently has various capital projects moving forward. Some of these projects have been previously presented to the PTAC while in the planning stages, while others have included financial contributions or coordination with partner agencies. This fall, SFRTA seeks to share the progress of these multiple capital projects at its PTAC meetings.

At the PTAC meeting held on September 18, SFRTA Engineering and Planning staff gave a first Capital Projects Update presentation, which focused on various station improvement projects. On October 10, "Part Two" of the presentation will be given to the PTAC. For this second portion of the Capital Projects Update, SFRTA Engineering and Operations staff will share exciting progress on new locomotives, new railcars, and new storage tracks at the Hialeah Yard.

Further information on the new locomotives, which will be added to the Tri-Rail fleet in the coming months, can be found online at <http://www.brookvillecorp.com/Brookville-to-supply-Tri-Rail-with-new-commuter-Locomotives-05-14-2011.asp?news=News-locomotive.asp>.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: OCTOBER 10, 2012

INFORMATION ITEM REPORT

Information Item Presentation

MIAMI RIVER – MIAMI INTERMODAL CENTER
CAPACITY IMPROVEMENT (MR-MICCI)

SUMMARY EXPLANATION AND BACKGROUND:

In 2010, SFRTA initiated the Miami River - Miami Intermodal Center Capacity Improvement (MR-MICCI) project in cooperation with Florida Department of Transportation (FDOT) District 6 and District 4, and the Miami-Dade Metropolitan Planning Organization (MPO). MR-MICCI seeks to provide additional rail capacity on the South Florida Rail Corridor (SFRC) by adding mainline track(s) from just north of the Tri-Rail Hialeah Market Station (Milepost 1035.96), to the Tri-Rail Miami Airport Station and Miami Intermodal Center (MIC) Station (Milepost 1037.21). The project limits include the existing single track movable bridge over the Miami River.

MR-MICCI Phase 1 is now complete. Phase 2 has been initiated to include the preparation of the PD&E study and a conceptual alternatives evaluation along with coordination of the project with various federal, state and local agencies that will lead to 30% design plans.

At the October 10 PTAC meeting, the MR-MICCI project team and SFRTA staff will provide details of the Phase 2 effort and the next steps for advancing the project.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: OCTOBER 10, 2012

INFORMATION ITEM REPORT

Information Item Presentation

SFRTA SHUTTLE BUS SYSTEM UPDATE

SUMMARY EXPLANATION AND BACKGROUND:

SFRTA continues to reach out to the PTAC as part of its efforts to refine and improve Tri-Rail shuttle bus service. Various measures have been taken so that SFRTA can better evaluate the existing 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 continues to rise and efficiency measures continue to improve.

On October 10, SFRTA staff will provide an overview of recent shuttle bus improvement efforts that have been undertaken. Discussion will also include efforts to begin a new shuttle route serving the Hollywood Tri-Rail Station, along with related inter-local agreements with the cities of Aventura, Hallandale Beach, and Hollywood.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: OCTOBER 10, 2012

INFORMATION ITEM REPORT

Information Item

Presentation

HOLLYWOOD/PINES BOULEVARD CORRIDOR
CONGESTION MANAGEMENT PROCESS/LIVABILITY PLANNING PROJECT

SUMMARY EXPLANATION AND BACKGROUND:

The Broward Metropolitan Planning Organization (MPO) is combining the Congestion Management Process and Livability Planning to provide a comprehensive approach to implementing the Broward MPO 2035 Long Range Transportation Plan (LRTP). The data requirements and mobility goals are similar, and the integration of transportation and land use is integral to the successful development of an effective multimodal transportation system.

The first combined effort is the Hollywood / Pines Boulevard Corridor Congestion Management Process / Livability Planning Project. The Study Area boundaries cover an area approximately 1/2-mile north and south of Hollywood / Pines Boulevard from U.S. 27 to A-1-A. Due to the proximity of Johnson Street to the Hollywood/Pines corridor, the Johnson Street corridor will become part of the study area for the Hollywood/Pines CM/LP effort.

Deliverables are expected to include a variety of projects and strategies since the Congestion Management process deals with current and short-term transportation conditions, while the LRTP looks 20 years into the future. Short-term strategies and congestion management improvements will address safety and mobility issues, transit service, transit access projects such as community shuttles, transit transfer improvements, bicycle and pedestrian projects and land use and development code changes. Greater emphasis will be placed on areas around Mobility Hubs and along premium transit corridors. Mid- to long-term recommendations on alternatives/projects, such as premium transit service, are more capital intensive and require additional analyses and focus on the travel benefits for transit.

The Broward MPO Livability Planning studies are intended as a first step to implementing the Mobility Hub concept of MPO's 2035 LRTP. The Study Areas in the past have included several Mobility Hubs and corridor segments to allow for analysis of the inter-relation of multi-modal transportation and land uses. Mobility Hubs, combined with the LRTP's premium transit system, are the guiding force to improve mobility in Broward County. Livability studies develop the detailed elements of the Mobility Hubs, including the location of facilities such as stations and

(Continued next page)

HOLLYWOOD/PINES BOULEVARD CORRIDOR
CONGESTION MANAGEMENT PROCESS/LIVABILITY PLANNING PROJECT

transit stops, needed bike and pedestrian infrastructure and opportunities for connections to local streets, designation of appropriate land uses, and guidelines for appropriate redevelopment and retrofitting.

The Congestion Management (CM) Corridor/Area studies, as part of the Congestion Management Process, are intended to identify, develop, prioritize and implement multimodal congestion management and mobility enhancement strategies for identified corridors. Developing and implementing strategies, other than road widening, to improve the safety and mobility through other modes of transportation (i.e. transit, community shuttles, bicycle and pedestrian) and to reduce single occupancy vehicle (SOV) travel are the main intent of CM Corridor/Area Studies. With slight modifications, the existing CM studies can facilitate the implementation of the 2035 LRTP's premium transit system, while strengthening the underlying local fixed route transit service.

For the purpose of the combined Congestion Management/Livability Study effort, the initiative will be referred to as a project rather than a study. The Congestion Management/Livability Planning (CM/LP) Project (Project) goes beyond just the study of an area. The successful completion of the Project includes the implementation of the strategies and recommendations.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: OCTOBER 10, 2012

INFORMATION ITEM REPORT

Information Item Presentation

TRI-RAIL SMARTPHONE APP

SUMMARY EXPLANATION AND BACKGROUND:

SFRTA has recently developed a new smartphone “app” to enhance and simplify information available to Tri-Rail customers. The free app can be downloaded to iPhone, iPad, and Android devices. The app can be installed at <http://www.tri-rail.com/download/>.

At the October 10 PTAC meeting, SFRTA Marketing staff will give a brief presentation on the Tri-Rail app and its features.

EXHIBITS ATTACHED: None.

