

**MINUTES**  
**BROWARD METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL COORDINATING COMMITTEE**  
**Monday, January 23, 2012, 2:15 p.m.**  
**100 West Cypress Creek Road, Suite 850**  
**Fort Lauderdale, Florida 33309**

**Present**

**Chair:** Renee Cross, City of Fort Lauderdale  
**Vice Chair:** Laurence Leeds, City of Plantation  
**District 1:** Paul Carpenter, City of Coral Springs  
Jennifer Bramley, City of Tamarac  
**District 1 Alternate:** Azita Behmardi, City of Parkland  
**District 2:** Jennifer Gomez, City of Pompano Beach  
Gerald R. Ferguson, City of Deerfield Beach  
**District 2 Alternate:** Todd de Jesus, City of Coconut Creek  
**District 3:** [Chair Cross]  
Kevin C. Walford, City of Fort Lauderdale  
Earl R. Hahn, City of Lauderhill  
[Vice Chair Leeds]  
Bradley Swing, City of Sunrise  
**District 3 Alternate:** Heidi Shafran, City of Wilton Manors  
Marlon Lobban, City of Oakland Park  
**District 4 Alternates:** Richard Labinsky, City of Hallandale Beach  
Kristin Dion, City of Dania Beach  
**District 5:** Lorri Lundeen Hall, City of Miramar  
Jeffery Maxwell, City of Weston

**Florida Department of Environmental Protection (FDEP) / Alternate**  
Lee Hoefert

**Florida Department of Transportation (FDOT)**  
Gus Schmidt, Office of Planning and Environmental Management

**Florida Department of Transportation (FDOT) / Alternate**  
Jeremy Mullings, Office of Modal Development  
Melissa Ackert, District Traffic Operations

**South Florida Regional Transportation Authority (SFRTA)**  
William Cross, Planning and Capital Development

**South Florida Regional Transportation Authority (SFRTA) / Alternate**  
Joe Quinty, Planning and Capital Development

**County Agency Representatives**  
Maribel Feliciano, EP & GMD / Air Quality Program  
Enrique Zelaya, EP & GMD / Planning and Redevelopment Division  
Andrew Sebo, Traffic Engineering Division  
Richard Pereira, Seminole Indian Tribe

**Alternates**  
Jonathan Roberson, Transportation Department  
Pete Schwarz, Broward County Planning Council  
Arlene Davis, Port Everglades Department

**Also Present**

Greg Stuart, Mike Ronskavitz, Mark Horowitz, Roger Del Rio, Ricardo Gutierrez, Priscila Clawges, James Cromar, Roxana Ene and Fred Taylor, MPO Staff  
Sue Chalmers, Member of the Public  
Terry Miller, Florida's Turnpike Enterprise  
Kent Rice, Florida's Turnpike Enterprise  
Anamarie Garces, Urban Health Solutions  
Edith Patterson, Urban Health Solutions  
Teina M. Phillips, Broward Regional Health  
Amy Goddeau, Florida Department of Transportation (FDOT)  
Joseph Donegan, Florida Department of Transportation (FDOT)  
Gus Cicala, Florida Department of Transportation (FDOT)  
John Mark Palarus, Florida Department of Transportation (FDOT)  
Michael Gresek, City of Tamarac  
Amanda Lebofsky, Recording Secretary, Prototype, Inc.

A meeting of the Broward Metropolitan Planning Organization Technical Coordinating Committee Meeting was held at 2:15 p.m. on Monday, January 23, 2012, in Broward Metropolitan Planning Organization's Board Room at 100 West Cypress Creek Road, Fort Lauderdale, Florida.

**REGULAR ITEMS**

**R-1 Call to Order, Roll Call – Recognition of Quorum**

Chair Cross called the meeting to order at 2:17 p.m. Roll was called and it was noted a quorum was present.

**R-2 Approval of Minutes – November 28, 2011**

**Motion** made by Mr. Hahn, seconded by Ms. Bramley, to approve the minutes of the November 28, 2011 meeting. In a voice vote, the **motion** passed unanimously.

**R-3 Approval of Agenda**

**Motion** made by Mr. Hahn, seconded by Mr. Zelaya, to approve the Agenda. In a voice vote, the **motion** passed unanimously.

**R-4 Public Comments**

Sue Chalmers, member of the public, stated that a section of a bicycle path from Secret Woods to Davie Drive is very concerning, as it includes confined areas that are inaccessible to emergency services. She provided photographs of these areas for the

Committee members and described the locations. She expressed concern that the areas could not be policed effectively if there was no outside access to them.

Mr. Schwarz asked if Ms. Chalmers had contacted the Town of Davie regarding how emergency services could be provided. Ms. Chalmers said she was not certain who would have jurisdiction over the areas. Chair Cross encouraged Ms. Chalmers to work with Mr. Horowitz, who could place her in touch with the appropriate entities.

#### **R-5 Report from Partner Agencies – FDOT and SFRTA – Initiatives for FEC Rail Service**

Amy Goddeau, representing FDOT, showed the Committee a PowerPoint presentation on the South Florida East Coast Corridor (SFECC) study. The project proposes to reintroduce passenger rail service on an 85-mile corridor from Jupiter to Miami, enhance mobility within the eastern part of the three counties, and strengthen the east-west connection. The system would have 52 stations and include both express and local service.

Ms. Goddeau stated that FDOT has been working to develop a strategy to phase in service and coordinate with FEC. This would be achieved by two main technical tools: the ridership model, which estimates how many riders could be attracted to the system, and the rail simulation, which will show how the trains would interact with one another and move through the corridor.

The project will be broken down into ranges of cost estimates, including segments of independent utility, or stand-alone projects. Some important assumptions for these cost estimates include a double-track system, crossovers, and the stations themselves. Ms. Goddeau described some specific areas and capital costs.

She advised that FDOT proposes the project should follow the federal process, and provided an estimated time frame for that process. The federal environmental process requires higher-level documentation, which can be re-packaged as a State environmental document. She concluded that the project's time frame will be largely driven by funding.

Mr. Zelaya asked to know the status of FDOT's negotiations with SFRTA. Chair Cross advised that Mr. Stuart would address this once SFRTA has given their part of the presentation. Ms. Goddeau said these discussions are ongoing at present.

Joe Quinty, representing SFRTA, provided a brief legislative update, noting that there is currently a proposal in the State legislature to change the makeup of the SFRTA's board by removing its three citizen representatives from the County Commission and reducing the membership from nine members to seven. Both House bill 1399 and Senate bill 1866 address this initiative and have been referred to committees. The Broward and Miami-Dade MPO Boards have passed resolutions opposing this proposed legislation.

Mr. Quinty agreed that the Master Plan would tie the two corridors together and provide greater premium transit service to the region, while the proposed stations would offer economic development opportunities to the region. Bringing federal partners into the process to tie Tri-Rail and the FEC corridor together would maximize the investment.

Mr. Quinty described the proposed “fast start” approach, which would unify some services. While there are differing opinions on its costs and effects, he felt this approach could be made to work in the short term and is financially feasible. The existing SFRTA structure could be used to provide modest capital and operating costs, as their administration is already in place.

Operating costs would be based upon new fares from new services, as well as a fare increase. Municipalities would be asked to help cover the operating costs of new stations, as they will reap economic benefits from development around these stations. Mr. Quinty emphasized that the schedule is the most important aspect of the plan, as economic development opportunities are needed in three to five years rather than farther in the future.

Mr. Carpenter asked how most cities along the east coast had responded to the proposed station fees. Mr. Quinty said SFRTA feels the cities know best, and has proposed a flat premium for the cities to pay the agency. SFRTA’s work to date does not plan to duplicate any work that has already been done, such as developing new modeling estimates, although they have provided data for FDOT’s modeling efforts.

Mr. Carpenter noted that proposed costs could include an access fee to use the FEC corridor, and asked if SFRTA was concerned with whether they or FEC would operate the proposed system. Mr. Quinty said FEC is motivated to see this plan happen, although there would still some conflicts overnight, when their freight trains are running.

Ms. Davis requested clarification of the capital costs shown in both presentations, as the differences in these two estimates were substantial. Mr. Quinty said most of SFRTA’s figures came from their previous work on the SFECC study, and he was not aware of what might have changed over the past year.

Mr. Ferguson asked what would happen to the cities north of Pompano Beach in SFRTA’s scenario. Mr. Quinty said these cities would receive more limited service; roughly six trains per day would run in this area.

Mr. Stuart stated that the Southeast Florida Transportation Council (SEFTC) met earlier in the day and will bring in an independent consultant to review both proposals. When the information is complete, it will be shared with both FDOT and the SFRTA, as well as with all three MPOs and County Commissions, as well as entities along the Treasure Coast to the north. Mr. Stuart observed that there are positive aspects to both proposals, which will be determined by the consultant.

### **ACTION ITEMS**

#### **A-1 MOTION TO RECOMMEND BROWARD MPO ENDORSE the Scope of Work for Complete Streets Guidelines**

Mr. Ronskavitz recalled that the scope for Complete Streets was introduced at the November 2011 TCC meeting, after which feedback and comments on the first draft were received from the TCC, CIR, MPO and other advisory bodies. Volunteers were sought to participate in a steering committee for the complete streets guidelines.

Ms. Ackert expressed concern that the complete streets draft scope and FDOT's context-sensitive solutions might be duplicates of one another. She asked if MPO Staff has had the opportunity to talk to FDOT's design office. Mr. Horowitz said he has not discussed the draft scope specifically with that office, but was aware of the similarities.

Mr. Hahn asked if the scope will recommend specific engineering guidelines to accompany the design concepts. Mr. Horowitz said the scope is in part an engineering document, and cost estimates are included so appropriate guidelines can be determined. Mr. Roberson asked if the scope plans to focus on all levels of streets within the County, including arterials. Mr. Horowitz confirmed this.

**Motion** made by Mr. Hahn, seconded by Ms. Hall, to move the Item. In a voice vote, the **motion** passed unanimously.

#### **A-2 MOTION TO RECOMMEND BROWARD MPO APPROVE Amendments to the Fiscal Year (FY) 2011/12-2015/16 Transportation Improvement Program (TIP)**

- A. University Drive Alternatives Analysis (AA) – Federal Transit Administration (FTA) Grant for FY 2011/12**
- B. Upgrade of the 2-1-1 Telephone and Website System – FTA Grant for FY 2011/12**

Mr. Ronskavitz recalled that the MPO has received two grants for the transit alternatives analysis on University Drive and for the upgrade to the 2-1-1 systems. The amendments are required because the programs must be included in the TIP in order to receive the grant funds; no other projects in the TIP would be affected.

**Motion** made by Mr. Hahn, seconded by Mr. Schmidt, to approve A and B. In a voice vote, the **motion** passed unanimously.

### **NON-ACTION ITEMS**

#### **NA-1 Unified Planning Work Program (UPWP) FY 2012/13-FY 2013/14: Request for Input from Municipalities and Transportation Operating Agencies**

Mr. Ronskavitz explained that the UPWP is the work plan for the next two years. The first part of the process is the request for input. In 2012, more information is provided for the Committee members than has been presented before. He advised that the document's figures will be updated and the UPWP will be presented again at the following month's meeting; at present, the MPO would like to hear feedback from the Committee members. Feedback will be collected until February 3, 2012.

Mr. Mullings stated that the Broward MPO is being very proactive regarding the UPWP because staff was concerned that the Board and Committee members might not have sufficient time to thoroughly review the document.

#### **NA-2 Proposed Advanced Schedule for the 2012 Transportation Enhancement (TE) Cycle**

Mr. Ronskavitz confirmed that the due date for this cycle is February 27, 2012, which is earlier than the deadline has been in previous years. He added that the MPO plans to have a workshop with FDOT on this enhancement cycle. Most of the criteria are the same as in 2011, although there will be a change in how construction and engineering will be documented within the application.

Mr. Carpenter noted that TCC members were notified of the earlier deadline on January 13, 2012. This meant some municipalities would not be able to submit applications in time for this year's deadline. Mr. Ronskavitz responded that this earlier deadline was to allow time for the MPO Board to review the project priorities, which was never done in the past, and because of the advanced schedule from FDOT.

#### **NA-3 All Electronic Tolling (AET) Phase 5B Sawgrass Expressway Project Update**

Kent Rice and Terry Miller, representing Florida's Turnpike Enterprise, explained that cash services will be removed from the Sawgrass Expressway in favor of all-electronic tolling (AET).

Mr. Miller stated that AET phase 5B will remove mainline and ramp barriers from a 22-mile segment of the Sawgrass Expressway and replace them with gantries to collect tolls electronically. AET will allow customers to be tolled while traveling at full speed through mainline tolling points. Transaction time is eliminated and the delays at the mainline plazas are reduced. Environmental improvements include reduced emissions and fuel consumption.

Mr. Miller provided a list of the different tolling points, noting that mainline gantries will be used at every interchange on the Sawgrass Expressway. If toll equipment requires maintenance, it can be accessed from above, which will mean there would be no need for lane closures. He described some of the changes at different sites throughout the corridor.

Mr. Schwarz asked why the existing tolling facilities would be removed from the ramps and replaced on the mainline. Mr. Miller said there would be no tolling points on the ramps anymore, but would now be along the mainline between each interchange. Mr. Rice clarified that travelers would now be tolled by the mile, as distances vary between the gantries.

### **ADMINISTRATIVE ITEMS**

#### **AD-1 Member Comments**

Mr. Hahn requested that pages be numbered when documents are delivered electronically, as this can help in putting printed materials together.

He continued that while the TCC addresses planning for the future, he was concerned that they do not focus on available technologies, such as presentations on self-driving vehicles and other technological advances. Mr. Ronskavitz agreed that this was a good point, and suggested that it could be included in an upcoming discussion of the LRTP's scope.

Chair Cross asked if the members had any questions on Items AD-3, AD-4, and AD-5. No questions were raised by the Committee.

There being no further business to come before the Committee at this time, the meeting was adjourned at 4:09 p.m.