

MINUTES
BROWARD METROPOLITAN PLANNING ORGANIZATION
COMMUNITY INVOLVEMENT ROUNDTABLE
Tuesday, January 24, 2012, 6:00 p.m.
100 West Cypress Creek Road, Suite 850
Fort Lauderdale, Florida 33309

Present

Chair: John Rude, City of Fort Lauderdale
Vice Chair: Robert Dillon, Leadership Broward
District 1: Jose Luis Rodriguez, City of Coral Springs
District 2: Bill Higerd, City of Pompano
District 3: [Chair Rude]
Cynthia Baker, City of Lauderhill
Rae Carole Armstrong, City of Plantation
Marcia Norris, City of Sunrise
District 4: Jeffrey Brodeur, City of Hollywood

Alan Barnes, Broward Sheriff's Office
Shari Bernhard, South Broward Wheelers
Sheryl Dickey, NAACP
Marion Henderson, Community Involvement Roundtable
Randall Klett, Community Involvement Roundtable
Rosalind Osgood, Mt. Olive Development Corporation
Carlos Roa, Broward County Commission
Adam Sanders, Realtors' Association of Greater Fort Lauderdale
Michael Smith, Community Involvement Roundtable

Also Present

Greg Stuart, Mike Ronskavitz, Mark Horowitz, Roger Del Rio, Ricardo Gutierrez, Priscila Clawges, James Cromar and Fred Taylor, MPO staff
Kent Rice, Florida's Turnpike Enterprise
Amy Goddeau, Florida Department of Transportation (FDOT)
Jeremy Mullings, Florida Department of Transportation (FDOT)
Jonathan Roberson, Broward County Transit (BCT)
Joe Quinty, South Florida Regional Transportation Authority (SFRTA)
Anamarie Garces, Urban Health Partnership
Teina M. Phillips, Broward Regional Health Planning Council
Steve Strickland, 2-1-1 Broward
Ric Katz, Kommunikatz, Inc.
Arnie Baer, Kommunikatz, Inc.
Amanda Lebofsky, Recording Secretary, Prototype, Inc.

A meeting of the Broward Metropolitan Planning Organization Community Involvement Roundtable was held at 6:00 p.m. on Tuesday, January 24, 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 and Recognition of Quorum

Chair Rude called the meeting to order at 6:03 p.m. Roll was called and it was noted a quorum was present.

R-2 Approval of Minutes – November 29, 2011

Motion made by Mr. Rodriguez, seconded by Mr. Roa, to approve the minutes of the November 29, 2011 meeting [as corrected].

Vice Chair Dillon noted a correction on p.6: “no option” should be changed to “any option.”

Mr. Smith noted a correction on p.6: “allowing vehicles” should be clarified as “allowing WAVE vehicles.”

In a voice vote, the **motion** passed unanimously.

R-3 Approval of Agenda

Motion made by Mr. Brodeur, seconded by Ms. Norris, to approve the Agenda. In a voice vote, the **motion** passed unanimously.

R-4 Public Comments

None.

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

Amy Goddeau, representing FDOT, presented an update on the South Florida East Coast Corridor (SFECC) study. She explained that the project would introduce passenger service on an 85-mile stretch of the FEC line from Miami to Jupiter. She showed the members a PowerPoint presentation, including the Master Plan for the full 85 miles. 52 stations are proposed, as well as both express and local train service.

Ms. Goddeau explained that FDOT is currently developing the technical tools necessary to advance the project, as well as gathering cost estimates for pieces of the project. The two main technical tools necessary are the ridership model, which would show who will use the system and their origins and destinations, and the rail simulation, which would show how freight and passenger trains would interact with one another in the corridor.

She stated that double-tracking will be necessary, which will be included in capital cost estimates for the project along with right-of-way costs and crossovers. Equipment costs for new trains and FEC access costs are not included at this time. Operation and maintenance costs, which would occur on an annual basis, are also significant. She described the capital costs associated with some specific segments of the 85-mile corridor.

Ms. Goddeau concluded that following the federal environmental process opens the project up to several potential federal funding sources. FDOT believes it is best to follow this process, as there is currently no State funding available for the project.

Vice Chair Dillon requested clarification of whether or not the Fort Lauderdale/Miami service could use the existing FEC right-of-way. Ms. Goddeau said the project would tie into the Miami Governmental Center; the FEC corridor owns a number of rights-of-way in this area, which could be used for this service.

Mr. Smith asked what costs the municipalities would incur toward the construction of stations, such as funding a lease arrangement with the FEC. Ms. Goddeau said FDOT has \$118 million in its FY 2014 work program to support the proposed project through a State match for federal funding toward high-speed rail.

Mr. Klett asked if the order of the project's phasing has been determined at this time. Ms. Goddeau said there is no order of priority, as the phasing is greatly dependent upon which local entities can come up with supporting funds.

Joe Quinty, representing SFRTA, provided a brief legislative update for the members, recalling that a current legislative proposal would change the composition of the SFRTA's governing board from a nine-member board with six local appointees to a seven-member board with four gubernatorial appointees. This language has been inserted into House bill 1399 and Senate bill 1866, which have both been referred to committees at present. He observed that local MPOs have addressed this issue through action or resolution.

Mr. Quinty stated that he would also discuss the proposed "fast start" approach to returning passenger service to the FEC corridor. The new service would provide six times the existing service supplied at current Tri-Rail levels, which would mean high capital and annual operating costs.

The service plan for the fast start approach would implement service in a short-term manner, providing minor modifications at both ends of the corridor. Mr. Quinty observed that the fast start plan could be in place within three to five years. The key would be implementing the plan under SFRTA's existing administrative structure.

Mr. Quinty advised that SFRTA would seek capital for operating costs if the State will provide some of the capital costs. One way the SFRTA would gain capital would be through a modest system-wide fare increase; the municipalities would also be asked to contribute toward operating costs. He continued that the plan could realize a good part of

the cost through savings and reallocation of resources and new fares. Mr. Quinty emphasized that the three- to five-year time frame would be preferable to going through the longer federal process to apply for funds that may or may not arrive.

Ms. Bernhard asked how the proposal would coordinate with freight service. Mr. Quinty said because FEC runs on a schedule, its capacity is available to them 24 hours per day, which makes it simpler to implement a passenger schedule on shared tracking. The heaviest freight capacity on FEC runs on an overnight schedule.

Vice Chair Dillon agreed that connecting the Downtown areas from Fort Lauderdale and Miami would be "a real home run" for expedited public transportation. He asked if consideration had been given to diverting existing Tri-Rail service to provide these connections. Mr. Quinty said he felt this should be more thoroughly considered in the future, as a lack of connected service means both services lose ridership.

Mr. Klett asked if the proposed service would limit the local component. Mr. Quinty said the stations would be reduced to match existing commuter rail spacing in the interest of providing service over a faster time frame. Mr. Klett commented that while he liked this concept, the proposal would not provide any service he would be able to use.

Mr. Ronskavitz advised that the FDOT and SFRTA approaches had been presented to the MPO Board at their December 2011 meeting. The Executive Directors for all three MPOs have determined that the best way to arrive at a common vision is to retain a consultant to conduct an independent study, which will examine the merits of both approaches and arrive at the best way to proceed with a unified plan. This study is expected to conclude in June 2012, after which time it will be presented to the CIR.

ACTION ITEMS

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

Motion made by Mr. Brodeur, seconded by Mr. Rodriguez, to approve.

Mr. Ronskavitz recalled that the draft scope of work for the Complete Streets guidelines was presented at the November 2011 CIR meeting. Members' comments have been incorporated into the scope, and individuals have volunteered to serve on the Technical Advisory Committee (TAC), along with representatives of other entities. He concluded that the CIR was being asked to endorse the scope of work so the Broward Regional Health Planning Council can proceed with retaining a consultant to develop these guidelines.

Mr. Smith suggested that the TAC include representatives of mass transit as well as other highway entities. Mr. Horowitz said two representatives of Broward County Transit (BCT) currently serve on the TAC. Mr. Smith explained that his concern was for finding ways for

emergency vehicles to access roadways around buses that have stopped, citing the example of NE 15th Avenue as one area where this problem can occur. The members discussed other specific issues that can occur on bus routes.

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**

Motion made by Mr. Brodeur, seconded by Ms. Norris, to approve A and B.

Mr. Ronskavitz explained that the Broward MPO received two federal grants, one of which would conduct the alternatives analysis for University Drive by examining premium transit service along that corridor; the second grant would upgrade the 2-1-1 telephone and website system. An amendment is required because the two projects must be included in the TIP in order for the MPO to receive the funds.

Steve Strickland, Director of Data Services for 2-1-1, explained that upgrading the system would allow the system to be integrated for all three Counties' call centers.

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 advised that the UPWP is a working document or business plan for the MPO for the next two years and briefly described the contents of the document. The MPO is nearing the end of the current UPWP, as the fiscal year ends on June 30, 2012, and a new UPWP must be adopted prior to July 1, 2012. He recommended that the members focus on the tasks listed in the draft document, as these are the items on which the MPO is seeking further input. The UPWP will be presented as an Action Item to be submitted to funding agencies at the February meeting.

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

Mr. Ronskavitz explained that the MPO has approximately \$3-\$4 million dedicated to transportation enhancement projects each year. These include projects such as

landscaping, bicycle facilities, and other projects that might otherwise be overlooked. This year's applications are due by February 27, 2012, as the schedule has been moved up by approximately one month.

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

Kent Rice, representing Florida's Turnpike Enterprise, stated that the Turnpike is moving to all-electronic tolling (AET), which means all cash collection will be removed. The implementation of this project in specific areas has already resulted in a 60% decrease in crashes at the tolling plazas, as well as savings in fuel emissions.

The project will begin in Broward County on the Sawgrass Expressway, which currently includes two mainline toll plazas and 15 ramp plazas. The mainline toll plazas will first be converted to AET through the construction of eight new mainline tolling points; the ramp plazas will be removed. Mr. Rice described the conversion process for these plazas and the locations of the new mainline gantries, which will be placed within interchanges over the Turnpike. This will allow maintenance to be performed on the gantries during the day or night without requiring lane closures.

The project will be advertised in March 2012 and a contract will be executed with the successful bidder in November. AET implementation will occur in April 2014, with construction to be completed by November 2014. This delay is to allow for clearance of demolition materials, resurfacing of ramps, and additional landscaping.

ADMINISTRATIVE ITEMS

AD-1 Member Comments

Ms. Henderson remarked that sidewalks could be provided with an asphalt surface that made pedestrian traffic more comfortable. She noted that concrete is also a more slippery surface than asphalt.

Mr. Smith commented that the percentage of wheelchair-accessible taxicab needs appear to be increasing in Broward County, and asked if a study might be funded toward the possibility of providing 100% access. He noted that vans could be converted to taxis through the use of public funds.

There being no further business to come before the Roundtable at this time, the meeting was adjourned at 7:52 p.m.