



MEETING NOTICE
SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
October 22, 2012
10:00 AM

South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021

AGENDA:

- I. CALL TO ORDER
 - A. Roll Call
 - B. Pledge of Allegiance
- *II. ADOPTION OF AGENDA**
- *III. APPROVAL OF JULY 23, 2012 MINUTES**
- IV. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS
- V. OLD BUSINESS
 - A. Regional "Smart Card" Update
 - *1. FDOT Technology Assessment Report
 - *2. Broward County Transit Express Bus Pilot Study
 - *B. 2040 Regional Transportation Plan Status Report
 - *C. Seven50 Program Update
 - *D. Regional Freight Study
 - *E. Regional Outcome Assessment Annual Report
 - *F. SFEC Passenger Rail Study Status Report-Resolution 2012-2**
- VI. NEW BUSINESS
 - *A. "All Aboard" Florida FEC Proposal

*B. Regional Coordination and Governance Study

*VII. CORRESPONDENCE

VIII. RECOMMENDATIONS/COMMENTS BY MEMBERS

IX. STAFF COMMENTS

X. NEXT MEETING – January 21, 2013

XI. ADJOURNMENT

* Supporting Documentation Provided

** Action Requested



MINUTES OF THE
SOUTHEAST FLORIDA
TRANSPORTATION COUNCIL (SEFTC) MEETING
Monday, July 23, 2012

South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140
Hollywood, Florida 33021

AGENDA:

- I. CALL TO ORDER
 - A. Roll Call
 - B. Pledge of Allegiance
- *II. ADOPTION OF AGENDA**
- *III. APPROVAL OF APRIL 23, 2012 MINUTES**
- IV. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS
- V. OLD BUSINESS
 - *A. South Florida East Coast Corridor Study – Fast Start Evaluation Study**
 - *B. “All Aboard” Florida FEC Proposal
 - *C. Regional Freight Plan**
 - *D. 2040 Regional Transportation Plan Status Report
 - *E. Seven50 Program Update
 - *F. Regional “Smart Card” Update
- VI. NEW BUSINESS
 - *A. SEFTC Marketing Brochure
 - *B. Regional Performance Measures
- VII. CORRESPONDENCE
- VIII. RECOMMENDATIONS/COMMENTS BY MEMBERS
- IX. STAFF COMMENTS
- X. NEXT MEETING – OCTOBER 22, 2012
- XII. ADJOURNMENT

* Supporting Documentation Provided

** Action Requested

**Southeast Florida Transportation Council
Attendance Record – 2011-2012**

Name/Representing	Apr 2011	Jul 2011	Nov 2011	Jan 2012	April 2012	July 2012
Councilor Robert Friedman* Palm Beach MPO Chair	P	P	P	ALT	ALT	ALT
Commissioner Bruno A. Barreiro** Miami-Dade BCC	P	E	P	P	P	ALT
Mayor Richard Kaplan Broward MPO Chair	P	P	P	P	ALT	ALT

*Chair **Vice Chair

P – Member Present

ALT-Alternate Member Present

E-Excused

A-Absent

OTHERS PRESENT**INDIVIDUAL NAMES**

Randy Whitfield
Susan Haynie
Malissa Booth
Maritza Gutierrez
Irma San Roman
Wilson Fernandez
Carlos Roa
Charlotte Rodstrom
Gregory Stuart
Lois Bush
Larry Merritt
Gus Schmidt
Amie Goddeau
Jim Wolfe
Robyn Chiarelli
Phil Steinmiller
Enrique Zelaya
Jonathan Roberson
Vicki Wooldridge
Joe Quinty
William Cross
Jack Stephens
Marcela Cambor-Cutsaimanis
Jim Murley
Bob Cambric
Isabel Carbello
David Rivera
Carlos Lopez
Seyla Gonzales
David Orshefsky
Phillip Worth
Jessica Josselyn
Rohit Rai

REPRESENTING

Palm Beach MPO
Palm Beach MPO
Palm Beach MPO
Miami-Dade MPO
Miami-Dade MPO
Miami-Dade MPO
Miami-Dade MPO
Broward MPO
Broward MPO
FDOT D4
FDOT D6
Broward County Planning
BCT
SFRTA
SFRTA
SFRTA
SFRTA
TCRPC
SFRPC
SFRPC
SFRPC
BCC Engineering
City of Hollywood
Tindale Oliver Inc.
ULI Representative
Kittelson & Associates, Inc.
Kittelson & Associates, Inc.
Kittelson & Associates, Inc.

I. CALL TO ORDER

A. Roll Call

The meeting was called to order at 10:02 A.M. by SUSAN HAYNIE.

A moment of silence was observed by everybody in remembrance of Bob Friedman, the chair of the Palm Beach County MPO and the SEFTC, who passed away on July 11, 2012.

B. Pledge of Allegiance

The Pledge of Allegiance was recited by all present.

II. ADOPTION OF AGENDA

SUSAN HAYNIE asked for a motion for the adoption of the agenda. Motion to adopt the agenda was made by MARITZA GUTIERREZ; seconded by SUSAN HAYNIE. Motion carried unanimously.

III. APPROVAL OF MINUTES OF April 23, 2012

SUSAN HAYNIE asked for a motion for approval of the April 23, 2012 minutes. Motion to approve the April 23, 2012 minutes was made by MARITZA GUTIERREZ; seconded by SUSAN HAYNIE. Motion carried unanimously.

MARITZA GUTIERREZ asked that a report be given on how the \$4.5 million grant given to SFRTA for the Shuttle Bus Initiative is occurring.

IV. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS

There were no transportation matters brought forth by citizens.

V. OLD BUSINESS

A. South Florida East Coast Corridor Study-Fast Start Evaluation Study

RANDY WHITFIELD provided a brief overview of the activities related to the project that occurred to date. KIM DELANEY presented the findings of the evaluation. She reminded everyone that the intent of the evaluation was not to pick one study over the other but to try and reduce confusion and find ways so that the region is able to work on one study going forward. The evaluation recommended the following:

- Re-establish SFECC Steering Committee meetings with regular schedule, coordinated with other regional transportation meetings where possible, and with advisory committee protocol
- Establish regular project updates by SFECC to various agencies
- Coordinate SFECC modeling with RTTAC Modeling Subcommittee
- The SFECC project team should distribute all background data and modeling assumptions to MPO staff for review prior to utilization in SFECC modeling.
- The SFECC project team should work with the SFRTA to enable presentation of a "unified" LPA to the MPOs for approval.

- SEFTC should act as the regional oversight entity regarding the planning and implementation of passenger rail development in the region.

KIM DELANEY said that it is very important for the public sector to get its act together so that it can negotiate effectively with the private sector. There was discussion on the topic of the operator of the service. KIM DELANEY stated that the evaluation team recommends that SFRTA be anticipated to be the likely operator of the service. MARITZA GUTIERREZ said that none of the two agencies has identified funding sources and hence saying that SFRTA is the anticipated operator is premature. KIM DELANEY said that the reason behind the recommendation is the fact that SFRTA has been set up by a statutory ruling to operate passenger rail service in South Florida and is funded by the MPOs. It would make more sense to utilize a system that is already in place than to create a new one. She stated that both the FDOT and SFRTA are grappling with the issue of funding and that is an issue that we don't know about as a region. JIM WOLFE stated that he agrees with MARITZA GUTIERREZ and that it is premature to select SFRTA as the operator. He expressed his disappointment over the fact that the evaluation does not say that the pieces from the SFRTA should be absorbed into the SFEC study and there should be just one study going forward. JACK STEPHENS strongly disagreed and said that he is of the opinion that SFRTA should be strongly considered as an operator. MARITZA GUTIERREZ asked JACK STEPHENS to explain why SFRTA's plan is better than that of FDOT and why did they decide to do a separate study than FDOT. RANDY WHITFIELD explained that SFRTA's plan looks at only a section of the 85 mile corridor and talks about the operations on the "initial operating segment". JACK STEPHENS said that SFRTA and FDOT had started together on the study but later on SFRTA felt that it was being left out in internal discussions as well as discussions with FEC.

JIM WOLFE told the group that FDOT is running the analysis with SFRTA's Fast Start as one of the alternatives. The analysis will also include the proposed "All Aboard" service by the FEC. JACK STEPHENS said that SFRTA has had communications with FEC and that FEC has informed them that the "All Aboard" service will not impede the proposed commuter rail but would in fact complement it.

KIM DELANEY asked the SEFTC board to accept the evaluation study with the following modifications based on comments received from the SEFTC Board: the report would have (1) language added recommending SFRTA discontinue pursuing a separate study (and its associated marketing/press), and (2) all language related to an anticipated operator removed as to not predetermine or limit future opportunities.

CHARLOTTE RODSTROM moved the motion to approve the evaluation study subject to the modifications noted by KIM DELANEY: the report would have (1) language added recommending SFRTA discontinue pursuing a separate study (and its associated marketing/press), and (2) all language related to an anticipated operator removed as to not predetermine or limit future opportunities. The motion was seconded by MARITZA GUTIERREZ. The motion was approved unanimously.

B. "All Aboard" Florida FEC Proposal

The discussion on the agenda item was postponed until the next SEFTC meeting.

C. Regional Freight Plan

RANDY WHITFIELD opened the agenda item for discussion. GREG STUART informed the group that negotiations with the selected pool of consultants will start soon. MARITZA GUTIERREZ asked GREG STUART to talk about the procurement process in detail. GREG STUART said that Broward MPO has a pool of selected consultants. The negotiations will take place with the highest ranked consultant team. If the negotiations are not successful the consultant team ranked next is contacted. The individuals from the SEFTC staff will form the selection committee. The intent is to complete the procurement process before October.

CHARLOTTE RODSTROM moved the motion to adopt the scope of the Regional Freight Plan. MARITZA GUTIERREZ seconded the motion. The motion was carried unanimously.

D. 2040 Regional Transportation Plan Status Report

RANDY WHITFIELD opened the agenda item for discussion. IRMA SAN ROMAN informed everyone that the Miami-Dade MPO waived the local preference clause at the last MPO meeting. Each of the three MPOs will contribute \$300,000. The consultant selection process is expected to start soon. MARITZA GUTIERREZ asked IRMA SAN ROMAN to talk about the procurement process. IRMA AN ROMAN said that Miami-Dade MPO will not use the general planning consultant pool. Instead, the contract will be open to everyone. The study is expected to start in December 2012 and should take 2 years to complete.

E. Seven50 Program Update

RANDY WHITFIELD opened the agenda item for discussion and asked MARCELLA CAMBLOR CUTSAIMANIS to provide an update. She told the members that the summit held in Delray Beach on June 27, 2012 was highly successful. The information that was presented at the summit can be found on Seven50 website. The next executive committee meeting will be held on coming Friday where the organization of the work groups will be discussed.

F. Regional "Smart Card" Update

RANDY WHITFIELD opened the agenda item for discussion. ROBYN CHIARELLI from FDOT D4 Office of Modal Development provided an update on the item. She addressed the executive workshop on administering transit fare systems from a statewide perspective a week earlier. In her presentation, she proposed to implement a pilot program for the Orlando and South Florida markets to consolidate the back office systems of the interconnecting transit agencies. The ultimate goal of the presentation was to obtain conceptual approval from the executive board to explore the possibility of administering transit fare systems from a statewide perspective. A technical assessment to identify solutions for South Florida market suggested a phased approach to implement "one card in one wallet". The assessment emphasized that the technology is available. Implementing the infrastructure is the hard part specially working out the issues with consolidating the back office. She described a scenario in which one would have a transit pass administered through a statewide system. She informed everyone present that FDOT D5 and SunRail team are working together to implement the SunRail system to achieve interoperability. The executive board gave approval to move forward with the feasibility analysis to confirm that the approach is in the best interests of the state of Florida and to map out a blueprint for implementation.

MARITZA GUTIERREZ stated that this effort is very important for the commuters in the region. She suggested looking at the ways Florida Lottery has penetrated the market and established relationships with smaller stores and gas stations.

VI. NEW BUSINESS

A. SEFTC Marketing Brochure

The MPO staffs have developed a brochure with highlights of SEFTC's activities. The brochure would be in a newsletter format. The attached brochure would be distributed to local and regional governmental agencies and the business community to provide information on regional planning activities. The brochure would also be distributed to local legislators and state leaders in Tallahassee. Another version would be produced in layman's terms for the general public. The main objective is to provide the SEFTC story to local and regional stakeholders and policy makers.

B. Regional Performance Measures

RANDY WHITFIELD opened the agenda item for discussion. Kittelson & Associates, Inc. presented an update to the RTTAC on the 'report card' portion of the performance measurement activity. The update included a menu of potential performance measures based on the adopted goals and objectives in the 2035 regional long range transportation plan. JESSICA JOSSELYN opened the presentation and discussed the history behind the regional performance measurement effort. Last year, a case study relating to how other regions measure regional coordination was presented to the RTTAC for review and comment. The findings of the case study concluded that regions throughout the country measure how well regional coordination is occurring via how well their transportation system is meeting their agreed to goals and objectives. Based on this finding, and also in parallel with FHWA's guidance, a transportation system performance 'report card' was drafted for the RTTAC's review and comment in the fall of 2011. PHILL WORTH went over the process that was followed to develop the guidelines and a sample brochure containing the type of measures under consideration. There is a tremendous amount of data that is readily available and can be used for performance measurement. The sample brochure has two sets of measures. The first set of measures contains context measures which help one understand what is happening in the region. The second set of measures is made up of performance indicators. All measures shown are samples/placeholders and should not be taken verbatim since the data is still being collected, reviewed, and finalized. Ultimately, the final selected performance measures will be used in the 2040 regional transportation plan process.

MARITZA GUTIERREZ stated that she has a concern with calling the document regional performance measurement report as there is no independent review of the data or the report. She suggested that the document be called a regional annual report. JESSICA JOSSELYN stated that the assessment assumes that the data is from trusted sources and that it has not been improperly altered. She also stated that the process is somewhat self-reporting because the region itself is determining goals and objectives. JESSICA JOSSELYN will bring back some ideas on the nomenclature of the report to the group.

VIII. CORRESPONDENCE

There was no correspondence to discuss.

IX. RECOMMENDATIONS/COMMENTS BY MEMBERS

There were no recommendations/comments to discuss.

X. STAFF COMMENTS

There were no staff comments to discuss.

XI. NEXT MEETING – October 22, 2012 at RPC

XII. ADJOURNMENT

There being no further business, the meeting was adjourned at approximately 11:50 A.M.



MEMORANDUM

TO: SEFTC Members

FROM: Randy M. Whitfield, P.E.
Director Palm Beach MPO

DATE: October 22, 2012

RE: **FDOT Technology Assessment Study**

At the last meeting, the Board received a report from FDOT related to implementation of a universal fare card in Southeast Florida. This "Smart Card" would be used by Tri Rail and the three county transit systems. The South Florida Regional Transit Authority (SFRTA) and the Miami-Dade Transit (MDT) system have implemented the Easy Card program with compatible technology for use by their respective agencies. Broward and Palm Beach transit operators are working with FDOT relative to equipment compatibility and funding. The Department has investigate issues related to the inclusion of Palm Beach and Broward counties into the Easy Card program and other technologies. Further information will be provided at the meeting regarding the study.

Staff Recommendation: For information purposes.

RMW/eer



MEMORANDUM

TO: SEFTC Members

FROM: Randy M. Whitfield, P.E.
Director Palm Beach MPO

DATE: October 22, 2012

RE: **Broward County Transit Express Bus Pilot Project**

Broward County Transit (BCT) is working on an Express Bus Pilot Project. The project is a joint project with FDOT. The project includes consideration of fare box equipment in excess of \$3 million. The study will include consideration of current technologies and other equipment in use in the area. Further information will be provided at the meeting regarding the study.

Staff Recommendation: For information purposes.

RMW/er



MEMORANDUM

TO: SEFTC Members

FROM: Randy M. Whitfield, P.E.
Director Palm Beach MPO

DATE: October 22, 2012

RE: **2040 Regional Transportation Plan Status Report**

At the April meeting, the Board approved the proposed 2040 Regional Transportation Plan (RTP) scope to be used for selection of a consultant to perform the study. Following approval of the proposed scope by the SEFTC Board, the Miami-Dade MPO issued a Request for Proposal for consultant selection and a contract for a consultant to prepare the 2040 Regional Long Range Transportation Plan and provide support for SEFTC activities. The contract will be funded jointly by the three MPOs through a Memorandum of Understanding as was used in the 2035 RL RTP preparation. A status report for the process will be provided at the meeting.

Staff Recommendation: For information purposes.

RMW



MEMORANDUM

TO: SEFTC Members

FROM: Randy M. Whitfield, P.E.
Director Palm Beach MPO

DATE: October 22, 2012

RE: **Seven50 Program Update**

The HUD Sustainable Communities Planning Initiative for Southeast Florida has been renamed the Seven50 program, reflecting seven counties and fifty years. The Miami-Dade, Broward, and Palm Beach MPOs are participating in a regional partnership through the South Florida Regional Planning Council and the Treasure Coast Regional Planning Council to plan, design, and implement a multi-jurisdictional regional plan for sustainable development. This process will create a Regional Vision and Blueprint with a horizon of 2060. This seven-county initiative includes Indian River, St. Lucie, Martin, Palm Beach, Broward, Monroe, and Miami-Dade.

The Partnership recently held its first summit in Delray Beach on June 27. The summit was well attended and successful with engaging the community in the process. Working group meetings have been scheduled throughout the region through mid-November. The consulting team has met with the RTTAC to discuss assumptions and data needs. Further information will be provided at the meeting.

Staff Recommendation: For information purposes.

RMW/eer



MEMORANDUM

TO: SEFTC Members

FROM: Randy M. Whitfield, P.E.
Director Palm Beach MPO

DATE: October 22, 2012

RE: **Regional Freight Study**

During the discussions related to the 2040 Regional Transportation Plan (RTP), the need to update the Regional Freight Study (RFS) was identified. The initial RFS was prepared during the development of the 2035 RL RTP and provided input to the regional plan. The results of the current update will be considered during development of the 2040 RTP.

A subcommittee of MPO and FDOT representatives developed a scope of services to be used to obtain consultant services for the study. The study will be funded by the MPOs and FDOT. The Broward MPO is taking the lead in hiring the consultant. The staff will provide a status report at the meeting.

Staff Recommendation: For information purposes.

RMW



MEMORANDUM

TO: SEFTC Members

FROM: Randy M. Whitfield, P.E.
Director Palm Beach MPO

DATE: October 22, 2012

RE: **Regional Outcome Assessment Annual Report**

The Interlocal Agreement creating SEFTC calls for performance measures for regional coordination of transportation planning activities. The regional transportation planning project scope includes development of the performance measures. Last year, a case study relating to how other regions measure regional coordination was presented to the RTTAC for review and comment. The findings of the case study concluded that regions throughout the country measure how well regional coordination is occurring via how well their transportation system is meeting their agreed to goals and objectives. Based on this finding, and also in parallel with FHWA's guidance, a transportation system performance 'report card' was drafted for the RTTAC's review and comment in the fall of 2011.

At the last meeting, a sampling of applied measures over a 5-year period was prepared indicating the type of measures under consideration. All measures shown were shown as examples since the data was still being collected, reviewed, and finalized. Concerns were expressed relative to the independence of the review for performance measures. As a result, the process was revised with minor changes to reflect the outcome of an assessment of various travel indicators for the region rather than as performance measures. A revised brochure reflecting the outcome assessment will be distributed at the meeting. The intent is to perform this assessment on an annual basis and use the results in preparing the 2040 Regional Transportation Plan.

Staff Recommendation: For information and discussion.



MEMORANDUM

TO: SEFTC Members

FROM: Randy M. Whitfield, P.E.
Director Palm Beach MPO

DATE: October 22, 2012

RE: **South Florida East Coast Corridor Study Status Report**

Last year, FDOT retained a consultant to perform the next phase of its South Florida East Coast Corridor (SFECC) Study and presented a status report to SEFTC and the MPOs. In the same time frame, SFRTA presented its Fast Start proposal to implement passenger service on the FEC in the near term using existing equipment and splitting current Tri Rail services. At the January meeting, the SEFTC Board requested an evaluation of the two proposals for passenger rail service on the FEC rail corridor in the three-county area. The evaluation was to focus on the planning process and the technical aspects of each proposal from a higher level approach to focus activities on a single plan for the region. The report was presented to SEFTC on July 23 where it was accepted and supported by the Board. The report included a number of recommendations related to coordination and reporting to the various boards, committees and the public.

Several Steering Committee meetings and coordination meetings between FDOT and SFRTA have occurred. Quarterly reports to SEFTC and the MPOs have begun. A status report will be presented at the meeting.

FDOT has issued a Request for Proposal for passenger rail service between South Florida and Orlando. Proposals must be submitted by December 7 with selection of a proposal in mid-December. It is anticipated FDOT's contribution to the proposals would be the use of right-of-way along the Beach Line Expressway from Cocoa Beach to Orlando at no cost. Since the Department is providing this free access, the cost associated with the use of the FEC corridor is South Florida for commuter rail service should be given consideration. The attached resolution requests the Department include this consideration during evaluation and negotiations with the proposals.

Staff Recommendation: The SEFTC Board approve Resolution 2012-2 requesting consideration of the provision of FDOT right-of-way access for rail services in the evaluation of passenger rail service proposals for South Florida.

RMW

RESOLUTION NO 2012-2

A RESOLUTION BY THE SOUTHEAST FLORIDA TRANSPORTATION COUNCIL ENCOURAGING THE FLORIDA DEPARTMENT OF TRANSPORTATION TO INCLUDE ACCOMMODATION FOR COMMUTER PASSENGER RAIL SERVICE ON THE FEC RAIL CORRIDOR IN SOUTHEAST FLORIDA AS PART OF THE STATE NEGOTIATIONS FOR INTERCITY PASSENGER RAIL SERVICE BETWEEN ORLANDO AND MIAMI; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the membership of the Southeast Florida Transportation Council (SEFTC) includes the Metropolitan Planning Organizations of Miami-Dade, Broward, and Palm Beach Counties, constituting "Southeast Florida," as established in Section 339.175 , Florida Statutes; and

WHEREAS, the SEFTC 2035 Long Range Transportation Plan emphasizes the need for passenger rail service on the FEC to help implement the six adopted Regional Goals, including Mobility, Accessibility, Connectivity, Environment, Safety and Security, and Quality of Life; and

WHEREAS, the FEC rail corridor historically carried passenger rail service through the Southeast Florida Region; and

WHEREAS, the FEC rail corridor has been studied for the past decade regarding the reintroduction of commuter rail service as a core component of the overall multi-modal transportation network for Southeast Florida; and

WHEREAS, the Florida Department of Transportation (FDOT) has received an unsolicited proposal from Florida East Coast Industries (FECI) for the "All Aboard Florida" intercity passenger rail service from Orlando to Miami, which proposes use of FDOT right-of-way from Orlando to the east coast as well as FECI-controlled right-of-way along the east coast, including Southeast Florida; and

WHEREAS, the receipt of FECI's request for FDOT right-of-way has triggered a "request for proposals" by FDOT from other parties interested in utilizing FDOT right-of-way for intercity passenger rail service from Orlando to Miami; and

WHEREAS, FECI, which controls the FEC rail corridor in Southeast Florida, has indicated it intends to provide intercity passenger rail service from Orlando to Miami in the form of its proposed "All Aboard Florida" project, which will include service on the FEC rail corridor in said region; and

WHEREAS, FECI is expected to submit a proposal to the FDOT to utilize state-owned right-of-way for a portion of the "All Aboard Florida" project; and

WHEREAS, there would be increased efficiency and likelihood for future commuter rail service in Southeast Florida if FDOT were to include corresponding access on the FEC rail corridor for commuter rail service during its anticipated discussions with FECI regarding intercity passenger service between Orlando and Miami;

NOW, THEREFORE, BE IT RESOLVED BY THE SOUTHEAST FLORIDA TRANSPORTATION COUNCIL THAT:

SECTION 1. SEFTC supports the reintroduction of passenger rail service of all forms on the FEC rail corridor, including intercity passenger rail as well as commuter rail service.

RESOLUTION NO. 2012-2

SECTION 2. The Council strongly encourages the FDOT to include access on the FEC rail corridor in Southeast Florida specifically for commuter rail service as an integral part of its anticipated discussions with FECI regarding the company's planned "All Aboard Florida" intercity passenger rail service.

SECTION 3. This Resolution shall become effective immediately upon its passage and adoption.

The forgoing Resolution was offered by Deputy Mayor Susan Haynie who moved its adoption. the motion was seconded by Commissioner Richard Blattner, and upon being put to a vote, the vote was as follows:

Bruno A. Barreiro

Susan Haynie

Richard Kaplan

The Chairperson thereupon declared the Resolution duly adopted this 22nd. day of October 2012.

SOUTHEAST FLORIDA TRANSPORTATION COUNCIL

By: _____
SEFTC Administrator



MEMORANDUM

TO: SEFTC Members

FROM: Randy M. Whitfield, P.E.
Director

DATE: October 22, 2012

RE: **"All Aboard Florida" Rail Proposal**

The purpose of this item is to provide an opportunity for the MPO to receive a presentation regarding the "All Aboard Florida" rail proposal recently announced by Florida East Coast Industries (FECI). The proposal represents a private initiative to introduce intercity passenger rail service between Southeast Florida and Central Florida with four stations: Downtown Miami, downtown Fort Lauderdale, downtown West Palm Beach, and Orlando (with a potential connection to the SunRail commuter rail system that is currently under construction). FECI has suggested that the service could ultimately be extended to provide service to Tampa and Jacksonville. A press release from FECI, including a project map is attached.

According to discussions with representatives of FECI, the company is currently conducting preliminary feasibility analyses addressing engineering feasibility, ridership, and project costs, with preliminary findings anticipated later this year. The company has noted the "All Aboard Florida" service would not conflict with any currently proposed passenger rail initiatives on the corridor, including the proposed Amtrak/FEC Corridor service as well as future commuter rail service from Palm Beach to Miami-Dade County. A representative from FECI will present the overview to the Board.

Staff Recommendation: For information purposes.

RMW

Attachments



MEDIA CONTACT:

Mary Sudasassi / mary.sudasassi@rbbpr.com / 305-448-6163

Florida East Coast Industries, Inc. Announces Plans for Private Passenger Rail Service in Florida

*Nation's First-of-its-Kind Privately Owned and Operated System
Will Connect Florida's Largest Cities*

MIAMI (March 22, 2012) — Florida East Coast Industries, Inc. (FECI), the owner of Florida's premier passenger rail corridor, is developing a privately owned, operated and maintained passenger rail service to connect South Florida and Orlando, which will be operational in 2014. By connecting the most visited city in the United States with South Florida's business and vacation destinations, the passenger rail project, called *All Aboard Florida*, is designed to serve Florida's growing number of business travelers, as well as families and tourists traveling for pleasure.

The *All Aboard Florida* passenger rail project will connect South Florida to Orlando through a 240-mile route combining 200 miles of existing tracks between Miami and Cocoa and the creation of 40 miles of new track to complete the route to Orlando. Eventually the system could be expanded with connections to Tampa and Jacksonville.

More than fifty million people travel between South and Central Florida annually, largely over highly congested highways. *All Aboard Florida* is envisioned to transform the way people travel throughout the state, offering a faster, safer, and more enjoyable mode of transportation between Florida's two largest metropolitan areas.

Targeted to begin service in 2014, the approximately \$1 billion project will operate on a regular schedule throughout the day transporting business and leisure passengers between South Florida and Orlando in approximately three hours. This new, convenient, affordable, fast and environmentally friendly intercity passenger rail service is expected to:

- (1) **CREATE JOBS AND GROW FLORIDA'S ECONOMY**—approximately 6,000 direct jobs will be needed to construct the system and over 1,000 more jobs to operate and maintain it; new economic development opportunities also will be created for communities along the route;
- (2) **PROTECT THE ENVIRONMENT**—the service will take millions of vehicles off Florida's roadways, resulting in a reduction in auto emissions and allowing for a far more fuel-efficient alternative to the automobile at this time of escalating gas prices;
- (3) **ENSURE SPEED AND RELIABILITY**—travel time between regions will be approximately three hours and train service will be frequent throughout the day;

(4) PROTECT EXISTING FREIGHT CAPACITY—the new passenger service will not affect freight capacity in the rail corridor, thereby supporting Florida’s role in international commerce and allowing more intermodal freight movements.

By adding an entirely new travel choice, the *All Aboard Florida* passenger rail service will provide a high-quality experience for travelers. The system will include business- and coach-class service with advance purchase reserved seating, gourmet meals, Wi-Fi, and the ability to work productively throughout the entire trip. In addition, stations in Miami, Fort Lauderdale, West Palm Beach and Orlando mean convenient transfers to Metrorail, Metromover or SunRail, allowing passengers to reach their final destination.

FECI began a feasibility analysis for the project several months ago. Additionally, an investment grade ridership study and engineering work to design the system are underway. Today’s announcement marks the beginning of working in depth with local, state and federal officials, as well as the communities along the route.

###

Florida East Coast Industries, Inc. (FECI), through its subsidiaries and affiliates, is a major owner and developer of real estate and transportation-related businesses within the State of Florida. Headquartered in Coral Gables, FL, FECI has a rich history dating back over a century when Henry Flagler first established the company and became a pioneer in the development of Florida’s eastern coast. Today, the company owns, manages, develops and leases commercial real estate properties, and its affiliate, the Florida East Coast Railway, L.L.C., owns the railroad over which freight is transported.

All Aboard Florida is an intercity passenger rail project that will connect South Florida to Orlando with intermediate stations in Fort Lauderdale and West Palm Beach. This rail service will give Floridians and visitors a viable transportation alternative to congested highways and airport terminals. *All Aboard Florida* will provide a high-quality experience for passengers and will be the first privately owned, operated, and maintained passenger rail system in the United States.

JACKSONVILLE

ORLANDO

TAMPA

WEST PALM BEACH

FORT LAUDERDALE

MIAMI

ALL ABOARD FLORIDA

ALL ABOARD FLORIDA's roots trace back to Florida trailblazer Henry Flagler, founder of the Florida East Coast Railway and the descendant companies that have provided rail service for over a century.

100% PRIVATE

This privately owned, operated and maintained passenger rail service will be running in 2014, at no risk to Florida taxpayers



6,000 CONSTRUCTION JOBS FOR FLORIDIANS

An additional 1,000 jobs will be needed to operate the rail service



50 MILLION TRAVELERS

The number of annual passengers who can benefit from rail service to travel between South Florida and Orlando in approximately three hours



\$6+ BILLION*

The amount of money traffic congestion costs Florida travelers each year due to 274 million hours in travel delays and 216 million excess gallons of fuel consumed

*2009 annual figures from Texas Transport Institute's 2010 Urban Mobility Report.



3 MILLION CARS OFF THE ROAD

Less highway use means taxpayer savings on reduced highway maintenance and repair



Frequent, regularly scheduled round trips daily



Gourmet meals and beverage service



Reserved business- and coach-service seating



Wi-Fi availability



Access to major international airports, seaports and existing commuter rail systems like Metrorail and SunRail



MEMORANDUM

TO: SEFTC Members

FROM: Randy M. Whitfield, P.E.
Director Palm Beach MPO

DATE: October 22, 2012

RE: **Regional Coordination and Governance Study**

The 2000 census combined the three southeast Florida county urbanized areas into the Miami UZA. At that time, the FDOT Secretary asked the three MPOs to consider consolidation into a single MPO. The MPO staffs prepared a report showing that the size and complexity of the region warranted continued designation of three separate MPOs. The Southeast Florida Transportation Council (SEFTC) was created to address regional coordination and transportation planning. The issue will be revisited by the MPOs and FDOT in early 2013 as a result of the 2010 Census. The three MPOs and FDOT are conducting a study of MPO activities and whether coordination or consolidation of these activities is more beneficial for transportation planning in the region. The study will also consider how the activities recommended for consolidation will be performed and who will be responsible. The MPO Advisory Committee is also conducting an overview of current regional coordination efforts and identifying methods to facilitate coordination.

Staff Recommendation: For information and discussion.

RMW



RTA

**SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY**

800 NW 33rd Street | Pompano Beach, Florida 33064 | P 954/942-7245 | F 954/788-7878 | www.sfrta.fl.gov

August 2, 2012

Mr. Randy Whitfield
Palm Beach Metropolitan Planning Organization
2300 N. Jog Road, 4th Floor
West Palm Beach, Florida 33411

Re: \$4.5M Bus Livability grant

Dear Mr. Whitfield:

The South Florida Regional Transportation Authority (SFRTA) was recently awarded a \$4.5M Bus Livability Grant from the Federal Transit Administration. Attached is a one-page summary of the SFRTA Alternative Fuel Shuttle Bus Fleet Procurement project.

Sincerely,

Joseph J. Quinty, AICP
Transportation Planning Manager

Encl: Attachment.

SFRTA Alternative Fuel Shuttle Bus Fleet Procurement

BACKGROUND

Tri-Rail shuttle bus routes connect commuters with key destinations in the South Florida region. These shuttles directly link Tri-Rail with airports, hospitals, colleges/universities, and other major employment centers. SFRTA/Tri-Rail shuttle ridership has grown tremendously in recent years, as employers and commuters have identified the benefits of having increased transportation choices.



35 Foot Eldorado EZ-Rider II Alternative Fuel Bus

The procurement of an alternative fuel shuttle bus fleet is a direct result of continuing coordination with the Florida Department of Transportation District IV office. FDOT funded an SFRTA shuttle bus study which identified shuttle bus operating efficiencies and was the impetus for exploring fleet procurement options.

DESCRIPTION

In these challenging financial times, SFRTA is seeking new opportunities to lower its operating costs. SFRTA currently uses private operators with a “turnkey” contract for its shuttle services. However, significant



23 Foot Low Floor Cutaway Alternative Fuel Bus

operational savings could be realized if SFRTA owned the shuttle buses that are used by its contracted operators. As a result, SFRTA seeks to purchase new alternative fuel vehicles for its shuttle service. In addition to lowering operating costs, the new alternative fuel shuttles would result in the reduction of fuel consumption and carbon emissions.

SFRTA hopes to procure

- Fifteen (15) 23 foot Low Floor Cutaway Alternative Fuel Buses
- Five (5) 35 foot Eldorado EZ-Rider II Alternative Fuel Buses

It is anticipated that large busses will be used on routes with higher ridership and routes with additional luggage storage needs.

BENEFITS

- **Reduced Operating Costs**
- **Reduced Fuel Consumption**
- **Reduced Carbon Emissions**
- **Increased Reliability**

For More Information, Please Contact :

William L. Cross, P.E.
Manager, Planning and Engineering
954-788-7916

