



MEETING NOTICE
SOUTHEAST FLORIDA TRANSPORTATION COUNCIL (SEFTC)
January 23, 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. ELECTIONS**
- *IV. APPROVAL OF MINUTES
 - *A. Approval of November 21, 2011 Minutes**
- V. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS
- VI. OLD BUSINESS
 - *A. Southeast Florida Regional Partnership – HUD Sustainable Communities Planning Grant Program Update
 - *B. Regional Smart Card Update
 - *C. South Florida East Coast Corridor Study-Fast Start Evaluation Study**
- VII. NEW BUSINESS
 - *A. Regional Climate Change Report

*B. Regional Freight Study

VIII. CORRESPONDENCE

IX. RECOMMENDATIONS/COMMENTS BY MEMBERS

X. STAFF COMMENTS

XI. NEXT MEETING – APRIL 23, 2012

XII. ADJOURNMENT

* Supporting Documentation Provided

**Action Requested



MINUTES OF THE
SOUTHEAST FLORIDA
TRANSPORTATION COUNCIL (SEFTC) MEETING
Monday, November 21, 2011

Broward Metropolitan Planning Organization (MPO) Board Room
Trade Centre South, 100 West Cypress Creek Road, Suite 850
Fort Lauderdale, FL

AGENDA:

- I. CALL TO ORDER
 - A. Roll Call
 - B. Pledge of Allegiance
- *II. ADOPTION OF AGENDA**
- III. APPROVAL OF MINUTES
 - *A. Approval of July 25, 2011 Minutes**
- IV. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS
- V. OLD BUSINESS
 - *A. Southeast Florida Regional Partnership – HUD Sustainable Communities Planning Grant Program Update
 - *B. Regional Smart Card Update
- VI. NEW BUSINESS
 - *A. South Florida East Coast Corridor Study Status Report
 - *B. South Florida Regional Transportation Authority Report
 - *C. MPOAC Report
 - *D. 2012 Meeting Dates and Locations**
- VII. CORRESPONDENCE
- VIII. RECOMMENDATIONS/COMMENTS BY MEMBERS
- IX. STAFF COMMENTS
- X. NEXT MEETING – January 23, 2012 at RPC
- XI. ADJOURNMENT

* Supporting Documentation Provided

** Action Requested

**Southeast Florida Transportation Council
Attendance Record – 2010-2011**

Name/Representing	Feb 2010	Apr 2010	Jul 2010	Sept 2010	Jan 2011	Apr 2011	Jul 2011	Nov 2011
Mayor Richard Kaplan* Broward MPO Chair	P	P	P	P	P	P	P	P
Commissioner Bruno A. Barreiro*** Miami-Dade BCC	E	P	E	P	E	P	E	P
Councilor Robert Friedman** Palm Beach MPO Chair	P	P	P	P	P	P	P	P

*Chair **Vice Chair ***New Appointment

P – Member Present ALT-Alternate Member Present E-Excused A-Absent

OTHERS PRESENT

INDIVIDUAL NAMES

Isabel Cosio Carballo
Jessica Josselyn
Joshua Salazar
Joseph Quinty
Kim Delaney
Robyn Chiarelli
Tim Garling
Wilson Fernandez
Lois Bush
Larry Merritt
Marlene Avalo
Joe Guilietti
Jim Murley
Randy Whitfield
Amie Goddeau
Greg Stuart
Irma San Roman

REPRESENTING

SFRPC
Kittelson & Associates, Inc.
HDR Engineering
SFRTA
TCRPC
FDOT – District IV
BCT
Miami-Dade MPO
FDOT – District IV
FDOT D-IV
Miami-Dade County
SFRTA
SFRPC
Palm Beach MPO
FDOT – District IV
Broward MPO
Miami-Dade MPO

I. CALL TO ORDER

A. Roll Call

The meeting was called to order at 10:18 A.M. by MAYOR KAPLAN.

B. Pledge of Allegiance

The Pledge of Allegiance was recited by all present.

II. ADOPTION OF AGENDA

MAYOR KAPLAN asked for a motion for the adoption of the agenda. Motion to adopt the agenda was made by COUNCILOR FRIEDMAN; seconded by COMMISSIONER BARREIRO. Motion carried unanimously.

III. APPROVAL OF MINUTES OF July 25, 2011

MAYOR KAPLAN asked for a motion for approval of the July 25, 2011 minutes. Motion to approve the July 25, 2011 Minutes was made by COMMISSIONER BARREIRO; seconded by COINCILOR FRIEDMAN. Motion carried unanimously.

IV. OPPORTUNITY FOR CITIZENS TO SPEAK ON TRANSPORTATION MATTERS

There were no transportation matters brought forth by citizens.

V. OLD BUSINESS

A. Southeast Florida Regional Partnership – HUD Sustainable Communities Planning Grant Program Update

RANDY WHITFIELD opened the agenda item. JIM MURLEY, Executive Director of SFRPC informed everyone present that he last spoke with the board in July and that negotiations are being done with Dover Kohl. He stated that he hopes to have all matters in place by the end of the year. There have been several collaborative meetings. The Citibank has agreed to provide a \$100K gift to the partnership. He also promised to keep the SEFTC and the regional MPOs involved in the process. He had brought brochures to be distributed to the group.

RANDY WHITFIELD indicated that the consultant team met with the RTTAC on November 9th, 2011. They have been closely coordinating the modeling with the LRTP groups to make sure that different groups are not doing the same work and that their efforts are compeimentary.

B. Regional Smart Card Update

RANDY WHITFIELD opened the agenda item. Tim Garling, Division Director for BCT and member of the study team gave an update on the Regional Smart Card project. A final draft report is in place with a roadmap for the future. There will be minor upgrades needed (which would cost around \$200K each to BCT and Palm Tran) that will allow them to read easy cards and will allow transfers to take place between the different systems. BCT thinks that it can use existing funding sources to move this piece forward. The report talks about the future and looks at a phased approach

where not only all of the systems could use the easy card system but also other online systems, credit cards and Sunpass accounts, or even cell phones. He stated that the key to making that part work isn't necessarily the technology as the technology already exists. The real effort is trying to work out the coordinated back office kind of system. That will require the entire region to work together. The back office can be upgraded continually while implementing the easy card. In the meanwhile, there have been exciting discussions between FDOT and Florida Turnpike Enterprise regarding incorporating the Sunpass system. MR. GARLING stated that the group has the ability to do something really nice. It is just a matter of finding money and working as a region together. The Broward and Palm Beach MPOs have put money into the TIP which would be available in July 2012 (Palm Beach \$1.3 million, Broward MPO - \$3.7/3.8 million).

MAYOR KAPLAN asked TIM GARLING regarding the proposed implementation date for the system. He expects that the technology would be in place by the end of the fiscal year. Back office agreements are still being determined. He could not say if the system would be up and running by the next calendar year as it depends on how things move forward with back office agreements. However, the easy card read/compatibility will be in place within the next year. MAYOR KAPLAN noted that it is taking too long to implement the system. He wants to see it put forward as quickly as possible. COMMISSIONER BARREIRO said that Sunpass is adding difficulty to the situation and may be slowing down the process. MAYOR KAPLAN remarked that if there was one operator running everything none of the issues that are being faced would be there. COMMISSIONER BARREIRO asked if a resolution urging the plan to move forward more quickly can be passed. MAYOR KAPLAN replied that operators of the system can push the issue. If the money is available in July 2012, it should be implemented by Sept/Oct 2012. He stated that he would like to see a system put in place in major transportation centers so that a commuter can find a board or a similar system and be able to know how to get to a place where they want to go. He would like to see smart technologies at work at transit centers so that people have access to information at the stations without having to use their smartphones or computers. COMMISSIONER BARREIRO remarked that such a system would need to be tested by the users themselves as some of the implementations that he has seen have been wrong at occasions.

MAYOR KAPLAN requested that TIM GARLING report every SEFTC meeting on the status of the project.

COMMISSIONER BARREIRO said that he has seen some GPS units that provide live traffic reports and inquired as to who provides traffic information to these service providers. JIM WOLFE replied that the private entities receive information from the TMCs which is then massaged and presented to the end user of that service. RANDY WHITFIELD added that NAVTEQ also provides the information and plugs into a GPS unit that isn't associated with the car.

VI. NEW BUSINESS

A. South Florida East Coast Corridor Study Status Report

RANDY WHITFIELD opened the agenda item. AMIE GODDEAU from the FDOT provided an update on the project. The SFECSS proposes reintroduction of passenger service along the FEC corridor from Miami to Jupiter, a length of 85 miles,

and covering three counties and 28 municipalities. The purpose of the study is to expand mobility options in the eastern core area of the region with an ability to protect and grow freight services and strengthen east/west connections. The ultimate vision of the study was approved last fall by the SEFTC with the understanding that the heavy rail option would continue to be explored. The study provides for integrated services with TriRail, while serving up to 52 stations and providing local and express service. Significant benefits of the project include achieving the MPOs regional vision, communicating that vision to FTA, and allowing us to discuss how we are going to break up the corridor into cost effective segments. It also ensures that whatever we do today does not preclude the ultimate build out in the future. The Project has tremendous support from all the stakeholders except the Miami-Dade County because of concerns regarding local priorities and cost effectiveness. Thirty resolutions of support have been received and local municipalities have made changes to their Comprehensive Plans to incorporate the objectives of the study. Since January 2011 work has been on going to develop technical tools and to move things forward. Coordination with FEC and environmental assessments has been on going too. Two primary technical tools include a ridership model and a rail simulation model. The ridership model is needed to maintain creditability with FTA. The model is going through a major revamp. The rail simulation model, developed in coordination with FEC, shows how the trains move and interact with one another. It is important that at the end of the day the infrastructure needs for both passenger and freight demand is balanced. FEC has gone through tremendous changes over time with freight growth. AMIE GODDEAU was hopeful that the FEC would approve the base and 2020 conditions within 2-3 weeks. Other on-going activities include continuous coordination with FEC and other stakeholders, conceptual engineering work, development of initial track plans.

Briefing on the station planning activity, AMIE GODDEAU stated that the ultimate vision had 52 stations; too many for a startup service. Therefore, efforts are being made to bring this number down by using a number of evaluation criteria. The primary criterion is ridership, the numbers for which won't be available for the next 2-3 months. Future workshops will be organized in the spring of 2012. During the early part of 2012 new information will be presented to the public. On phasing of the project, recent work with FTA has resulted in agreement regarding the stand- alone phases in the project. The stand-alone phases of the project are as follows:

1st phase: Jupiter to West Palm Beach which runs for 15 miles and has 3 stations. Most of the environmental work for this segment has been done and cleared through FRA. Capital costs for the segment are projected to be around 107-109 million and O&M costs to be in the range of 8-11 million.

2nd phase: Pompano to WPB which runs for 35 miles and covers 8-10 stations. The capital costs for this segment are projected to be approximately \$340-375 million while the O&M costs would be in the range of \$17-25 million.

3rd phase: Pompano to Miami. There are two options being explored for this phase – The first option involves building the entire section with a crossover in Pompano. This segment would be 35 miles long and would serve 9-11 stations. It would connect to downtown Ft Lauderdale and would require \$350-390 million in capital costs and \$17-25 million in O&M costs. In order for the crossover to be built a number of industrial properties will have to be bought which would make this option very expensive.

Another option to the 3rd phase is building the section from Ft Lauderdale to Miami, covering a distance of 24 miles and serving 6-8 stations. This section boasts highest

ridership and would cost \$225 – 250 million in capital spending and \$12+ million in O&M costs.

AMIE GODDEAU stated that she firmly believes that in order to avoid any risks of losing federal funding sources it is best to follow the Federal process even though it would be a 5-7 year long process. The State budget does not provide for capital and O&M spending currently. There are many challenges which include funding, accessing the FEC Corridor, shared-use railroad issues, phased implementation, FTA concerns, and how to balance freight and passenger needs in the corridor. However, the opportunities far outweigh the challenges.

COUNCILOR FRIEDMAN asked AMIE GODDEAU to talk about the coordination with FEC in detail. She replied that the trains are down and intermodal container traffic is up due to Port strengthening. Until the rail simulation is finalized the FEC will try to protect itself to ensure that the freight traffic is able to grow. COUNCILOR FRIEDMAN asked if movement of freight to the west is being discussed. AMIE GODDEAU indicated that FEC and CSX are talking about the subject but it is not part of DOT's negotiations. COUNCILOR FRIEDMAN stated that he doesn't understand why it was taking so long for FEC and CSX to figure out a solution. AMIE GODDEAU replied that their focus is freight service and that is why costs and access haven't been nailed down. Range for those numbers will be nailed down in the next 2-3 months.

JIM WOLFE stated that the FEC needs to grant access for this study to move forward. They have been meeting with FEC bi weekly/monthly where the FEC has made it clear that they have a desire to have commuter rail. The access fees are expected to be known in a few months. FEC has also stated that it will be reasonable to use some sort of track fees by car. In order to use the corridor \$100 of millions would be required, as stated by FEC previously. The other model they have indicated is reasonable and is similar to a lease or rental or per car charge and goes into the operating cost. This model would make it a lot easier instead of having a huge upfront cost. There are clear indications from FEC that it will be reasonable and they are interested. FEC has a vested interest in the project because of the property they own along the corridor that would be redeveloped. Even without a number and an agreement, the DOT has a good feeling it will be forthcoming and reasonable. They have invested a lot of staff time and effort in keeping this project alive which shows a degree of good faith. COUNCILOR FRIEDMAN asked if this would come back to the table for the April meeting since by February it is expected that the numbers will be pinned down to which AMIE GODDEAU replied in affirmative. COMMISSIONER BARREIRO asked if FEC is looking to double track a portion of the upgrade for the Port. AMIE GODDEAU indicated that the FEC has an old track which has not been used for years but it is going to be pulled up to serve for emergency purposes. RANDY WHITFIELD inquired if there have been any discussions on some sort of rail corridor along US 27. JIM WOLFE added that there is an active conceptual study on the feasibility of doing that and asked if AMIE GODDEAU knew anything about the schedule for that. AMIE GODDEAU told the group that the DOT is meeting with the stakeholders and is looking at major risk areas and costing that out. The project appears very expensive at the moment but she would be able to provide a progress update in 3-4 months' time.

B. South Florida Regional Transportation Authority Report

In summary, JOE GIULIETTI and JOE QUINTY from the South Florida Regional Transportation Authority (SFRTA) provided a status report presentation. The presentation provided a brief overview of SFRTA and its recent projects and

initiatives. The Fast Start Plan recently announced by the RTA was also presented to the Council.

JOE GIULIETTI began the presentation giving an overview of RTA statistics and happenings. He stated that the Tri Rail ridership is strong. Also he noted that FTA asked RTA to take the lead on the JARC and New Freedom Federal grants and within the last four weeks, over \$10 million in grants have been awarded. Additionally regional fare card coordination and cooperation has been on going. He noted that they are working with Miami-Dade agencies to keep service during the MIC project. He went on to state that the SFRTA has joined the Wave Streetcar partnership group and is the FTA project sponsor of the project. SFRTA is also part of the multiagency team running the Broward MPO LRTP hub program. SFRTA is also involved in the livability grant group dealing with new bus fleet options and technologies that could save \$1 million/year in operating cost savings. MAYOR KAPLAN asked what alternative fuel was being considered and if electric was included as an option. JOE GIULIETTI stated that it is still being determined. He went on to state that the RTA recently was awarded a TIGGER grant in the amount of \$5.7 million to construct a prototype station at Pompano Beach to demonstrate the first green LEED certified sustainable station for the rail line.

JOE GIULIETTI then moved on to an update on proposed legislation. FDOT proposed legislation seeks to change the existing Tri-Rail Board from three County Commissioners, three City Representatives, and three Governor Appointees to three County Commissioners (Miami, Broward and Palm Beach), three Governor Appointees and one FDOT District Secretary.

MAYOR KAPLAN suggested to JOE GIULIETTI to not include an FDOT District Secretary because of the Sunshine Law. JOE GIULIETTI stated that he is not in favor of the change being proposed by FDOT, so MAYOR KAPLAN redirected his comment to JIM WOLFE. JIM WOLFE stated that GUS PEGO currently sits on the RTA Board and that is why he typically coordinates and does the public speaking rather than GUS PEGO. They are aware of the limitation however that is why they have access to a whole team to avoid conflict such as this one.

JOE GIULIETTI stated that what is being done with this change is eliminating the three business representatives that currently sit on the Board. Thus far County Commission resolutions opposing the bill: Miami-Dade - November 23rd, Broward - October 11th, Palm Beach – November 1st. The item has been issued for the Miami-Dade MPO Board meeting agenda. Broward MPO approved SFRTA's support as well as the Palm Beach MPO.

JOE GIULIETTI asked the SEFTC for a letter of resolution supporting SFRTA's position in opposing the FDOT proposed legislation to alter the composition of the SFRTA Board.

RANDY WHITFIELD referenced the language in the agenda package that showed the strikeouts and additions relating to the Board composition alteration.

MAYOR KAPLAN inquired if a motion can be introduced to draft a resolution supporting the SFRTA opposing the FDOT's proposed legislation, specifically on the modification of the RTA board. He also wanted to add that, similar to the proposed legislation on MPOs, the representative of the DOT should be an advisor, not a member to the RTA governing board.

COUNCILOR FRIEDMAN moved the motion and COMMISSIONER BARREIRO seconded the motion. Under this proposal, FDOT would be an advisor and MPOs would be voting members. RANDY WHITFIELD said that such a resolution would be put together for a review by the Board.

JOE QUINTY presented next to the Board regarding a different approach to get service up and running on the FEC corridor. JOE QUINTY gave a bit of background on the FEC stating that the study has been ongoing for eight years. In phase two of the project, particularly in 2009/2010 RTA was an active partner at the table because the LPA was shaping up to be an integrated approach. In phase three there has been limited transparency on the project happenings which he stated was disappointing because this is the time where you really get into the detailed aspects of how to get things up and running. He is hoping that this Board and others will encourage the partners to all get back to the table.

He noted some of the positives: the project has a lot of support, it provides a lot of transit service throughout the region, creates potential economic development, provides more travel options, and creates true integration by leveraging the investment already made on the existing Tri-Rail corridor.

He went on to note that there are also big challenges too: 300 trains a day (6x above what Tri-Rail currently operates), creates very high costs (multibillions for capital costs and \$200 Million range for operating costs), and there is a long Federal process. It's gone on for eight years having spent \$20 Million and could take up to another seven years. There are concerns with the project from the Miami-Dade MPO which are still being addressed. And obviously, with a project of this magnitude there are a lot of funding challenges.

The SFRTA Fast Start Plan's approach is to get service to everybody and in a short term approach. It's similar to the LPA that had the link in Pompano which connects the systems together. Their plan has a low startup cost and affordable operating plan. Given the current fiscal constraints nationwide he feels that they really have a plan that matches up with reality. Also, he indicated that the public has expressed frustration with the current length of time it has taken to study they corridor; they want the service now.

Step one to the approach is that we split the existing Tri-Rail service; the Pompano connection is key. South of Pompano you continue twenty-six trains a day on the southern link down to Miami Airport and you split 24 trains a day to run on the FEC. North of Pompano you still have 50 trains and northern Broward and Palm Beach have direct access to these other FEC markets.

For step two; we all know that Fort Lauderdale to Miami is probably the sweet spot of the project. All ridership projections are showing that this is where the action will be in terms of demand. Acknowledging this fact, he stated they are proposing an additional layer of twenty-six trains on top of the FEC.

Step three which is critical, is to provide a starter regional service to serve northern Palm Beach County. Palm Beach MPO is currently the only MPO that has FEC service on its priority list and the only one that has assigned operating dollars in its future program.

So in summary, he stated that their plan truly offers a lot of benefits: a truly integrated service that reflects the intent of the LPA, it provides service to northern Palm Beach

County (which they have requested for over a decade), it provides one seat to downtowns north of Pompano, and a lot of service along the FEC corridor that is supposed to be the highest ridership segment. They have a modest capital cost and a low operating cost, far different than what was envisioned in the LPA. Perhaps most importantly is that you are building off the existing administrative structure. This plan would get things up and running with a structure that is already in place.

He went on to note a bit more detail clarifying the operating modifications. Mangonia Park down to Miami Airport is going to be twenty-six trains a day, Mangonia Park to downtown Miami through the Pompano connection will run twenty-four trains a day. FEC only service from Fort Lauderdale to downtown Miami for twenty-six trains a day. Lastly six trains a day will run north to Jupiter. In total, the downtown Fort Lauderdale to downtown Miami run will have 56 trains a day, with 30 trains per day running from Atlantic Boulevard down to Miami.

JOE QUINTY went through their estimated operating costs shown in the presentation slides. In summary, the operating costs planned for their start up service would be \$15 million. For capital costs, he showed it would cost somewhere in the \$270 million range to build the system. The capital costs numbers were similar to the previous SFEECC study presentation however the RTA study is suggesting that rolling stock costs would be zero dollars due their current investments and inventory.

For their financial plan, they want to take a modest approach and not go through the Federal process. They suggested that the DOT does not contribute funds to the operations of the system (per DOT's desire to not getting into the operating side of the business) and to increase fares. They also want to partner with the cities who anticipate a lot of new development, specifically around the transit stations. They want to develop a program where if you as a City want a station, then an agreement is put together by necessary parties before approval and construction. They want to work closely with the cities over the next six months to determine the true economic potential from the successful station area planning that was prepared in Phase I and Phase II of the SFEECC study. He showed alternative methods for acquiring development fees and other monies to build the stations and provide service at the city and county level. The increase in fare box fees will help meet the cost need, and the partnerships with the Cities are intended to help fill the financial gap.

For a schedule, they are proposing it can be completed in three to five years.

JOE QUINTY showed a check list comparison between the two approaches in his presentation slide. He stated his Board passed the plan in October and is now bringing it out to other entities. They feel everyone should be working together on this to make it happen and move it forward.

COUNCILOR FRIEDMAN asked if SFRTA has been in discussions with FEC like DOT has been. JOE QUINTY replied that SFRTA does not have a biweekly meeting with them and is not in the loop to the same extent as the DOT. However, they are hoping that they will be participating in the discussions as and when they happen in the next few months. COUNCILOR FRIEDMAN asked JOE QUINTY to discuss the risk of losing federal dollars and any down side involved. JOE QUINTY replied that he doesn't see any down side. He clarified that they are not saying to remove the entire master plan from the process. He believes the study builds towards the master plan and that this would be the match to the federal process. MAYOR KAPLAN pointed out that the DOT's presentation mentioned a timeline of five to seven years while RTA's presentation mentions three to five years. He asked who would be the operator under

DOT's plan. JIM WOLFE replied that an operator has not been selected in the SFEECS. MAYOR KAPLAN said that too many people are doing too many things and that there should be one operator for both systems. He thinks that the RTA approach (in which RTA would take a more active role to actually operate the system) makes a lot of sense because it would give something concrete where the other DOT method is a hope that may not happen.

JIM WOLFE said that he finds it regrettable that a single agency is coming forward with a plan that is competing with the study that has been ongoing for years. Everyone involved should come together and endorse the same things. He feels it will undermine the plan to have two on the table. He mentioned that a lot of costs were not in the Fast Start plan, such as the Pompano Crossover (\$80 million). He believes that double tracking is necessary between Fort Lauderdale and Miami (which would add \$200 million in track improvements and crossover needs) as one cannot run the number of trains required with only one track. He also noted that the rolling stock estimates did not seem accurate. He highlighted also that there are no rights currently to use the FEC corridor. Those would all be costs that need to be accounted for in the plan. The other key element which suggested dropping the Federal process in order to speed up the delivery is convenient for everyone but the State. The State does not have the money and needs Federal participation. JIM WOLFE stated he doesn't see a funding package to do this becoming available to the State in the next two years. The RTA plan is overambitious, under financed and calls upon partners to do things they never said they would do.

MAYOR KAPLAN requested the staff to review the proposals and bring back to the next SEFTC meeting a recommendation on how to proceed. RANDY WHITFIELD said that the staff is recommending that the RTA, DOT and FEC all work together to determine a plan for getting passenger service on the FEC corridor. COMMISSIONER BARREIRO said that he thinks the Federal process is extremely cumbersome and cost ineffective. The Miami-Dade County did an east-west corridor study to a record of decision and then it was scrapped due to lack of funding. Miami-Dade County took the initiative to get the rail to the airport and did a study for a corridor from Earlington Heights to the MIC. They financed the project and they are opening up next year. It is great to go out and get financial help at the federal level, but he doesn't see it happening. He also added that it is the FEC and the private sector that would benefit from the project. He remarked that if they were so inclined to do a passenger rail, they could start operating it as they own the land along the way for the stops. He thinks that the FEC wants the SEFTC to come up with a study for double tracking of the corridor so that they can use it for their freight to move faster and quicker. He thinks it is the DOT, RTA and three counties that can solve the problems and not the Federal government. He would support the Fast Start plan, even if there are issues with cost as it gets the other entity to come to the table if anything.

COUNCILOR FRIEDMAN was concerned that everything was not operating as transparently as he would like to see. RANDY WHITFIELD said that he thinks we are at two extremes currently, and that the answer is somewhere in the middle. The staff proposes that everyone come together and create something that the entire group is comfortable with. COUNCILOR FRIEDMAN asked what timeframe is put on getting everyone to come together. RANDY WHITFIELD suggested that the group should report quarterly. The simulation would be done in a few months and we can begin reporting at that time.

COMMISSIONER BARREIRO said that the group is adding value with its dollars to FEC's track for which they will charge the group later. COUNCILOR FRIEDMAN

remarked that we can move forward quickly with the process if an operational report detailing how much will it cost and how the process will function. He suggested that the group should come back with a staff evaluation at the next meeting and any decisions should be held off for one quarter for now. He said that he personally likes the Fast Start but thinks further coordination is needed based on staff recommendation.

IRMA SAN ROMAN suggested that the issue should come to the SFEC committee. COUNCILOR FRIEDMAN agreed with the suggestion and asked to wait for one quarter for more facts and then make a decision. **COUNCILOR FRIEDMAN made a motion for staff recommendation to be brought to the next meeting with all the background information so that a more informed decision can be made at that time. COMMISSIONER BARREIRO seconded the motion. Motion carried unanimously.**

C. MPOAC Report

Randy Whitfield opened the item stating that the Metropolitan Planning Organization Advisory Council (MPOAC) has representatives from the 26 MPOs in the State of Florida. There is a committee composed of the staff directors and a board which includes an elected official from each MPO Board. The MPOAC serves as a forum for transportation issues and a mechanism to disseminate information from Federal and State transportation agencies.

At a recent MPOAC meeting, FDOT staff presented items under consideration for submittal to the 2012 legislative session by the Department. The items included increased seaport funding, elimination of the Florida Passenger Rail Commission, consideration of a bicycle access pilot project and a number of administrative changes. Two items were of particular interest to the MPOs. One item would consider providing incentives for regional coordination or merging of MPOs. The other item would call for submission of one project priority list for those urbanized areas with multiple MPOs, beginning in 2013. This requirement would not be limited to TRIP funds. At the time of this memo, no final decisions had been made concerning the FDOT legislative submission. Below are additional details discussed under this item.

Page 81/82 of the proposed bill relate to the MPO statutes. Page 82 discusses changing DOT representation. Page 83 has language discussing merging MPO's together. Additionally language is included that states a project priority list must be submitted no later than 2013. From a financial standpoint, over \$86 million per year in SU funds and over a half billion dollars in the next 5-6 years would be prioritized from this single list of projects.

MAYOR KAPLAN remarked that prioritization has already been done through SEFTC and asked if that was not the case. RANDY WHITFIELD said that the only thing that is done through SEFTC is prioritization of the TRIP funds. Merging the three MPO prioritized lists sounds easy, but in fact it is a difficult task.

GREG STUART asked JIM WOLFE how would the two Districts be divided and if any thought had been given to that at the State level.

JIM WOLFE stated that he didn't know and that there isn't a confirmed answer yet. One option is that the money stays in a pot in the Central Office and D4 and D6 Work

Program Coordinators put forward their candidates and draw from that pot. The group didn't like that idea.

GREG STUART stated that all FTA funds come down to the UZA in one pot and the operators sit together and agree to split it up.

JOE GUILIETTI stated that after the UZA was formed, they created the RTA and lost about \$15 million a year. They took the existing formulas and finally agreed on a formula that is modified/tweaked as needed when funds come in. All 4 transit agencies sit together and determine an agreed to split, then they formalize and sign off on it.

MAYOR KAPLAN inquired when the Urbanized Area definition will be released. RANDY WHITFIELD replied that it is expected to be released next spring.

MAYOR KAPLAN asked the group if anyone wanted to suggest to the legislature that they wait a year until the Urbanized Area definition is released.

RANDY WHITFIELD said that the only major impact could be if our region was extended up to Martin and St Lucie counties. He noted though that there is a big state park that keeps it from being a contiguous connection. MAYOR KAPLAN said that they could jump over the park and still merge because in reality the traffic does flow between the two.

RANDY WHITFIELD stated that we should request that the state legislature make it 2015 not 2013.

MAYOR KAPLAN said that a motion can be moved to delay the consideration until the Federal government announces the urbanized areas of the state so that the full impact can be quantified throughout the state. We can educate a concern and ask them how the impact of the urbanized areas will be on the process. RANDY WHITFIELD suggested sending it through Howard Glassman to the MPOAC to which

MAYOR KAPLAN agreed. COUNCILOR FRIEDMAN moved the motion. COMMISSIONER BARREIRO seconded the motion. Motion moved unanimously.

COMMISSIONER BARREIRO said that there are a lot of issues on the table right now that need to be sorted out before we start going more and more consolidated.

LOIS BUSH stated that she understands they are not anticipating merging urbanized areas unless an urbanized area will go away due to loss of population. RANDY WHITFIELD said that CUTR has done a report for the MPOAC which can be provided for the group.

VII. CORRESPONDENCE

There was no correspondence to discuss.

VIII. RECOMMENDATIONS/COMMENTS BY MEMBERS

There were no recommendations/comments by members.

IX. STAFF COMMENTS

GREG STUART noted to the group about upcoming workshops: January 18th there is a NTI Bus Rapid Transit workshop at the FDOT D4 auditorium. February 8th there is an operations summit with FDOT D4, FDOT D6, FHWA, and FTA. Lastly, February 9th there is a workshop at the Broward MPO on planning for operations.

X. NEXT MEETING – January 23rd 2012 at RPC

XI. ADJOURNMENT

There being no further business, the meeting was adjourned at approximately 12:20 P.M.



MEMORANDUM

TO: SEFTC Members

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

DATE: January 23, 2012

RE: **Southeast Florida Regional Partnership - HUD Sustainable Communities
Planning Grant Program Update**

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 has selected a consultant team led by Dover, Kohl and Partners to carry out the work plan. The team met with the RTTAC in November to provide an overview and discuss the interaction with the MPOs in the transportation element of the Blueprint. A status report 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: January 23, 2012

RE: **Regional “Smart Card” Update**

At the last meeting, the Board received an update 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 compatible technology for use by their respective agencies. Broward and Palm Beach transit operators are working with FDOT relative to equipment compatibility and funding. FDOT has included \$1.32 million in the FY 13-17 Tentative Work Program to fund the smart card interface for Broward and Palm Beach counties. The regional partners have held several meetings relative to moving forward with a smart card. Further information will be provided at the meeting regarding the study and schedule.

Staff Recommendation: For information purposes.

RMW/eer



MEMORANDUM

TO: SEFTC Members

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

DATE: January 23, 2012

RE: **South Florida East Coast Corridor Study/Fast Start Evaluation Process**

FDOT initiated the South Florida East Coast Corridor Study (SFECC) several years ago to evaluate the feasibility of passenger rail service on the FEC railroad in the three-county area. The study has progressed to the identification of a Locally Preferred Alternative (LPA) which has been accepted by the Palm Beach and Broward MPOs. The LPA is currently under evaluation by the Miami-Dade MPO. FDOT is completing revisions to the ridership models to meet FTA requirements and performing other tasks necessary for Federal grant procedures. Implementation is still several years in the future.

SFRTA has developed the Fast Start proposal to provide passenger service on the FEC railroad in 3-5 years. The service would use existing and ordered equipment to operate a limited number of trains on the FEC. Current services would be split approximately 50-50 in the Pompano Beach area. New services would operate six daily trains Jupiter to Miami and more trains in the Fort Lauderdale-Miami downtown portion of the corridor.

Both plans were presented to SEFTC at their November 21 meeting and the MPO on November 30. Following discussions by the members and staff resulting in a number of outstanding questions and concerns, both boards requested FDOT and SFRTA work with MPO staffs to evaluate the current plans and their status with a goal of developing a single plan for passenger service on the FEC railroad.

Dr. Kim Delaney from the Treasure Coast RPC has been working with both agencies and the Palm Beach MPO on station locations and services. Attached is a list of items prepared by Dr. Delaney to be considered initially. An initial meeting with FDOT and SFRTA resulted in a proposal to retain additional services with knowledge related to the actual operations of a passenger rail service. Two approaches were identified. The Broward MPO has a number of General Consultants identified with several who have rail experience. Another approach would use the current regional consultant (Kittelsohn and Associates) to assist in the evaluation. The initial list was provided to the consultants for use in preparing the proposals. Some areas of

concern that have been expressed relate to possible conflicts of interest due to work performed for FDOT and/or SFRTA. Another issue is funding of the work.

The Broward MPO received two proposals with cost estimates. Kittelson also prepared a proposal and cost estimate. The cost estimates ranged from \$28,741 to \$30,000. Copies of the proposals are attached. A possible funding source is redirecting activities in the current regional contract. The MPO staffs have recommended using the regional consultant and revise the scope of services without increasing the costs. The regional consultant has agreed to revision and redirecting the available funds to perform the work. The revisions to the scope would not create any significant impacts. Since the Palm Beach MPO are the project manager with the consultant contract, the staff revised the contract to reflect the scope amendment and requested approval subject to SEFTC concurrence.

In the meantime, MPO and RPC staff are meeting with FDOT and SFRTA staffs to compile information to be used in the evaluation.

Staff Recommendation: The SEFTC concur with an amendment to the contract with Kittelson and Associates for regional transportation planning to include evaluation of the SFECC and Fast Start.

RMW/eer

Attachment

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

Criteria:

(A) General Overview of Rail Proposals

(B) Evaluative Criteria

- **Overview of Conceptual Service**

- service frequency
- number of trains
- number of stations
- capacity of service
- capacity of single- vs. double-track sections (and what is the tipping point)

- **Overview of Capital Costs**

- Rail Improvements
 - Mainline double-track portions
 - Sidings
 - Improved connections/crossings
 - Communications/signals
 - Grade crossings
 - CSX/FEC interconnections
 - Pompano (phasing – southbound initial vs. Y at build-out)
 - Northwood
 - Iris
 - Maintenance Yards/Layover Facilities
- Station Improvements
 - Description of assumed station program (building SF, platform, parking quantity)
 - Land Acquisition
 - Station facility/infrastructure costs
- Equipment Costs
- Engineering, permitting, environmental

- **Overview of Operating Approach**

- Staffing – admin & crews
- Station management
- O&M costs
- Maintenance of way
- FEC corridor use fee
- Operating cost estimate

- Farebox estimates
- Local government expectations (station costs, operating costs, station O&M, public/private partnerships)
- Discussion of local funding commitment via referendum (SunRail example)
- **Project Timeframe**
 - Federal vs. State permitting, engineering, environmental processes
 - FEC dialogue, negotiations, fee schedule
 - Funding via FDOT, Federal sources, RRIF
 - Adoption/implementation of funding mechanisms by local governments
 - Engineering, permitting, design/build approaches
- **Overview of Project Funding Scenarios**
 - Variety of Federal funding avenues (FTA New Starts, RRIF, TIGER/TIGGER/etc. grants & special appropriations)
 - State funding
 - Role of toll revenues
 - Phasing of funding options
- **Overview of Mobility Benefits**
 - Incorporation of intermodal shuttles & connections, especially east/west
 - Cost of additional special-purpose shuttles/connections
 - Capacity of Fast Start proposal vs. trips removed from roadway network
 - Capacity of SFEEC phases vs. trips removed from roadway network
 - Cost of “saved” (unbuilt) roadway capacity
- **Overview of Land Development Impacts**
 - Identification of potential station areas
 - Estimate of existing development & development potential within ½ and 1-mile radius
 - Estimate of “specialty” and “destination” uses proximate to station areas
 - Estimate of additional development potential within ½, 1-mile and proximate to station areas
 - Estimate of absorption & value of new potential development & redevelopment
 - Assessment of existing local government financing mechanisms & entities (e.g., CRA, DDA, special assessment district)
 - Assessment of potential local government financial mechanisms & entities
 - Identification of potential private partners in potential station areas to share station capital & O&M costs, branding potential

(C) Public Policy Criteria

- **Federal vs. State Permitting/Environmental Approach:**
 - What is the opportunity lost or gained by the Federal permitting/environmental approach vs. a State approach?
 - Are there portions of the project that can remain “federalized” while others are shifted to a non-Federal approach? And what are the timing implications of these (can any portions be expedited)?

- What are the soft costs of the Federal vs. State processes?
- What are the implications (State vs. Federal) for timing & service delivery?
- What are the FTA restrictions on capital expenditures in advance of a Federal clearance document? (Which if any dollars can be spent early and matched later towards Federal funding of various types? What are those eligible expenditures?)
- **Role of the Public**
 - Define the role of the public in the two rail proposals (technical & policy committees, formal opportunities for input)
 - Define the oversight role of the MPOs, local government, and others in both proposals
 - Identify specific methods to build project advocacy through expanded public participation

Scope for Project Development Evaluation of South Florida East Coast Corridor Study (SFECC) and SFRTA Fast Start Plan

The purpose of this Scope of Services is to conduct a high-level evaluation/comparison of the two project development approaches (FDOT's SFECC Federal Process versus SFRTA's Fast Start Plan) under consideration by South Florida Transportation Partners.

TASK 1. DATA COLLECTION AND REVIEW

HDR will obtain data from the Broward, Palm Beach, and Miami-Dade MPOs, the SFRTA, FDOT and the Treasure Coast Regional Planning Council. It is assumed by HDR that the information listed below will be provided through the Broward MPO. HDR staff will conduct phone interviews with staff members of the Broward, Palm Beach, and Miami-Dade MPOs, the SFRTA, FDOT and the Treasure Coast Regional Planning Council to determine goals and objectives and specific priorities to be applied in evaluations and to obtain clarification regarding any data provided as needed. HDR will prepare a summary of the information listed below and identify key differences in the two projects as proposed by FDOT and SFRTA under the South Florida East Coast Corridor AA and the SFRTA proposed Fast Start plan, respectively.

- **Overview of Conceptual Service**
 - service frequency
 - number of trains
 - number of stations
 - capacity of service
 - capacity of single- vs. double-track sections (and what is the tipping point)

- **Overview of Capital Costs**
 - Rail Improvements
 - Mainline double-track portions
 - Sidings
 - Improved connections/crossings
 - Communications/signals
 - Grade crossings
 - CSX/FEC interconnections
 - Pompano (phasing – southbound initial vs. Y at build-out)
 - Northwood
 - Iris
 - Maintenance Yards/Layover Facilities
 - Station Improvements
 - Description of assumed station program (building SF, platform, parking quantity)
 - Land Acquisition
 - Station facility/infrastructure costs
 - Equipment Costs
 - Engineering, permitting, environmental

- **Overview of Operating Approach & Costs**

- Staffing – admin & crews
- Station management
- O&M costs
- Maintenance of way
- FEC corridor use fee
- Operating cost estimate
- Farebox estimates
- Local government expectations (station costs, operating costs, station O&M, public/private partnerships)
- State funding

- **Mobility Benefits**
 - Incorporation of intermodal shuttles & connections, especially east/west
 - Cost of additional special-purpose shuttles/connections
 - Capacity of Fast Start proposal vs. trips removed from roadway network
 - Capacity of SFECC phases vs. trips removed from roadway network
 - Incorporation of intermodal shuttles & connections, especially east/west
 - Cost of additional special-purpose shuttles/connections
 - Capacity of Fast Start proposal vs. trips removed from roadway network
 - Capacity of SFECC phases vs. trips removed from roadway network
 - Identification of potential station areas
 - Estimate of existing development & development potential within ½ and 1-mile radius
 - Estimate of “specialty” and “destination” uses proximate to station areas
 - Estimate of additional development potential within ½, 1-mile and proximate to station areas
 - Estimate of absorption & value of new potential development & redevelopment
 - Identification of potential private partners in potential station areas to share station capital & O&M costs, branding potential

Deliverable: A technical memorandum summarizing data and information provided by the Broward MPO, and identifying key differences in the two approaches for Commuter Rail on the FEC Corridor in southeast Florida. The technical memorandum will also provide a general overview of both projects and their respective development approaches, including development of an integrated, high level (major task) project schedule under each approach. All deliverables will be provided in electronic format.

Hours: 26

TASK 2. RISK ASSESSMENT OF FEDERAL AND NON-FEDERAL PROJECT DEVELOPMENT APPROACHES

Within the given timeframe and anticipated resources for this evaluation, HDR proposes to base its evaluation of the two project development approaches primarily on a risk assessment approach. While some of the specific questions/issues provided by the Broward MPO will be addressed in our evaluation, an assessment of risks associated with each project development approach appears to have more potential benefit in terms of the broad decision of which project development approach offers more benefits and/or more potential for success.

HDR is proposing this risk assessment approach in part because of the existing level of project development, and the fact that the projects that would result from either of the two project development approaches are highly similar to each other. A point-by-point/side-by-side comparison of the projects may not yield enough meaningful differences on which to base a decision regarding project development approach – pursue federal funds or a State/Local driven public-private partnership.

An important issue that decision-makers should be mindful of is local funding. For either project development approach, local funding will be needed for operations, and some portion for capital costs. At this point, it would appear that the operations costs would be essentially the same regardless of whether the project is funded federally or through a locally driven public private partnership.

FTA looks for, and is mindful of, the local capacity and commitment to fund the operations for projects for which it provides capital funding. Recently, FTA indicated that it would not fund a light rail project in the Detroit area, because of its concerns over the local commitment and capacity to fund light rail operations. FTA did indicate its support for a bus rapid transit project with lower operating costs within the fiscal capacity of the sponsoring entities.

Local funding of operations would be needed for a public-private partnership as well. It is highly unlikely that revenues from fares would be sufficient to provide all of the capital and/or operating funds that would be needed to attract viable private partners.

Also, regardless of the project development approach, dialogue and negotiations with the FEC will be required regarding fee for operating rights, and other rights and obligations of the parties to the agreement. For those negotiations to be successful, HDR suggests that identification or development of an estimated operating rights fee should only be broached in the context of negotiations, not in a public policy analysis.

The risk assessment analysis would focus primarily on schedule risks and financial risks. Listed below are key issues that would be addressed in each risk category:

Schedule Risks

- FDOT SFECC:
 - FTA Project Development process
 - FTA Review and concurrence on travel demand model and forecasting
 - Review and approval of request to enter into Preliminary Engineering, Final Design, and Full Funding Grant Agreement
 - NEPA document review and approval
 - Negotiation of operating agreement, fee schedule, and cost and revenue sharing with FEC
- SFRTA Fast Start
 - Negotiation of operating agreement, fee schedule, and cost and revenue sharing with FEC

Financial Risks

- Likelihood of federal discretionary funding
 - FTA funding is discretionary and competitive
 - Re-authorization of the Federal Transportation Act may or may not include the New Starts program
 - New Starts evaluation process is likely to change

- Likelihood of state funding
- Likelihood of committed local funding, needed for:
 - operating costs – regardless of project development approach
 - local share of federal grant(s)
 - local contribution for public-private partnership
- State refusal of federal funds

The risk assessment report will also provide an overview of the following issues:

- Federal funding sources
 - §5309 – New Starts/Small Starts, Rail Modernization
 - TIGER
 - TIFIA
- State/local funding sources
 - Existing financing mechanisms & entities (e.g., CRA, DDA, special assessment district)
 - Potential
 - No enabling legislation needed
 - Enabling legislation needed
 - Adoption/implementation of local funding mechanisms by referendum or otherwise
 - Toll revenues from managed/HOT lanes
- Pros and cons of Federal vs. State processes
 - Environmental and permitting
 - Phasing
 - for funding/programming
 - implementation (some program elements federal, some non-federal)
 - Schedule
 - Design
 - Engineering
 - Construction
 - Operation
 - Procurement schedule/requirements

Deliverable: Risk assessment section of the Technical Memorandum, identifying pros and cons, and the types and degree of risks for the FDOT SFECC and SFRTA Fast Start project development approaches.

Hours: 36

TASK 3. Executive Summary

An executive summary to the Technical Memorandum, compiling and summarizing the findings of the risk assessment will be prepared.

Deliverables: Executive Summary portion of the Technical Memorandum
Draft PowerPoint presentation of findings

Hours: 32

Quality Assurance/Quality Control

Senior HDR staff members with appropriate experience will review all deliverables prior to their submittal to the Broward MPO.

Hours: 10 hours

HDR ENGINEERING

FEE PROPOSAL FORM - SFECC VS FAST START COMMUTER RAIL IMPLEMENTATION OPTIONS

Classification	Name	Loaded Hourly Rate	Hours/Task					Lump Sum Fee
			Task 1	Task 2	Task 3	Task 4	Total	
Principal	David Vozzolo	\$307.64	0	0	0	8	8	\$2,461.16
Chief Planner	Reed Lee	\$278.50	24	32	28	0	84	\$23,394.00
Senior Transit Planner	Cindie Whitehead	\$208.43	2	4	4	2	12	\$2,501.11
TOTALS			26	36	32	10	104	\$28,356.27
							Technology Charge Expense (\$3.7/HR)	\$384.80
							TOTAL LUMP SUM FEE	\$28,741.07

Reed Lee – Chief Planner

Dr. Reed Lee brings more than 20 years of wide-ranging transit and environmental planning experience including development of system plans, corridor studies/Alternatives Analysis, site location studies for intermodal and maintenance facilities, and extensive NEPA documentation experience. He is experienced in and knowledgeable of the FTA's project development and New Starts processes. He has demonstrated the ability to manage complex studies and multiple projects simultaneously, and to guide projects to approval. He is effective in working with federal, state, regional, and local agencies, and local communities to move projects forward.

Relevant Project Experience

City of Fort Worth, Fort Worth Modern Streetcar Planning and Design, Fort Worth, TX. Planning Task Manager. Leading the planning effort for selecting an alignment and defining the first phase for the development of the City of Fort Worth's streetcar system.

Hampton Roads Transit, Alternatives Analysis/Draft EIS for Extensions, Virginia Beach, VA. Deputy Project Manager. Responsible for Alternatives Analysis of the extension of Hampton Roads Transit's light rail service to Virginia Beach.

San Bernardino Associated Governments, Redlands Passenger Rail Project, San Bernardino, CA. Alternatives Analysis Manager. Leading the development and preparation of an alternatives analysis for the San Bernardino Associated Governments in a nine mile corridor from San Bernardino to Redlands. Alternatives under consideration include diesel multiple units (DMU), light rail and extension of existing Metrolink (commuter rail service). In order to meet the agency's goal of quicker implementation, led the development of the Redlands Corridor Strategic Plan, a phased implementation of capital and service improvements.

State Of Louisiana Dept Of Transport, Rail Program Financial Report, LA. HDR will research, identify, and discuss alternative sources of financing for Freight and Passenger Rail Transportation Systems in Louisiana. The study will address alternative means of financing for costs/expenses associated with passenger rail operations, maintenance, equipment, rolling stock, and costs/expenses associated with improving freight and/or passenger rail corridors. The study will also provide an analysis of the prioritization method for funding projects.

Non-HDR Project Experience

Regional Transportation District (RTD), FasTracks, Denver, CO. Planning Manager. FasTracks is a multi-billion dollar program for expansion of RTD's light rail system and includes planning, design and construction of commuter rail and bus rapid transit (BRT) projects. Responsibilities include participation in the FasTracks Environmental Resource Group, preparation of NEPA documents, coordination of a program-wide implementation of quiet zones for over 70 at-grade crossings in cooperation with Federal Railroad Administration, Colorado Public Utilities Commission, Union Pacific and Burlington Northern Santa Fe railroads, local governments, and the Planning Project Manager for the US36 BRT project.

El Paso Metropolitan Planning Organization, Transit Corridor Feasibility Study, El Paso, TX. Project Manger. Transit corridor feasibility study to identify and define transit corridors in El

Paso Metropolitan Planning Organization region, develop and evaluate transit technologies and alignments, and provide recommendations for transit improvements. The study explored the application and appropriateness of a variety of travel modes and congestion management measures. The project recommendation described integrated, multi-modal strategies that address projected short and long-term travel needs within primary travel corridors.

Florida Department of Transportation, Central Broward East-West Transit Analysis, Fort Lauderdale, FL. Deputy Project Manager. An alternatives analysis project which included the development and evaluation of several alignment and operational alternatives including fixed guideway within an expressway right-of-way and mixed traffic operations on arterial streets. Following preparation of a technology assessment, modes under consideration have focused on bus rapid transit and light rail. The recommended Locally Preferred Alternative was adopted by the Broward MPO in April 2005.

Miami-Dade County, Transit East-West Corridor, Miami-Dade County, FL. Task Manager. Supported preparation of a supplemental draft environmental impact statement (S-DEIS) and preliminary engineering for extension of Metrorail service (heavy rail) from the Miami Intermodal Center (under construction) at Miami International Airport to Florida International University. The project included re-evaluation of the Locally Preferred Alternative alignment and station locations. Key role in management and preparation of the S-DEIS, station design and preliminary engineering.

North Central Texas Council of Governments, Regional Rail Corridor Study, TX. Task Manager. The Regional Rail Corridor Study (RRCS) in the North Central Texas region assessed the feasibility of future passenger rail in the corridors on regional basis. Responsibilities included the assessment of the Union Pacific corridor between downtown Fort Worth and Dallas (includes Dorothy Spur), Fort Worth and Western/Cotton Belt from Southwest Fort Worth to Tarrant County Line (Dallas-Fort Worth International Airport), Trinity Railway Express from Fort Worth to Tarrant County Line and Burlington Northern Santa Fe from Fort Worth to Crowley, Burleson, Joshua and Cleburne.

Dallas Area Rapid Transit, Southeast Corridor Major Investment Study, Dallas, TX. Project Manager. Evaluated multi-modal alternatives to improve mobility in the southeast quadrant of Dallas County. The alternatives evaluated included busways, high occupancy vehicle lanes, light rail transit, commuter rail and TSM/TDM improvements with the final recommendation of a light rail alignment. The study included extensive public and agency involvement through three work groups, public meetings, a charette, newsletters, and web site. Analysis included travel demand modeling for special generators including Baylor Hospital, Fair, Park, and Deep Ellum entertainment areas and assessment of economic development impact as criteria for alignment selection.



David Vozzolo - Principal

Mr. Vozzolo joined HDR in 2006 and has held numerous key transit planning and project management positions in both the public and private sectors since beginning his transit career in 1979. Mr. Vozzolo is recognized as a national leader in planning and development of rail and bus transit capital projects, with an emphasis on integration of transit and land use planning, transit-oriented development, and innovative project delivery. He currently is Vice Chair of the American Public Transportation Association (APTA) Major Capital Investment Subcommittee and active with other industry organizations on transit policy.

Mr. Vozzolo served in the Federal Transit Administration (FTA) from 1996-2006, including appointment as Deputy Associate Administrator for the Office of Planning and Environment. David was responsible for oversight and management of the New Starts program, as well as for direct oversight of planning staff on project development and environmental reviews of proposed projects nationwide. As Deputy Director of FTA Lower Manhattan Recovery Office from 2002-2004, Mr. Vozzolo established new FTA Office directly responsible for administration and oversight of \$4.55 billion of federal funds for major transportation infrastructure projects to aid recovery and reinvestment in Lower Manhattan following the 9-11 Terrorist Attacks.

Relevant Project Experience

Washington DC District Department of Transportation, Streetcar Program Management, Washington, DC. Program Director. Overseeing Program Management Team for development and implementation of 37-mile streetcar program phased to serve different neighborhoods in the City. The Team is responsible for Program Management, Planning and Project Development, Operations, Financial Planning, Legal Counsel, Strategic and Project Communications, Governance and Management, and Procurement.

New Orleans Regional Transit Authority, Streetcar Extensions Planning and Project Development, New Orleans, LA. Project Principal. Overseeing of planning, FTA Alternatives Analysis, Preliminary Engineering and NEPA Environmental Assessment for proposed streetcar extensions, coordination with elected officials and community organizations, and technical direction addressing FTA Small Starts requirements and procedures. Successfully secured \$45 million in federal TIGER funds for initial segment.

Hampton Roads Transit, Virginia Beach Transit Extension AA/DEIS and Naval Station Norfolk AA, Norfolk-Virginia Beach, VA. Program Director. Overseeing consultant effort in completion of Alternatives Analysis and Draft Environmental Impact Statement for potential extensions of light rail system to serve the City of Virginia Beach as well as Naval Station Norfolk. Project is seeking FTA New Starts funds.

City of Tucson Department of Transportation, Tucson Modern Streetcar Project, Tucson, AZ. Senior Advisor. Guidance and FTA coordination on completion of FTA Alternatives Analysis and NEPA Environmental Assessment and related project delivery. Successfully secured \$63 million in federal TIGER funds for project.

Urban Circulator Projects, Multiple Nationwide Locations. Senior Advisor. Provided guidance on transit planning, environmental reviews, financial plans, Federal programs, and project



delivery for projects in Miami, FL; Orlando, FL; Columbus, OH, Sacramento, CA; Madison, WI; Albuquerque, NM; and Austin, TX.

Rhode Island Public Transit Authority, Providence Metro Transit Enhancement Study, Providence, RI. Project Principal. Completed evaluation of enhanced transit services within and between Providence and the surrounding metropolitan area, including analysis of costs and benefits of a range of transit solutions. Presented short-term transit improvements and longer-term alternatives, including downtown streetcar/circulator project.

City of Cincinnati Department of Transportation, Streetcar Feasibility Study and Project Development, Cincinnati, OH. Program Manager. Completed feasibility study of downtown streetcar/circulator project. Currently member of design-build team delivering streetcar project serving downtown Cincinnati, Over-the-Rhine neighborhood.

Houston Metropolitan Transit Authority, Metro Solutions II, Houston, TX. Senior Advisor, particularly on funding and financing. HDR serves as the general planning consultant for Houston METRO, responsible for project management, technical documentation, including travel demand forecasts, long range service planning, development of, as well as Federal New Starts documentation and financial plans.

Phoenix Valley Metro Rail, AA/DEIS and Planning Support Services, Phoenix, AZ. Project Principal and Senior Advisor. Providing guidance for Metro staff and stakeholders on planning, environmental review and financial programming for transit system extensions, including guidance on Federal programs. HDR providing transportation system planning beyond the 57 mile light rail transit system under development, including: I-10 West High Capacity Transit alignment study; analysis of proposed Tempe, Mesa, Glendale and Central/South Mountain corridors; and, a 20 year capital program for the LRT system.

Minneapolis Metropolitan Council, Environmental Services for Central Corridor Light Rail System, Minneapolis, MN. Senior Project Advisor. Responsible for providing technical and policy guidance on project development, environmental review, and Federal programs and requirements. HDR is completing NEPA environmental review on Central Corridor light rail project in Preliminary Engineering phase, pursuing FTA New Starts funding.

Los Angeles Metropolitan Transportation Authority, Expedited Project Delivery, Los Angeles, CA. Project Manager. Supporting LA Metro management and staff in short- and long-term improvements to planning, environmental review and project development procedures to expedite project delivery of a program of major transit infrastructure projects.

Transit Authority of River City TARC, Support Regional Transportation Plan and Downtown Transit Plan, Louisville, KY. Project Manager. HDR supported TARC and local officials in addressing fiscal constraint issues to complete an acceptable Regional Transportation Plan and a strategic regional transit plan for TARC. HDR supported completion of the application for the US Department of Transportation (USDOT) Urban Partnership Program, particularly focusing on transit elements.



Cindie Hernandez-Whitehead – Senior Planner

Ms. Hernandez Whitehead has 20 years of experience working in the transit industry. She has spent most of her career working in the Finance departments of two transit systems. Budget and Long Range Financial Planning for transit have been the backbone of her work experience. In addition, she has spent some time overseeing the service planning, route development, human resources, procurement, information technology, customer service, and paratransit eligibility functions in the transit systems.

Relevant Project Experience

Central Florida Commuter Rail Fare Collection Study, Orlando, FL. Senior Analyst. HDR developed a fare policy plan for the starter commuter rail system in Central Florida. A component of this task was to develop the technical specifications for the fare collection system for the commuter rail system. This included evaluating the different technologies and recommending the most efficient system for the client.

Long Range Transit Plan, Tampa, FL. Financial Planner. HDR is working with the HART staff on the development of a needs plan and a fiscally constrained long-range financial plan. This includes the development of costs estimates for operating and capital and identifying and evaluating non-traditional revenue sources to meet the needs of the agency.

Dallas Area Rapid Transit (DART) General Planning Consulting Services, Dallas, TX. Financial Planning. This is a multi-year contract issued by DART to assist their Planning Department with technical expertise and support beyond their current staff capabilities. HDR is a primary subconsultant to URS (formerly Lopez Garcia Group). HDR currently has two task orders for services. The first is for a Dallas Downtown Streetcar study. HDR has roles in project management, governance options and financial plan development. As of August 2008, streetcar alignment options are being studied. The second effort, begun in late 2007, is supporting the DART TOD/Economic Development group in formulating development guideline around DART rail stations. This is an ongoing effort.

Louisiana Dept of Transportation, Baton Rouge to New Orleans Passenger Rail Study, New Orleans, LA. Senior Analyst. HDR will develop an economic analysis, a business plan, engineering designs, and a transportation plan that satisfies the requirements of the Federal Railroad Administrations (FRA) Railroad Corridor Transportation Plans, A Guidance Manual. The key element was to assess the feasibility of linking New Orleans and Baton Rouge by rail in a way that will be largely self-sustaining in financial terms, once the initial capital costs have been incurred. This requires the development and analysis of one or more operating concepts that are based on market competitive strategies which have the potential to attract riders away from other forms of transportation in sufficient numbers to minimize system operating costs.

Maricopa Association of Governments, MAG Regional Transit Framework Study, AZ. Cost Analysis Manager. HDR is responsible for overseeing operating and capital planning, public involvement, and the development of financial projections. The purpose of the study is to assess long range demand for public transit service in Maricopa County, Arizona, an area that is home to nearly four million people. Transit demand is being measured through two methods: the regional travel demand model and an off-model Geographic Information System services



(GIS)-based analysis. Long range transit operations and capital recommendations will be developed through year 2030, with consideration for longer term recommendations up to year 2050. The results of the study will be forwarded for inclusion in the state long range transportation plan and may serve as the basis for a future transit funding initiative.

MRCOG, Service and Financial Plan for the Mid-Region Transit District. Financial Planner. HDR was responsible for analyzing potential demand for expanded public transportation services and developing three alternative transit operating and capital plans. The alternative plans were developed through an analysis of transit related characteristics such as land-use and development patterns, demographics, and socio-economic variables. Detailed financial estimates were developed for each alternative plan based on personnel requirements (bus operators, service technicians, etc.), unit costs for capital facilities and vehicles and service operations characteristics (revenue miles\hours, deadhead miles\hours, peak vehicles in service, etc.). Voters approved a funding measure in November 2008 to support the transit operations and capital investments identified in the plan.

Sarasota County BOCC, Continuing Transit Engineering Services, Sarasota, FL. Financial Planner. HDR is overseeing completion of an alternatives analysis for a proposed 9 mile Bus Rapid Transit corridor including: definition of alternatives; public outreach and stakeholder involvement; evaluation of costs, ridership, community and economic development benefits, and transportation and environmental impacts of the proposed project; and, completion of a financial plan. Following completion of technical analysis and evaluation of alternatives, local officials will select a preferred alternative and alignment. Current plans call for submittal of required documentation to the Federal Transit Administration (FTA) for consideration of project advancement and funding as a "Small Starts" project.

South East Texas Regional Planning Commission, Transit Development Plan. Financial Planner. HDR is developing a transit plan to improve service and productivity in the Jefferson, Orange, and Hardin Tri-County area. The project will enhance service, meet environment objectives, fit within the financial needs of a constrained budget and identify new funding sources to help finance and maintain an improved system. A comprehensive service review will be completed that will identify areas where routes can be eliminated, shortened or merged to reduce duplicated or underused resources.

Transit Authority of River City, Support Regional Transportation Plan and Downtown Transit Plan, Louisville, KY. Senior Analyst. HDR is providing policy and technical support to the Transit Authority of River City (TARC) to address transit funding policy issues and initiatives with regional organizations and decision makers. HDR is assisting TARC in preparing a fiscally constrained strategic plan by identifying alternative funding sources, taking into consideration, local and state policy issues.

Capital Metropolitan Transit Financial Plan Development, Austin, TX. Chief Financial Officer. Ms. Hernandez Whitehead developed a financial plan that allowed for the implementation of commuter rail in Austin without the use of federal funds. She prepared multiple scenarios in support of the All Systems Go! initiative. All Systems Go! included the implementation of commuter rail in addition to an increase in bus service that would support the expected growth for the Austin area over the next 20 years.



HNTB Scope of Work: Analysis & Evaluation of FDOT's South Florida East Coast Corridor Transit Analysis (SFECCTA) Study and SFRTA "Fast Start" proposals

Firm Name: HNTB Corporation

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SCOPE OF WORK

HNTB Scope of Work: Analysis & Evaluation of FDOT's South Florida East Coast Corridor Transit Analysis (SFECCTA) study and SFRTA "Fast Start" proposals (SFRTA proposal)

Scope of Work

The purpose of this proposal task is to identify the best elements of the SFECCTA and the SFRTA proposals and provide general comments on the potential for implementing passenger rail service along the South Florida East Coast Corridor (SFECC) from Jupiter to Downtown Miami.

HNTB will coordinate the following tasks in coordination with the Treasure Coast Regional Planning Council (TCRPC), the regional Metropolitan Planning Organizations, the South Florida Regional Transportation Authority, and the Florida Department of Transportation as may be required.

Task A: Identify Relevant Measures for Investment Decisions

The lifecycle of transit projects includes four phases: planning, design, construction, and service and maintenance. HNTB will identify relevant measures under each phase that are strengths of each plan. HNTB will review cost and schedules for the different phases in each. Currently both projects are in the planning phase. Examples of a few relevant measures are included below:

1. Planning Phase
 - 1.1. Estimated effort for completing the remaining planning tasks
 - 1.2. Estimated time for completing the remaining planning tasks
2. Design Phase
 - 2.1 Cost of design (Engineering, permitting and environmental documentation)
 - 2.2 Schedule for design (Engineering, permitting and environmental documentation)
 - 2.3 Availability of funds
3. Construction Phase
 - 3.1. Estimated Capital Costs
 - 3.1.1. Cost of double-track portions
 - 3.1.2. Cost of improved connections/crossings (Pompano, Northwood, Iris)
 - 3.1.3. Cost of waterway crossings, communications/signals, grade crossings, maintenance yards
 - 3.1.4. Cost of station Improvements including estimates of land acquisition
 - 3.1.5. Equipment costs (rolling stock)
 - 3.2. Construction Schedule
4. Service and Maintenance
 - 4.1. Performance
 - 4.1.1. Service Frequency
 - 4.1.2. Number of Vehicles (Capacity)
 - 4.1.3. Number of Stations (Access)
 - 4.2. Estimated Operations and Maintenance Costs
 - 4.2.1. Gross Costs
 - 4.2.2. Farebox and Other Revenue
 - 4.2.3. Net Cost

Task B: Review of Studies

HNTB will conduct a review of the latest SFECCTA study and the SFRTA proposals. TCRPC will gather and compile information regarding the proposals and HNTB will have the ability to interview the respective FDOT and SFRTA staffs for further information and clarification. HNTB will not develop new information.

HNTB will note any differing baseline assumptions that were developed for each proposal that could impact a truly comparable analysis of the options being considered. HNTB will also determine if there are “fatal” flaws with any assumptions developed within the differing proposals. Existing Rail simulation files may be reviewed as applicable.

Task C: Identification of Implementation Opportunities Common to Both Proposals

HNTB will seek to identify the best elements of both proposals that could potentially be considered to implement passenger service. HNTB is aware that the region is interested in maximizing all funding opportunities for implementation of passenger rail service along this lengthy and varied 85 mile corridor. Therefore, the intent will be to identify common elements in the proposals that would not preclude federal, state and local participation now or in the future.

HNTB will summarize the common elements and strengths of each proposal.

Task D: Technical Memorandum

HNTB will summarize the results in a Technical Memorandum and prepare an executive summary for key decision makers. The technical memorandum will include identified elements from both plans. HNTB will assist with presentation preparation and attend meetings as requested.

The estimated time frame for this assignment is 60 days from Notice to Proceed issuance. The level of detail in this work will be Executive Summary type of information and presentation. HNTB looks forward to a more detailed discussion regarding the anticipated scope of work and deliverables.

COST ESTIMATE

COST ESTIMATE (by task)

Analysis & evaluation of FDOT South Florida East Coast Corridor Study and SFRTA "Fast Start" proposals

TASK	Gene Skoropowski PM	Adrian Share QA/QC	Odalys Delgado Senior Planner	Jitender Ramchandani Transportation Planner	Total
A. Identify Measures for Decision Making	4	4	8	8	24
B. Review of Studies	24		8	8	40
C. Implementation Commonalities	8		8	8	24
D. Technical Memorandum	8	4	8	20	40
Total Hours	44	8	32	44	128

TASK	Gene Skoropowski	Adrian Share	Odalys Delgado	Jitender Ramchandani	Total
Loaded Hourly Rate	\$297.66	\$370.04	\$234.09	\$122.73	

A. Identify Measures for Decision Making	\$1,190.64	\$1,480.16	\$1,872.72	\$981.84	\$5,525.36
B. Review of Studies	\$7,143.84	\$0.00	\$1,872.72	\$981.84	\$9,998.40
C. Implementation Commonalities	\$2,381.28	\$0.00	\$1,872.72	\$981.84	\$5,235.84
D. Technical Memorandum	\$2,381.28	\$1,480.16	\$1,872.72	\$2,454.60	\$8,188.76
Total Project Cost					\$28,948

RESUMES

EUGENE SKOROPOWSKI

Director of Rail and Transit Services

Gene Skoropowski has more than 42 years of experience in the rail and transit industries. He serves as passenger rail services director for the Southeast Division. In this role, Gene is responsible for serving clients of HNTB's passenger rail services and providing management and technical services for the firm's current and future projects in the southeastern states. Gene recently shepherded activities for the Florida High Speed Rail (HSR) program, including design criteria, operational criteria, safety and security, risk management, as well as coordination with the Federal Railroad Administration (FRA). Before joining the HNTB team, Gene spent nearly 10 years with the Capitol Corridor Joint Powers Authority (CCJPA) and ultimately served as managing director. During his time, Capitol Corridor had become the third busiest route in the national Amtrak system with more frequent service than any route outside the Northeast Corridor and the best "on-time" performance at 93%, of any Amtrak corridor.

For 10 years prior to joining the CCJPA, Gene was director of rail projects for Fluor Corporation, where he managed rail construction and operations projects in Los Angeles (MetroRail) and Florida High-Speed Rail (Florida Overland eXpress), as well as international public-private partnership. Gene led Fluor's successful 25-year franchise proposal to design-build-operate-maintain all track, signals and other related infrastructure for the HSL Zuid project in the Netherlands. Based upon Gene's experience on high-speed rail projects and his management of what is regarded as the nation's most successful intercity passenger rail service, Governor Arnold Schwarzenegger appointed Gene to the five-member California High-Speed Rail Peer Review Commission. Gene served 10 years as assistant general manager of the Philadelphia regional transit system and was chief railroad services officer for Boston's sprawling commuter rail system for five years. While practicing as a private architect and planner, he also served six years on the Boston transit system's budgetary board and regional planning commission.

He is a founding member of the American Public Transportation Association Commuter Rail Committee and is a current member of the APTA High-Speed/Intercity Rail Committee and Legislative Committee. He is also a member of the Intercity Rail Working Group supporting the National Commission Study on Transportation Policy and Investment submitted to Congress in 2008.

EUGENE SKOROPOWSKI

Firm

HNTB Corporation

Education

B.S. Architecture
Catholic University of America
School of Architecture & Planning,
1967

Professional Affiliations

American Public Transportation
Association
APTA Commuter Rail Committee
APTA High Speed/Intercity Rail
Committee and Legislative
Committee
States for Rail Passenger Coalition
Intercity Rail Working Group
Sacramento Metro Chamber of
Commerce
American Institute of Architects

Hire Date with HNTB

December 2009

Years of Experience with other Firms

42

Additionally, Gene was the recipient of 2005 W. Graham Claytor, Jr. Award given annually by Railway Age Magazine for Distinguished Service to Passenger Transportation, on October 19, 2005, Washington, D.C.

Relevant project experience includes the following:

Capitol Corridor Joint Powers Authority (CCJPA), Oakland, CA - Managing Director/Executive Manager for what has now become the United States' third busiest Amtrak route. Capitol Corridor service is operated by Amtrak under an annual \$52 million contract, rolling stock is owned by the State of California, and trains operate on Union Pacific Railroad. Responsibilities included managing a dedicated, professional railroad staff for budgets, schedules, operations, equipment maintenance, engineering, capital programs, finance and planning, and marketing. In 10 years the Capitol Corridor service increased 300% (from eight daily trains to 32 weekday/22 weekend-holiday trains), riders increased nearly 300% (from 463,000 to 1,730,000), revenue increased 274% and ratio of revenue-to-cost improved from 29% to 55% from fares. Negotiated the Master Track Access and Engineering Design Agreement and the Master Construction and Maintenance Agreement with Union Pacific Railroad (\$100 million), and completed four major capital construction projects with Union Pacific to increase capacity and reliability with state-provided capital funding. Results show that operating subsidy funds have been flat for seven consecutive years, frequency of service is higher than on any route except the North Corridor and on-time service performance to riders is now averaging 93% or better, with Union Pacific performance at 98-99% on-time. Capitol Corridor is now the best performing intercity passenger corridor in the country, and significantly better than Amtrak's own Northeast Corridor service, including the Premier Acela Express service. (August 1999 - November 1999)

EUGENE SKOROPOWSKI

Fluor Corporation, Aliso Viejo, CA - Director of Rail Projects who managed various rail construction and operations projects, including MetroRail in Los Angeles, Florida Overland eXpress (FOX) in Florida; a public-private partnership for TGV high speed rail service, CP Railway assorted rail projects in Canada; passenger concourse at Montreal's Windsor Station/new forum, the Ottawa's O-Train; BMI project that is now AMT's commuter network, and various rail projects in London and Amsterdam. Shepherded Fluor's successful 25-year franchise proposal to design-build-operate-maintain (DBOM) all track, signals and other related infrastructure for the HSL Zuid project in the Netherlands, which continued the TGV-type Thalys high speed trains from Paris and Brussels to Amsterdam. Construction was completed on schedule and on budget. (March 1991 - August 1999)

Southeastern Pennsylvania Transportation Authority (SEPTA), Philadelphia, PA - Assistant General Manager responsible for managing finance and budgets, fares, operations planning, schedules, development and real estate. Active participant in capital programming of investment/construction projects. Recruited to SEPTA as part of the expanded SEPTA management team assembled to plan and implement the takeover of all commuter rail service from Conrail by SEPTA employees,

which was successfully completed. Instrumental in implementing the first design-build rail transit project, Fraser Shop and New Rail Rolling Stock. (January 1982 - March 1991)

Massachusetts Bay Transportation Authority (MBTA) Railroad Operations Division, Boston, MA - Chief Railroad Services Officer responsible for contract service with the Boston & Maine Railroad, contracts with communities outside the MBTA District and the States of Rhode Island and New Hampshire. Initiated extended service to Haverhill, Fitchburg and Gardner, MA; and Nashua, Manchester and Concord, NH. Responsible for operations planning, schedules, fares and customer service. (April 1977 - January 1982)

Boston Architectural Team, Inc., Boston, MA - Registered Architect/Partner who served as project manager, construction inspector and finance officer of the firm. Member of MBTA Budgetary Board, representing the City of Melrose, MA, and an active member of the Commuter Rail Committee of the MBTA Advisory Board. (April 1970 - April 1977)

George L. Garfinkle & Associates and Henry Harding Menzies and Associates, Boston, MA - Intern graduate architect in Boston for affiliated architectural offices. Project architect, project manager and construction inspector. (June 1967 - April 1970)

American Public Transportation Association (APTA), Washington, DC - Founding Member of the commuter rail committee; member of the high speed and intercity rail committee; member of intercity and commuter rail joint legislative subcommittee; and member of legislative committee.

EUGENE SKOROPOWSKI

ADRIAN SHARE, PE

Senior Project Director

Adrian Share is a senior project director and manager for HNTB's Lake Mary office. He has 28 years of experience in the transportation industry in various leadership capacities. His background includes leading major projects in highway and bridge design, rail, transit and aviation. His involvement has been through the full project life cycle from planning through construction inspection.

Adrian also has considerable expertise with alternative contracting methods. He has led the Florida Institute of Consulting Engineers' Alternative Contracting subcommittee for several years, and he is the past-president of the Florida chapter of the Design-Build Institute of America, which he helped found.

Relevant project experience includes the following:

Florida High Speed Rail, Florida Rail Enterprise, Statewide, FL - Program Manager who assisted the Florida Department of Transportation (FDOT) in its application process and related activities associated with the strategic vision for high speed rail(HSR) that was initiated in early 2009. Developed strategies and supportive materials for the Track 1B application (Orlando-Miami planning) and Track 2 application (Tampa-Orlando-Miami implementation) to the federal government for potential funding for high speed rail. His knowledge and more than a decade of history with high speed rail in Florida has been a great asset in assisting the client on all aspects of this program. Directed the development of a comprehensive set of documents and graphics used to prepare FDOT's application, including environmental, ridership forecasting, cost estimating, economic benefit and carbon reduction assessment, and management and operations. Assisted FDOT with the development a high speed rail industry forum, attended by more than 500 individuals and assisted with follow-on meeting with industry leaders to help FDOT craft the proper approach to this program. (2009-Present)

US High Speed Rail, US -Assisting with high speed rail initiatives. Advised on all aspects of the progressive advancement of high speed rail, from incremental regional HSR programs (e.g. Connecticut) to HSR express in Florida and Texas. (2009-Present)

SR 46 Lake Jesup Bridge Replacement Design-Build, FDOT District 5, Seminole and Volusia Counties, FL - Project Director who served as the for this award-winning \$38 million design-build project. The project involved the replacement of a 500-foot long obsolete bridge with a 3,740-foot structure in the environmentally sensitive region where the St. Johns River intersects with Lake Jesup. (2008-Present)

SR 417 South Extension Concept Development and Evaluation Study, Orlando-Orange County Expressway Authority (OOCEA), Orange, Osceola

ADRIAN SHARE, PE

Firm

HNTB Corporation

Education

M.B.A.,
Northeastern University, 1990
B.S., Civil Engineering
Tulane University, 1982

Professional Registrations

Professional Engineer - Florida
(1999)

Professional Affiliations

Florida Institute of Consulting Engineers, FDOT Liaison Committee
American Public Transit Association, Intercity Passenger and High Speed Rail Committee

Florida Engineering Society Chair of Alternative Contracting Sub-Committee of the Florida Institute of Consulting Engineers Transportation Committee;

Design-Build Institute of America, Florida Chapter, Past-President and Founder

Hire Date with HNTB

July 2010

Years of Experience with other Firms

27

and Polk Counties, FL - Project Principal for this corridor feasibility study, including a 40-mile preliminary assessment in Osceola County. Used its Alignment Alternative Research Tool (AART) to assist with the screening of alternatives. Project costs are close to \$1 billion. (2006-2008)

I-75 Express Toll Lanes, Southwest Florida Expressway Authority (OOCEA), Lee and Collier Counties, FL - Project Principal/Advisor who provided general consultant services to the SWFEA and implemented the public involvement elements. This project involved performing a traffic and revenue study and conceptual design for a 35-mile widening of I-75 to accommodate six express toll lanes. (2006-2008)

Florida High Speed Rail Authority - Program Manager for the Authority's general consultant, providing overall program management services for this statewide effort. The work focused on the initial leg of the project between Tampa and Orlando, a \$2 billion project. Oversaw all environmental work for the project and developed all the request for proposal (RFP) documents for the Design-Build-Operate-Maintain and Finance (DBOM&F) contract. The project terminus in Orlando is at the Orlando International Airport (OIA), where an inter-modal station was planned. Negotiations and preparation of the DBOM&F contract were advanced significantly with the selected vendor. Led the efforts for this project with careful consideration for the political sensitivities and controversy that surrounded it. Served as primary spokesperson for the firm at all FHSRA board meetings, which were widely attended and publicized. (2001-2004)

ADRIAN SHARE, PE

Orlando International Airport Intermodal Center, FDOT District 5, Orlando, FL- Project Principal for this project which consists of early development of an intermodal center at OIA as part of the Strategic Intermodal System (SIS) promoted by FDOT. Involved in the early stages of development of this project. (2002-2004)

Orlando International Airport, Greater Orlando Aviation Authority, Orlando, FL- Project Principal for several assignments at OIA. Designed many of the infrastructure improvements in recent years at Orlando International Airport, including the Mid-Crossfield Taxiway Improvements, Parking Lot Green, South Access Road widening and preparation of design-build criteria documents for a people mover to connect the existing North and proposed South terminal of OIA. (1999-2004)

Tren Urbano, Carolina Extension, San Juan, PR - Project Principal for this assignment in which his firm worked with a local consultant in San Juan to assist them with the development of the environmental documents for the expansion of the Tren Urbano rail system. Provided tunnel engineering, systems, and coordination with Federal Transit Administration (FTA) for the project. Construction cost for the expansion was \$800 million. (2002-2004)

Miami-Dade Transit Authority, Miami-Dade County, FL - Technical Advisor to team that led the development of the environmental impact statement (EIS) for the North Corridor Extension, a project with a cost of more than \$100 million. Gained exposure to many local officials and county staff and helped position the firm for significant future assignments that were part of

the people's transportation plan. Provided specific advice in the use of design-build for projects. Won the largest design corridor in the program, the East-West extension, with a design contract value of more than \$30 million. Developed the strategy that helped position the firm to win this assignment. (2002-2004)

Hathaway Bridge Design-Build, FDOT District 3, Panama City, FL- Project Director for this \$80 million design-build bridge project in Panama City. Engineer of record as part of a design-build team with Granite Construction Company. The project had many innovations, including the largest segmental boxes ever built in North America and the largest cylinder piles ever used in Florida. (2002)

MDX Flyover Bridge Design-Build, Dade County, FL- Project Director for this roadway and bridge design-build project in Miami's Dade County. At the time of award, this was the largest project ever let by MDX at \$30 million. The project set the stage for the later extension of SR 836 to the west. The Flyover included major complex structures, coordination with several agencies including Florida's Turnpike Enterprise, and a high aesthetic standard developed by MDX. (2003)

I-4/SR 408 Interchange, City of Orlando, Orlando, FL - Project Principal and member of the executive committee that oversaw this major design effort in downtown Orlando. This project consisted of the final design of an interim improvement, and preliminary planning for the final build-out of a major interchange. The interim project had an estimated construction cost of more than \$100 million. (2004)

"Big Dig" Central Artery/Tunnels Section D017A, Boston, MA - Adrian spent most of his tenure in the Boston office of his former firm in progressively responsible roles for this project, part of Boston's "Big Dig." The D017A section consisted of a one-mile long, \$1 billion tunnel project through downtown Boston that became the new I-93, replacing an existing viaduct directly above. The project was an exceptional engineering challenge in a very dense urban environment in the heart of the tourist and financial districts. The eight-lane tunnel was designed to be constructed while the existing six-lane I-93 viaduct was kept fully operational and all city street traffic was maintained. This design project peaked with more than 150 professionals and eight different construction contracts being developed simultaneously. Served overall project manager of the project, which was performed as part of a joint venture. Managed the project and a stand-alone project office, and was fully responsible for all aspects of the project and office performance. (1989-1998)

Section D017A was a highly complex engineering project. Boston is a very old city, and as such posed a daunting challenge for constructing a new tunnel. A maze of existing utilities, old historical and fragile structures, tourist attractions, high-profile neighbors like the Federal Reserve Bank and luxury hotels, all combined to create a very complex environment. Adrian was highly effective in managing all aspects of this project, including financial performance, technical excellence, difficult negotiations, interface with the multitude of stakeholders and public officials involved in the project, and as a partner with a Joint Venture firm.

ADRIAN SHARE, PE

Central Artery - North Area, Charlestown, MA - Deputy Project Manager for this \$300 million construction project. This project served as the precursor for the much larger Big Dig project. Responsible for daily reviews of other consultants' work, interface with the federal highway administration, and performed technical research for tunnel design methodologies. (1987-1989)

Bridge Designer - Adrian spent the first three years of his career as a bridge designer.

ADRIAN SHARE, PE

ODALYS DELGADO, AICP

Principal Planner

Odalys Delgado has 21 years of experience in transportation and planning, specifically in the areas of (PD&E) studies, corridor studies, sub-area studies, traffic studies, transit planning, alternatives analysis, Metropolitan Planning Organization (MPO) planning processes, and (NEPA) documentation. Her years of experience have included both public and private sector engagements. Odalys managed the coordination of the project development and analysis process and documentation for the Tier 1 South Florida East Coast Corridor study environmental document and manages the environmental coordination process for all Miami-Dade Expressway Authority (MDX) extension projects.

Relevant project experience includes the following:

Regional Concept of Transportation Operations (RCTO), Florida Department of Transportation (FDOT) District 6, Miami, FL (56976) - Public Outreach and Planner for the development of a RCTO document for a managed lane network (MLN) in South Florida. The MLN RCTO will be a groundbreaking effort which is partially funded by FHWA's Value Pricing Pilot Program, and as such the foundational framework developed for the region is expected to serve as a model throughout the country. The RCTO will facilitate the deployment of each individual managed lanes facility as a part of an overall interconnected multi-jurisdictional network to function and operate as a seamless, region-wide network of unobstructed managed lanes utilizing variable toll/congestion pricing strategies. (11/2011-present)
Contact: Dat Huynh, PE and Rory Santana, PE, PTOE

Bridges of the Isles PD&E Study, Florida Department of Transportation (FDOT) District 4, Ft. Lauderdale FL - Project Manager for a PD&E study to replace four bridges with sufficiency ratings of less than 10 that are "contributing resources" to a potential Nurmi Isles Historic District in the City of Ft. Lauderdale. The bridges provide the only access to the Nurmi Isles. The study entailed Section 106 and 4(f) coordination, Cultural Resource Committee (CRC) meetings, development and analysis of various alternatives, including sub alternatives to the rehabilitation option, and extensive public outreach with affected communities. (06/2009 - 02/2011)

Reference: Ray Holzweiss
Phone: (954) 777-4425

General Engineering Consultant Services (GEC), MDX, Miami, FL (41450) - Principal Planner responsible for development and execution of the planning program. The program includes preparation of PD&E project cost estimates, scope of work development, procurement preparation, contract negotiations, management of PD&E consultant work in the completion of projects, updates to the long range transportation plan (LRTP), traffic analysis, and coordination with traffic and revenue consultants in the development of open road tolling (ORT) plans for the system. (08/2008 - present)

ODALYS DELGADO, AICP

Firm

HNTB Corporation

Education

M.A., Public Administration
University of Florida, 1987
B.A., Political Science
University of Florida, 1985

Professional Registrations

American Institute of Certified Planners - (1994)

Certifications & Training

Two-Week Traffic and Transportation Engineering Seminar, Northwestern University, 1998

Professional Affiliations

American Planning Association
Women's Transportation Seminar, Director

Hire Date with HNTB

August 2008

Years of Experience with other Firms

19

Client Reference: Mayra Diaz, Planning Manager

Phone: 305-637-3277

General Planning Consultant, South Florida Regional Transportation Authority (SFRTA), Miami, FL - Project Manager who is providing planning, technical, managerial and administrative efforts related to transportation studies, projects and/or activities of SFRTA. Activities include short- and long-range transportation planning (LRTP), transit facilities planning and development, alternatives analysis and major investment studies, station area/transit oriented development (TOD) and oversight, project control and management, financial planning and analysis, preparation of New Starts reports, public participation, environmental analysis, and preliminary project planning and conceptual site planning. (11/2009 - present)

Client Reference: Suzie Papillon, Transportation Manager

Phone: 954-788-7908

ODALYS DELGADO, AICP

General Planning Consultant, Miami-Dade MPO, Miami, FL - Project Manager for work order based general planning services contract. Completed an aesthetics design guidelines document for county transportation projects. Currently conducting an origin destination survey of the 95 Express bus routes, and developing an evaluation process for school crossing guards. (11/2009 - present)

Contact: Jesus Guerra

Phone: 305-375-2069

Trolley System Development, City of Miami, Miami, FL - Project Manager responsible for managing feasibility studies for five rubber tire circulators. Project included conducting travel time runs, development of cost estimates for buses and operating plan scenarios. Developed public input survey. Assisted with final feasibility report preparation. Coordinated with area organizations and stakeholders to administer survey.

Client Reference: Jose Gonzalez

Phone: 305-416-1092

Prior to joining HNTB, Odalys' project experience included the following:

South Florida East Coast Corridor Alternatives Analysis, FDOT District 4, Miami-Dade, Broward and Palm Beach Counties, FL - Deputy Project Manager/Transportation Planner for the preparation of a Tier 1 environmental impact statement (EIS) and the performance of a regional alternatives analysis for a proposed transit project. The project included developing a purpose and need document, evaluating alternate corridors in an 85-mile study area centered on the existing Florida East Coast (FEC) railway line, identifying potential alignments and technologies that would best serve area mobility needs and evaluating the environmental impacts of each alignment. The project also involved extensive public participation and coordination with the Federal Transit Administration (FTA). (11/2005 - 08/2008)

Client Reference: Scott Seeburger

Phone: (954) 777-4632

Miami-Dade County 2035 Long Range Transportation Plan Update, Miami-Dade MPO, Miami-Dade County, FL - Deputy Project Manager for the County's required 2035 update. Task leader responsible for the update

of the goals, objectives, policies and performance measures consistent with SAFETEA-LU and federal guidance. (04/2008 - 08/2008)

Bicycle and Pedestrian Plan Update, Miami-Dade MPO, Miami-Dade County, FL - Work Order Manager responsible for an update of Miami-Dade County's Bicycle and Pedestrian Plan, which was last updated in 2001. The update was performed in conjunction with the development of the Miami-Dade County 2030 LRTP. Elements of the update included facilitating public workshops; developing goals and performance measures, evaluation criteria for prioritizing projects, and educational outreach programs; and evaluating municipal bicycle and pedestrian projects for inclusion in the County's plan. (11/2007 - 08/2008)

SW 152nd Street Corridor Transportation Study, Miami-Dade MPO, Miami-Dade County, FL - Work Order Manager for a study that involved analyzing the comprehensive impacts of major land use plan amendments on traffic operations on SW 152nd Street. The study was requested by the Miami-Dade County Board of Commissioners since various major developments were being submitted for approval along the study corridor. The purpose of the study is to update the socioeconomic information in the urban travel demand model consistent with the major developments and recommend short- and long-term improvements to the corridor and surrounding area to accommodate the traffic being generated from those developments. Roadway, transit, bicycle and pedestrian improvements were all considered. (09/2007 - 08/2008)

Reference: Jesus Guerra

Phone: (305) 375-2069

Westchester Traffic Impact Study, Miami-Dade MPO, Miami-Dade County, FL - Work Order Manager for a study that involved analyzing the impacts of major transportation improvements, such as freeway extensions and other capacity projects, in a predominantly-residential neighborhood. The Westchester area is boxed in by major east-west and north-south expressways, which are being widened and extended to serve the area. The purpose of the study analyzed traffic patterns along the interior local arterials and collectors that have been impacted by recent capacity expansions. Short-term recommendations to mitigate such impacts will be proposed as part of the study. (10/2007 - 06/2008)

Reference: Wilson Fernandez

Phone: (305) 375-1886

Miami-Dade County Freight Plan, Miami-Dade MPO, Miami-Dade County, FL - Work Order Manager for the overall plan development, management and execution of an origin-destination truck survey at five locations throughout the County, including the Port of Miami. Summarized results for geocoding and analysis. (01/2008 - 07/2008)

Simulation and Analysis of a Potential Mass Evacuation of County Residents, Miami-Dade MPO, Miami-Dade County, FL - Work Order Manager for a study that involved analyzing potential transportation strategies that could be implemented should a mass evacuation of Miami-Dade County be required. The study was requested by the MPO's Citizens Transportation Advisory Committee in response to Hurricane Katrina events in New Orleans and Houston. The Miami-Dade Urban Transportation

ODALYS DELGADO, AICP

Model was manipulated to simulate a mass evacuation event, and a contra-flow strategy was tested to determine its effectiveness from a modeling perspective. Operational problems associated with the implementation of a contra-flow strategy were highlighted. Advantages and disadvantages of other strategies, such as the use of road shoulders, variable message signs, and moveable barrier walls were also outlined. (10/2006 - 06/2007)

Transit Development Program Minor Update, South Florida Regional Transportation Authority, Southeastern, FL - Transportation Planner responsible for the development of new and updated goals, objectives and performance measures for a minor update of the SFRTA's Transit Development Program. The update was required by FDOT and included a five-year capital and operating plan. (10/2006 - 06/2007)

Client Reference: Joe Quinty

Phone: 954-788-7928

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Tampa Bay Regional Transportation Analysis, Phase IX, Transit Facility Guidelines Handbook, FDOT District 7, Tampa, FL - Supervising Planner for the preparation of a transit facility guidelines handbook for FDOT and area transit agencies. The handbook included recommendations for planning and designing transit infrastructure considering street side factors, such as roadway design, traffic signals, railroad crossings, intersection design and curbside factors, such as bus stop design and location, shelter design, amenities, landscaping and lighting. The handbook also provided recommendations regarding bus rapid transit (BRT) operations, park-and-ride lot design, vehicle dimensions and TOD. The handbook received an Award of Merit from the Sun Coast Section of the Florida Chapter of the American Planning Association. (05/2006 - 07/2007)

Client Reference: Elba Lopez

Phone: 813-975-6403

Overtown/Arena Metrorail Station Area Redevelopment Environmental Assessment (EA), City of Miami, Miami, FL - Transportation Planner for the preparation of a supplemental EA to reevaluate the impacts of a public-private project in the Overtown area of Miami near a commuter rail station. The impact assessment concentrated on the social and cumulative impacts to a low-income area from a proposed transit-oriented project containing a mix of retail, market-rate housing and affordable housing units. Five alternatives were evaluated and a locally preferred alternative was identified. (05/2006 -11/2006)

Districtwide PD&E Consultant, FDOT District 6, Miami-Dade and Monroe Counties, FL - Project Manager for several assignments that involved developing PD&E scoping reports, performing travel demand modeling assignments, supervising the development of a reversible-lane project and evaluating alternative alignments for transportation improvement projects under consideration. Supervised a subconsultant responsible for public involvement activities. (11/2005 - 08/2008)

Reference: Aileen Boucle

Phone: (305) 470-5201

Miami Streetcar Alternatives Analysis (AA), City of Miami, Miami, FL - Assistant Project Manager in charge of developing an AA study for a

proposed streetcar service from downtown Miami to redeveloping areas. The study included identifying a purpose and need, assessing available technology and developing proposed alignment alternatives. A public involvement process assisted in the identification of a locally preferred alternative. The project involved coordinating work efforts with both the City of Miami and FDOT, both of which were funding agencies. Responsibilities included participating in the preparation of a preliminary engineering report and a state environmental impact statement for the project. (11/2005 - 01/2007)

Contact: Lilia Medina
Phone: 305-416-1080

Districtwide Public Transportation Consultant, FDOT District 6, Miami-Dade and Monroe Counties, FL - Project Manager for several assignments that involved developing traffic control plans for railroad crossing rehabilitation projects, developing park-and-ride lot master plans, reviewing rail extension plans and assisting in the administration of FTA Section 5310 program funds. Supervised a subconsultant responsible for performing fixed-guideway transit safety inspections, FTA Section 5310 vehicle inspections and aviation landside facility maintenance inspections. (11/2005 - 12/2007)

Contact: Ed Carson
Phone: 305-470-5255

Miami 21 Code Transportation Services, City of Miami, Miami, FL - Project Manager responsible for the provision of engineering and transportation planning services as part of the implementation of the Miami 21 plan, which is a blueprint for the City of Miami in the 21st century and beyond and involves the development of a new code to replace the City's existing and outdated zoning ordinance. The scope of services included performing site reconnaissance and assessing existing conditions, identifying existing transportation services, reviewing existing and proposed parking regulations, developing typical street sections and street improvement proposals, and participating in internal and public meetings. (11/2005 - 08/2008)

Miami Partnership Streetscapes/Gateways/Signage/Circulator Basis of Design Report, City of Miami, Miami, FL - Project Manager for the development of a Basis of Design Report (BODR) that identifies improvement needs and opportunities within the Civic Center/Health Center area in four improvement categories, which involved streetscapes, gateways, signage and a transit circulator. (11/2005 - 08/2008)

2025 Long-Range Master Transportation Plan, MDX, Miami-Dade County, FL - Transportation Planner for an update of the Authority's Master Transportation Plan (MTP) document to the year 2025. This work included updating the public visioning process documentation, as well as documentation relating to the 2020 plan and subsequent work programs, and providing detailed information regarding the projects with top priority for future implementation by the Authority. (08/2004 - 01/2005)

Client Reference: Alfred Lurigados (Miami-Dade Expressway Authority)
Phone: (305) 637-3277

ODALYS DELGADO, AICP

JITENDER RAMCHANDANI, AICP

Transportation Planner

Jitender Ramchandani has 10 years of transportation planning and research experience. Jitender has led the preparation of several technical reports, technical proposals, and oral presentations for highway and transit projects. He has experience managing and performing multi-modal transportation planning, long-range transportation planning (LRTP), traffic studies, transit alternatives analyses (AA), travel forecasting/demand modeling and geographic information systems (GIS) analyses. His technical skills include proficiency with ArcMap, AutoCAD, CUBE Voyager, AdobeSuite, Google SketchUp, SPSS, Microsoft Access and the Microsoft Office Suite.

Prior to joining HNTB, Jitender's project experience included the following:

South Florida East Coast Corridor (SFECC) AA/Environmental Impact Statement (EIS), Miami-Dade, Broward and Palm Beach Counties, FL - Task Manager and Transportation Planner for a two-mile-wide, 85-mile-long study area centered on the existing Florida East Coast Railway line. The existing line was evaluated for potential transit services. Responsibilities include land use suitability analysis, travel demand modeling, GIS analysis, demographic analysis, statistical analysis, report preparation, client and agency coordination, and public involvement. (03/2006 - 05/2010)

Led efforts for the following SFECC projects:

- North Section Demographic and Travel Characteristics Survey
- Tier 1 Station Area and Land Use Suitability Analysis
- Phase 2 Purpose and Need Document
- Phase 2 Existing Conditions Technical Memorandum
- Phase 2 Travel Patterns and Travel Surveys Technical Memorandum

Involved in the preparation of the following technical documents:

- SFECC Tier 1 Purpose and Need Document
- SFECC Tier 1 AA Technical Memorandum
- SFECC Tier 1 Draft Programmatic Environmental Impact Statement
- SFECCCTA Phase 2 Station Area Typology and Evaluation Methodology Technical Memorandum
- SFECCCTA Phase 2 Activity Center Technical Memorandum
- The 2007 and 2008 Tri-Rail (Commuter Rail) Survey Technical Memorandums

JITENDER RAMCHANDANI, AICP

Firm

HNTB Corporation

Education

M.B.A., Business Administration
Florida Atlantic University, Expected
May 2012

MUP, Urban Planning
Texas A&M University, 2006

B.Arch., Architecture
Veer Narmad South Gujarat
University, 2001

Professional Registrations

American Institute of Certified
Planners - Florida (2007)

Certifications & Training

Florida Standard Urban
Transportation Model (FSUTMS)
Structure Workshop

Alternatives Analysis Workshop
Multimodal Level-of-Service
Workshop

FSUTMS Comprehensive Modeling
Workshop

Southeast FSUTMS User Group -
Cube 5.0 Hands-On Training
Workshop

Safety Workshop - Gold Coast
Chapter of the Institute of
Transportation Engineers

Hire Date with HNTB

August 2011

Years of Experience with other Firms

10

Modeling Support for Near-Term Public Transportation Plan on Major Urban Corridors, Miami-Dade Metropolitan Planning Organization (MPO), Miami, FL - Project Planner for this effort to improve program transit within the priority transit corridors defined in Miami-Dade County's People's Transportation Plan (PTP). The project involved travel demand modeling support to evaluate transit alternatives. Responsibilities include reviewing SERPM 65 roadway and transit networks, travel demand modeling analysis, AA and report preparation. (03/2010 - 10/2010)

Transit Service Evaluation, Miami-Dade MPO, Miami-Dade County, FL - Project Planner for this study that evaluated the impact of Miami-Dade Transit's December 2009 lineup changes. The plan utilized the Automatic Passenger County (APC) data to conduct a system-wide transit service evaluation. Responsible for APC database development, analysis of the APC data, agency coordination and report preparation. (05/2010 - 08/2011)

Premium Transit Corridor Feasibility Study, St. Lucie Transportation Planning Organization, St. Lucie County, FL - Project Planner for this study that evaluated the feasibility of rail and premium transit on the three major north-south corridors in St. Lucie County, including US 1, I-95 and the Florida East Coast Railway (FEC). Responsible for travel demand modeling analysis, GIS analysis, economic impact analysis and report preparation. (03/2010 - 08/2010)

Premium Transit Corridor Feasibility Study, Martin MPO, Martin County, FL - Project Planner for this study that evaluated the feasibility of rail and premium transit on the three major north-south corridors in Martin County, including US 1, I-95, and the FEC. Responsible for travel demand modeling analysis, GIS analysis, economic impact analysis and report preparation. (03/2010 - 08/2010)

Districtwide Forecast Model Data Development, Florida Department of Transportation (FDOT) District 4, Ft. Lauderdale, FL - Project Planner who worked on several task orders related to this data analysis contract. The purpose was to utilize existing data sources to support SERPM development activities. Maintained significant involvement in the Travel Modes of Workers in Zero Car Households task, as well as the Characteristics of Zero-Car Households in South Florida task based on the 2009 NHTS Florida add-on. (01/2010 - 08/2011)

Districtwide Modal Development Consultant Services, FDOT District 4, Ft. Lauderdale, FL - Project Planner who led and/or had significant involvement in several modal development tasks.

Select projects include:

- SR 7 and Hollywood Boulevard Park-and-Ride Lot Demand Estimation using SERPM 65
- Davie Park-and-Ride Lot Demand Estimation using SERPM 65
- Planning and engineering review and design services
- Multimodal scoping forms
- Park-and-Ride inventories
- On-site support for MPO coordination and contract reviews

JITENDER RAMCHANDANI, AICP

- Transit hubs at the City of Coconut Creek and City of Marget
- SFRTA Tri-Rail Shuttle Service Analysis
- Bank Atlantic Park-and-Ride Lot Study and Design
- Review of FDOT's Requirements for MPO Certification Process

Traffic Impact Study, FDOT District 6, Northwest Miami-Dade County, FL - Project Manager and Transportation Planner for this study that provided strategic direction for improving mobility in the northwest area of Miami-Dade County by implementing short- and mid-term roadway improvements. The project report won the 2008 Award of Merit of the Florida Gold Coast Section, American Planning Association (APA). Responsible for research and analysis of existing conditions, identification of potential improvements, travel demand modeling, study recommendations and agency coordination.

JITENDER RAMCHANDANI, AICP

MPO 2009 Congestion Mitigation Plan (CMP) Update, Miami-Dade MPO, Miami-Dade County, FL - Project Manager and Transportation Planner for the update of the MPO's CMP, including development of performance measures, data collection and congestion monitoring mechanism. Responsible for client and agency coordination, development of performance measures, and identification of congestion mitigation strategies. (01/2008 - 10/2009)

Bicycle and Pedestrian Plan Update, Miami-Dade MPO, Miami-Dade County, FL - Project Manager and Transportation Planner for this plan update that established a vision for non-motorized transportation. It identified actionable steps for achieving that vision, and provided performance measures that can be used to evaluate the system's performance. Responsible for client and agency coordination, non-motorized needs identification, development of a fiscally-constrained bike-ped plan and development of policy recommendations. (11/2007 - 10/2009)

Transit Facility Handbook, FDOT District 1 and District 7, Tampa, FL - Task Manager and Transportation Planner for this handbook that synthesized research perspectives to aid agencies involved in the planning, funding, and implementation of transit facilities. The project won the 2007 Award of Merit of the Florida Sun Coast Section presented by APA. Responsible for developing the handbook framework, conducting literature review, developing graphics and 3D visualizations, and preparing technical documents. (08/2006 - 05/2007)

Car Dealership Traffic Impact Analysis, FDOT District 6, Miami-Dade County, FL - Project Manager for this study that involved conducting research and analysis that could substantiate a new traffic generation rate to be used to levy traffic impact fees on new car dealerships and their ancillary uses in Miami-Dade County. Responsible for preparing the study methodology, conducting car dealership survey and authoring the technical report. (05/2007 - 10/2007)

SW 152nd Street Corridor Transportation Study, Miami-Dade MPO, Miami, FL - Transportation Planner for this study that identified motorized and

non-motorized transportation alternatives for improving traffic flow along SW 152nd Street in Miami-Dade County. Responsible for travel demand modeling, alternatives development and analysis, report preparation and study coordination. (10/2006 - 10/2007)

Streetcar AA, City of Miami, Miami, FL - Transportation Planner responsible for the development of an AA study for a proposed streetcar service in downtown Miami and its adjacent areas. (03/2006 - 05/2007)

L RTP Update to the Year 2035, Miami-Dade MPO, Miami-Dade County, FL - Transportation Planner responsible for public involvement, 3D visualization and technical support. Work involved providing travel demand modeling support and preparing presentation materials. (11/2007 - 10/2009)

Texas A&M University, College Station, FL - Graduate Assistant/Research Technician for the development of a transportation and infrastructure database for the City of Hearne. Independently conducted research and data collection tasks, digitized maps, and created the City of Hearne's geospatial database. (07/2004 - 03/2006)

Department of Community Development, Lee County, FL - Planning Intern responsible for providing research inputs for the County's Comprehensive Plan amendments, updating the County's GIS database, collecting and analyzing data, generating GIS maps and preparing presentations. (03/2004 - 08/2004)

Planning & Marketing Research Services (P) Ltd., India - Research Associate who published the report, 'City Monitor 2002 - An Intercity Comparison of Quality of Life in Seven Cities in India'. Planner responsible for transportation data collection and analysis, report preparation and agency coordination. (12/2002 - 05/2003)

Environmental Research Foundation, India - Research Assistant and Planner responsible for research, secondary data collection, survey and questionnaire design. (01/2002 - 12/2002)

PUBLICATIONS & PRESENTATIONS

Ramchandani, J., Goodwill, J., & Dryer, R. (2008, October). Public Transit. FICE/FDOT District Seven Design Symposium, Tampa, FL.

Ramchandani, J., Goodwill, J., & Dryer, R. (2008, June). FDOT Districts One and Seven Transit Facility Design Handbook. FDOT/FPTA/CUTR Professional Development Workshop, Tampa, FL.

Odalys, D. & Ramchandani, J. (2007, October). Transit-Land Use Integration: A Case of South Florida East Coast Corridor. Florida America Planning Association Conference, Orlando, FL

Ramchandani, J., Ross, M., & Richard Dryer. (2007, June). FDOT Districts One and Seven Transit Facility Design Handbook. FDOT/FPTA/CUTR Professional Development Workshop, Tampa, FL.

JITENDER RAMCHANDANI, AICP

Ramchandani, J. (2005, October). Pervasive Computing as a Spatial Catalyst: An Exploratory Study. Texas A&M University Student Research Week, College Station, TX.

Pangota, P. et al. (2003). City Monitor 2002 - An Intercity Comparison of Quality of Life in Seven Cities in India. Ahmedabad: Ahmedabad Management Association.

AWARDS

2008 Award of Merit, Florida Gold Coast Section of the APA for project "Northwest Miami-Dade Area Traffic Impact Study".

2007 Award of Merit, Florida Sun Coast Section of the APA for project "FDOT Districts One and Seven Transit Facility Handbook".

2006 Best Student Project Award, Texas Chapter of the APA, co-recipient Rama Al-Rabady.

JITENDER RAMCHANDANI, AICP

Florida East Coast (FEC) Rail Corridor Technical Review of FDOT and SFRTA FEC Rail Corridor Proposals

Draft Proposal 01.06.2012

Both the Florida Department of Transportation (FDOT) and the South Florida Regional Transportation Authority (SFRTA) have developed separate proposals to provide passenger rail service on the Florida East Coast (FEC) Rail Corridor from Miami International Airport to Jupiter and traverses 85 miles through Palm Beach, Broward and Miami-Dade Counties. The collective regional group of Metropolitan Planning Organization's (MPO's), which includes Palm Beach, Broward, and Miami-Dade, has requested this proposal to evaluate these two passenger rail strategies and to gauge the technical feasibility of each.

Proposed Team

Our Team is comprised of local and national transit experts who can provide an efficient and comprehensive review of the passenger rail proposals for the FEC Corridor. Our team will be led by **Mary Raulerson**, Principal Planner at Kittelson & Associates, Inc. (KAI), who has over 21 years of transit and land use planning experience that cover a full spectrum of rail and bus modes. **Jessica Josselyn**, engineer and office manager of KAI's Fort Lauderdale office, will be our team's day-to-day project manager. Jessica has tremendous local knowledge and experience, and recently worked with all three (3) of the Metropolitan Planning Organizations (MPOs) that encompass Southeast Florida to develop the collective region's first transportation plan.

Frank Spielberg will be our team's senior advisor and will direct the evaluation of the mobility benefits of the FEC proposals. Frank has over forty years of experience in applied transportation planning with emphasis on public transportation and travel forecasting and is a registered professional engineer in California, Maryland, Virginia and the District of Columbia. He has developed or applied travel demand models for transit investment studies in over a dozen cities and is providing technical assistance on transit demand issues to the Federal Transit Administration (FTA) and MPOs. For the last 15 years, he has worked as a consultant to FTA in reviewing and evaluating New Starts Projects and conducted their Before-and-After Study to determine projected and achieved values for New Starts ridership, capital cost and operating cost.

Richard H. Wiersema will work closely with Mary and Jessica to evaluate the costs (capital and operating) and proposed operations of the FEC proposals. Mr. Wiersema is a transportation economist who has over 40 years of experience in systems planning, regulatory issues, operations and service planning, and alternatives analysis. He has evaluated the condition of existing infrastructure, identifying repairs and improvements necessary, and developing the economic justification for investment. In the intermodal area, he has extensive experience in working with shipping lines, ports and inland carriers of all modes in developing coordinated through services including terminal locations and design, and economic analyses and justification. As a consultant to FTA, he recently conducted cost escalation analyses and risk assessments for New Jersey Transit's Access to the Region's Core project, which is to double rail train movement capacity between New Jersey and Manhattan, including construction of a new tunnel under the Hudson River and station facilities in New York City. For another state DOT, he developed the costs and benefits of double tracking an existing rail line, and building connections to another parallel rail line in order to

increase train movement capacity on both existing lines and minimize the costs of providing adequate clearances for movement of double-stack container trains.

Our Approach

Our Team proposes to review and evaluate the FEC Corridor proposals through the following tasks. The outcome of this work order is to evaluate the two proposals for the FEC Corridor and determine if critical information is missing, how the information presented in both proposals is similar and different, and provide an independent opinion on the reasonableness and level of risk associated with these proposals.

Task 1: Collect Background Data and Conduct Kick-off Meeting with MPOs

This task will include the following activities:

- Develop an initial list of relevant FEC Corridor documents to be reviewed; these will include, but may not be limited to:
 - Phase 1 Draft Alternatives Analysis Report (2007) – focused on freight assessment, mapped constraints, conceptual alternatives
 - Phase 2 Draft Alternatives Analysis Report (August 2010) – focused on detailed definition of alternatives, recommended Locally Preferred Alternative (“Integrated”)
 - Draft Environmental Screening Report (ESR) & Supporting Tech Memos, specifically:
 - Initial Corridor Utility Usage Inventory Memo
 - Initial Corridor Public & Private Lease Inventory Memo
 - Initial Corridor Encroachment Inventory Memo
 - Travel Survey and Travel Patterns Tech Memo
 - North Section Demographic and Travel Characteristics Survey Tech Memo
 - Modal Technologies Tech Memo
 - Major Activity Center Trip Generation and Distribution Analysis Tech Memo
 - Economic Recovery Benefits & Impact Study Memo
 - Station Area Book
 - Draft Regional Operations and Maintenance Cost Tech Memo
 - Final Regional Financial Analysis Plan Tech Memo
 - Final Detailed Alternatives Analysis Report
 - SFRTA Fast Start Plan (2011) and supporting documentation
- Collect documents from FDOT, MPOs and SFRTA and develop document library/website
- Scan documents for content, level of detail and major findings
- Conduct Kick-off Meeting/Conference Call with Palm Beach, Broward and Miami-Dade MPOs to discuss desired outcomes of FEC Evaluation, potential key issues related to review, timeline for evaluation, key documents to be reviewed, and content/level of detail of deliverables

Task 2: Conduct Initial Data Review, Conduct Field Review and Coordinate with FDOT and SFRTA

This task includes an initial assessment of the FEC proposals as outlined in the documents listed in Task 1, followed by a field review of the corridor to best understand the existing context of the corridor.

Our Team will conduct an initial screening of these documents to determine content, level of detail and develop a list of questions to be asked during coordination meetings with the agencies (FDOT and SFRTA) that conducted the analyses and developed these documents.

We will conduct a meeting/conference call with representatives of FDOT and SFRTA to confirm the relevant review documents and key findings and assumptions that were made during their respective evaluations of the FEC Corridor. If possible, we will meet with representatives of FEC to best understand future freight plans for this corridor.

Task 3: Complete Data Review and Evaluate Technical Merits of Proposals

Our Team will complete our review of the existing materials and evaluate the technical feasibility and success/risk potential for implementation. This review will be based on existing documents and will not include new analyses. If data that is necessary to understand the feasibility and potential for success for implementation of a proposal does not exist or is not available, we will identify this as well.

We will determine specific evaluation criteria once the level of detail and content of information is better understood from Task 2. It is intended that the following criteria will be included in the evaluation of the FEC proposals; quantitative or qualitative assessment will be made which will be determined by the level of existing information provided. These criteria will be confirmed or modified as we conduct Task 2 and complete our review of materials in Task 3:

- **Overview of Conceptual Service in Each FEC Proposal**
 - service frequency
 - number of trains
 - number of stations
 - capacity of service
 - capacity of single- vs. double-track sections (and what is the tipping point)
- **Overview of Capital Costs**
 - Rail Improvements
 - Mainline double-track portions
 - Sidings
 - Improved connections/crossings
 - Communications/signals
 - Grade crossings
 - CSX/FEC interconnections
 - Pompano (phasing – southbound initial vs. Y at build-out)
 - Northwood
 - Iris
 - Maintenance Yards/Layover Facilities
 - Station Improvements
 - Description of assumed station program (building SF, platform, parking quantity)
 - Land Acquisition
 - Station facility/infrastructure costs
 - Equipment Costs
 - Engineering, permitting, environmental
- **Overview of Operating Approach**
 - Staffing – admin & crews
 - Station management
 - O&M costs
 - Maintenance of way
 - FEC corridor use fee

- Operating cost estimate
- Farebox estimates
- Local government expectations (station costs, operating costs, station O&M, public/private partnerships)
- Discussion of local funding commitment via referendum (SunRail example)
- **Potential Timeframes for Implementation**
 - Federal vs. State permitting, engineering, environmental processes
 - FEC dialogue, negotiations, fee schedule
 - Funding via FDOT, Federal sources, RRIF
 - Adoption/implementation of funding mechanisms by local governments
 - Engineering, permitting, design/build approaches
- **Overview of Project Funding Scenarios**
 - Variety of Federal funding avenues (FTA New Starts, RRIF, TIGER/TIGGER/etc. grants & special appropriations)
 - State funding
 - Role of toll revenues
 - Phasing of funding options
- **Overview of Mobility Benefits provided by the FEC Proposals**
 - Incorporation of intermodal shuttles & connections, especially east/west
 - Cost of additional special-purpose shuttles/connections
 - Capacity of Fast Start proposal vs. trips removed from roadway network
 - Capacity of SFEC phases vs. trips removed from roadway network
 - Cost of “saved” (unbuilt) roadway capacity (based on planning level costs per lane mile of various types of roadways)
- **Overview of Land Development Impacts (KAI Team to review existing work and coordinate with Treasure Coast Regional Planning Council on on-going work and assumptions)**
 - Identification of potential station areas
 - Estimate of existing development & development potential within ½ and 1-mile radius
 - Estimate of “specialty” and “destination” uses proximate to station areas
 - Estimate of additional development potential within ½, 1-mile and proximate to station areas
 - Estimate of absorption & value of new potential development & redevelopment
 - Assessment of existing local government financing mechanisms & entities (e.g., CRA, DDA, special assessment district)
 - Assessment of potential local government financial mechanisms & entities
 - Identification of potential private partners in potential station areas to share station capital & O&M costs, branding potential
- **Federal vs. State Permitting/Environmental Approach:**
 - What is the opportunity lost or gained by the Federal permitting/environmental approach vs. a State approach?
 - Are there portions of the project that can remain “federalized” while others are shifted to a non-Federal approach? And what are the timing implications of these (can any portions be expedited)?
 - What are the soft costs of the Federal vs. State processes?
 - What are the implications (State vs. Federal) for timing & service delivery?
 - What are the FTA restrictions on capital expenditures in advance of a Federal clearance document? (Which if any dollars can be spent early and matched later towards Federal funding of various types? What are those eligible expenditures?)

- **Role of the Public**

- Define the role of the public in the two rail proposals (technical & policy committees, formal opportunities for input. Potential level of NEPA reviews needed)
- Define the oversight role of the MPOs, local government, and others in both proposals
- Identify specific methods to build project advocacy through expanded public participation

Task 4: Draft Technical Evaluation Report of FEC Proposals and Present to MPOs, FDOT and SFRTA

Our Team will draft a Technical Evaluation Report that summarizes the review process that was used, documentation reviewed, evaluation criteria and comparison of two FEC proposals for technical feasibility and potential for implementation/level of risk for each. The deliverable for this work order will include the data that was evaluated, determine if critical information is missing, how the information presented in both proposals is similar and different, and provide an independent opinion on the reasonableness and level of risk associated with these proposals.

Our Team will develop a working draft tech memo and summary presentation for discussion with the MPOs, FDOT and SFRTA. Based on comments received, the Team will refine the Tech Memo and submit for consideration. The Team will participate in a discussion of potential key next steps with the MPOs, FDOT and SFRTA, at the direction of Palm Beach, Broward, and Miami-Dade MPO's.

Proposed Schedule

	January	February	March	April	May
Task 1					
Task 2					
Task 3					
Task 4					

Proposed Cost Estimate

Task	Lump Sum Costs
Task 1	\$3,500
Task 2	\$7,500
Task 3	\$13,000
Task 4	\$6,000
Total Lump Sum	\$30,000



MEMORANDUM

TO: SEFTC Members

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

DATE: January 23, 2012

RE: **Regional Climate Change Compact**

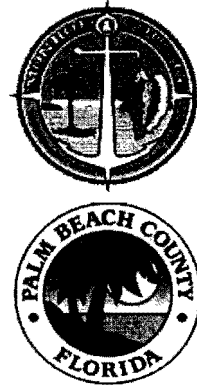
Monroe, Miami-Dade, Broward and Palm Beach Counties entered into a compact to address climate change and possible impact to Southeast Florida. A study using various working groups for areas that could be impacted have developed a number of recommendations to be considered and incorporated into land use and transportation plans as appropriate. An update of the work and recommendations will be presented to the board. The climate change update will cover two areas: (1) the latest with regard to climate change science available for the four-county region covered by the Southeast Florida Regional Climate Change Compact, and (2) a report on the initial Regional Climate Change Action Plan (RCAP) currently under public review, with a focus on recommendations involving regional transportation. Dr. Nancy Gassman, Natural Resources Administrator with the Broward County Energy and Sustainability Program, will present the science. Debbie Griner, Environmental Resources Project Supervisor for Miami-Dade County, will address the RCAP. The RCAP and appendices, including the science to be discussed (Appendices C, D, E), can be found at www.SoutheastFloridaClimateCompact.org. Attached is a copy of the Southeast Florida Climate Change Compact adopted by the four counties.

Southeast Florida Regional Climate Change Action Plan

- 1) Regional Climate Change Action Plan
- 2) Appendix A – Southeast Florida Regional Climate Change Compact
- 3) Appendix B – Compact Counties' Policy and Advocacy Implementation Report
- 4) Appendix C – A Baseline of Greenhouse Gas Emissions for Southeast Florida
- 5) Appendix D – Unified Sea Level Rise White Paper
- 6) Appendix E – Inundation Mapping and Vulnerability Assessment of Areas at Risk by Sea Level Rise
- 7) Appendix F – Adaptation Action Areas White Paper
- 8) Appendix G – Draft Action Plan Implementation Resolution

- 9) Appendix H – Full Recommendations of the Regional Climate Teams
- 10) Appendix I – Contributing Technical and Staff Experts

Staff Recommendation: For information purposes.



Southeast Florida Regional Climate Change Compact

WHEREAS, there is consensus among the world's leading scientists that global climate change is among the most significant problems facing the world today; and

WHEREAS, Florida is considered one of the most vulnerable areas in the country to the consequences of climate change with Southeast Florida on the front line to experience the impacts of climate change, especially sea level rise; and

WHEREAS, Broward, Miami-Dade, Palm Beach and Monroe Counties, herein the four counties that constitute the Southeast Florida Region, share in common a strong quality of life rooted in the region's rich cultural heritage, vigorous economy, and environmental resources of global significance; and

WHEREAS, the aforementioned four counties of Southeast Florida, which represent approximately 30% of the population of the State of Florida, are physically linked one to the other by the Atlantic Ocean coastline and share some of the world's most renowned natural resources such as the Everglades, our unique coral reefs, beautiful beaches, and fragile Keys ecosystem; and

WHEREAS, the four counties of Southeast Florida and their respective populations, totaling more than five million residents, are expected to share in disproportionately high risks associated with climate change due to low land elevations, rising sea level projections, and anticipated increases in tropical storm events; and

WHEREAS, rising sea levels could limit the effectiveness of critical drainage infrastructure, endanger beaches, and coastal natural resources and increase incidents of saltwater intrusion on the Biscayne Aquifer – putting at risk the drinking water supply for the entire population of Southeast Florida; and

WHEREAS, local governments, and the region as a whole, must give significant consideration to adaptation strategies designed to protect public infrastructure, property, water resources, natural areas and native species, and basic quality of life; and

WHEREAS, the aforementioned four counties of Southeast Florida account for a combined Gross Domestic Product of more than \$2.5 billion annually and more than 37% of statewide economic output; and

WHEREAS, while the four counties of Southeast Florida have independently taken steps to address global climate change, all parties recognize that coordinated and collective action on this, the defining issue for Southeast Florida in the 21st Century, will best serve the citizens of the region;

NOW THEREFORE, BE IT RESOLVED BY THE BOARDS OF COUNTY COMMISSIONERS OF THE FOUR COUNTIES OF SOUTHEAST FLORIDA:

SECTION 1: That each county shall work in close collaboration with the aforementioned counties of Southeast Florida party to this compact to develop a joint policy position urging the United States Congress to pass legislation that recognizes the unique vulnerabilities of Southeast Florida to the impacts of climate change and to further a joint policy position that includes specific recommendations regarding the allocation of federal climate change funding based on vulnerability to climate change impacts. Such recommendations might include designation of areas of Southeast Florida as uniquely vulnerable and of federal interest for the purpose of securing enhanced levels of federal participation in regional adaptation projects.

SECTION 2: That each county shall work in close collaboration with the other counties party to this compact to develop additional legislative policy statements relating to global climate change and future legislation to be considered by the Congress of the United States for transmittal to the Congressional Delegation representing, in part or in whole, districts within the area covered by this compact.

SECTION 3: That each county shall work in close collaboration with other counties party to this compact in developing joint position statements on proposed State legislation and energy/climate policies including but not limited to issues such as the region's energy and climate security and a renewable energy portfolio standard that defines renewable energy sources as wind, solar, geothermal, biomass, landfill gas, qualified hydropower, and marine and hydrokinetic energy, and also including nuclear energy, and to collaborate on other emerging energy/climate issues that may be considered by the 2010 Florida Legislature for transmittal to the Legislative Delegation representing, in part or in whole, districts within the area covered by this compact.

SECTION 4: That each county shall work with other counties party to this compact in developing joint position statements for future State legislation that may be considered by the Florida Legislature for transmittal to the Legislative Delegation representing, in part or in whole, districts within the area covered by this compact.

SECTION 5: That each county shall commit appropriate staff resources and expertise, within budget constraints, to participate in a Regional Climate Team with other counties party to this compact toward the development of a Southeast Florida Regional Climate Change Action Plan.

SECTION 6: That each county shall work with other counties party to this compact in developing a Southeast Florida Regional Climate Change Action Plan,

understanding that no county will work at cross-purposes with the other counties. The Action Plan could, at a minimum, include the following components:

- (a) A baseline of greenhouse gas emissions for Southeast Florida;
- (b) Strategies for coordinated emission reductions throughout the built environment to include the use of energy efficiency, energy conservation, and the use of demand-side renewable energy resources;
- (c) Strategies for coordinated emission reductions from the transportation sector to include increased reliance on public transit, emerging vehicle technologies, and advanced biofuels;
- (d) Strategies for coordinated emission reductions resulting from changes in local and regional land use;
- (e) Strategies for the coordinated regional preparation for and adaptation to a rapidly changing global environment based upon regional mapping of projected sea-level rise and any resulting amplification of localized impacts of tropical cyclone events. Such strategies shall incorporate climate preparation concerns for the regional economy, regional infrastructure and the built environment, social and cultural needs, and natural systems within the four counties party to this compact.

SECTION 7: That each county shall commit to participating with other counties party to this compact in hosting the Second Southeast Florida Regional Climate Change Summit in October, 2010.



Adopted December 8, 2009



Adopted December 1, 2009



Adopted January 20, 2010¹*



Adopted December 15, 2009

*City of Key West: Resolution of support for the Compact – December 15, 2009

¹ Second adoption date following minor changes made by partnering Counties



MEMORANDUM

TO: SEFTC Members

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

DATE: January 23, 2012

RE: **Regional Freight Plan**

Later this year, SEFTC and the member MPOs will initiate the 2040 Regional Long Range Transportation Plan (RLRTP) and the local 2040 transportation plans. The plans will include all modes and address mobility of people and freight. The RTTAC has identified several components of the plan that should be addressed in more detail. One of these areas is freight movement in the area and access to other markets, particularly in light of the Panama Canal widening.

FDOT and the three MPOs are proposing to initiate a Regional Freight Study to provide input into the RLRTP. Each agency would provide a portion of the funding in FY 13. The process would include selection of a consultant through the use of the Broward MPO's list of general consultants. A consultant would be selected based on qualifications and approach of project. The intent is to begin work in July. Status reports will be presented to the Board during the study.

Staff Recommendation: For information purposes.

RMW/eer