



SOUTH FLORIDA EAST COAST (FEC)  
ALTERNATIVES ANALYSIS

F.M. NO. 417031-1-22-01

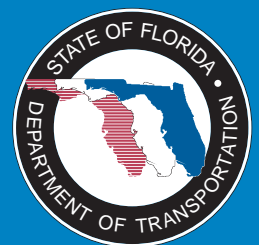
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***Phase 2 Coordination Plan  
for Agency and Public Involvement***

***Prepared by:***



***Gannett Fleming***



*February 12, 2009*

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## 1.0 PURPOSE OF THE COORDINATION PLAN

This Coordination Plan (CP) has been prepared as part of the environmental review process for Phase 2 of the South Florida East Coast Corridor Transit Analysis (SFECCTA) as defined in Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-059) (SAFETEA-LU), codified as Section 139 of amended Chapter 1 of Title 23, United States Code (23 U.S.C. 139). The CP will identify the process by which the Florida Department of Transportation (FDOT) will solicit comments from and communicate information to cooperating<sup>1</sup> and participating agencies, the public and other interested governmental agencies. In addition, the CP clarifies participating agency roles and responsibilities, establishes time limits on review and comment periods for agencies and the public, and provides an avenue to identify and resolve issues of concern as early as is practicable during the environmental review process. Approximately 140 federal, state, and local agencies have been invited to participate in the environmental review process as participating or cooperating agencies. The CP for this project will be supplemented by a separate Public Involvement Plan (PIP).

A current project schedule is included in **Appendix A** that provides an estimated timeline for coordination points (project milestones) including meetings, documents and review periods, timeframes for input, and identifies the organizations or agencies to be involved at each coordination point. The schedule may be modified by the lead agency as the project progresses. Cooperating and participating agencies will typically be given 30 days from receipt of materials and documents to review and provide comments; a written reminder will be sent to reviewing agencies seven days prior to the end of the review period. An exception to this review period will be made for the draft Detailed Alternatives Analysis/Environmental Screening Report (AA/ESR) which will have a 45-day review period. Review periods for materials and documents may be extended by 15 days for good cause. Participating agencies requesting a time extension must do so in writing to FDOT no later than five days prior to the 30-day review period deadline. Documents distributed for review may be mailed to participating agencies via the postal service or submitted electronically. Each document, regardless of delivery method, will have a transmittal letter attached describing the review period and what input may be expected from the agency. The FDOT will assume support from those agencies from whom no response has been received at the end of the 30-day period.

The most current version of the CP and all documentation/materials referenced in this CP will be maintained on the project website (<http://www.sfecstudy.com>). However, the CP is intended to be a dynamic document that will be updated periodically to reflect changes to the project schedule, feedback from agencies or the public, and/or any other relevant items that may change over the course of the project.

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<sup>1</sup> Because cooperating agencies are by definition participating agencies, but with a higher degree of responsibility and involvement in the environmental review process, references below to participating agencies include cooperating agencies unless otherwise noted.

Notification of any changes or modifications to the CP and/or schedule will be made available to the public and participating agencies by means of the above referenced project website and through the FDOT Efficient Transportation Decision Making (ETDM) system, an interactive web-based interagency tool.

All referenced documents, including the CP, will be made available to any interested stakeholders upon request. The following list identifies documents and events that will serve as coordination items or “opportunities for involvement” during Phase 2 of the SFECCTA:

Documents:

- Early Scoping Notice publication in Federal Register and Florida Administrative Weekly
- Alternatives Analysis Early Scoping Notice
- Refinement of purpose and need (P&N) and goals and objectives (from Phase 1)
- Environmental Screening Methodology Technical Memorandum
- Identification and refinement of the range of alternatives (from Phase 1)
- Detailed Alternatives Analysis/Environmental Screening Report

Events:

- Phase 2 Kick-off Meetings
- Public Workshop
- Public Hearing
- Sectional Public Workshops

## **2.0 PROJECT BACKGROUND AND DESCRIPTION**

### **2.1 Background**

The FDOT initiated the SFECCTA recognizing that the Florida East Coast (FEC) Railway is a unique transportation asset that should be evaluated and developed in the context of regional transportation issues, priorities and needs. The study area extends approximately 85 miles along the FEC Railway corridor from Miami’s Central Business District (CBD) in Miami-Dade County to the Town of Jupiter in Palm Beach County. Due to the relatively large scale of the project, its inherent complexities, and the potential for early right-of-way acquisition and project development, a tiered Environmental Impact Statement process was initially began in July 2005. A Tier 1 Draft Programmatic Environmental Impact Statement (PEIS) was prepared to evaluate a broad range of conceptual alternatives in the context of FDOTs ETDM process and the National Environmental Policy Act (NEPA) tiering process. In processing the Tier 1 Final PEIS, the Federal Transit Administration (FTA) and FDOT agreed that the form, substance, and eventual outcome of the process followed during Tier 1 were consistent with another recognized NEPA process – early scoping. Early scoping is a NEPA process that is particularly useful in situations where, as here, proposed action(s) or locally preferred alternative(s) (LPA) have not been identified and multiple transportation alternatives are under consideration in a broad corridor. As a result, the next step or phase of the study will proceed under the early scoping - ETDM process.

Under this process, the Tier 1 Final PEIS will be considered an interim planning report and, as such, has been renamed the Final Conceptual AA/ESR. With the continuation of early scoping, FDOT will discontinue the pursuit of a Tiered PEIS process and continue the statutorily required alternative analysis (AA) process. The Phase 1 Final Conceptual AA/ESR is available on the project website at: <http://www.sfecstudy.com/>.

## 2.2 Project Description

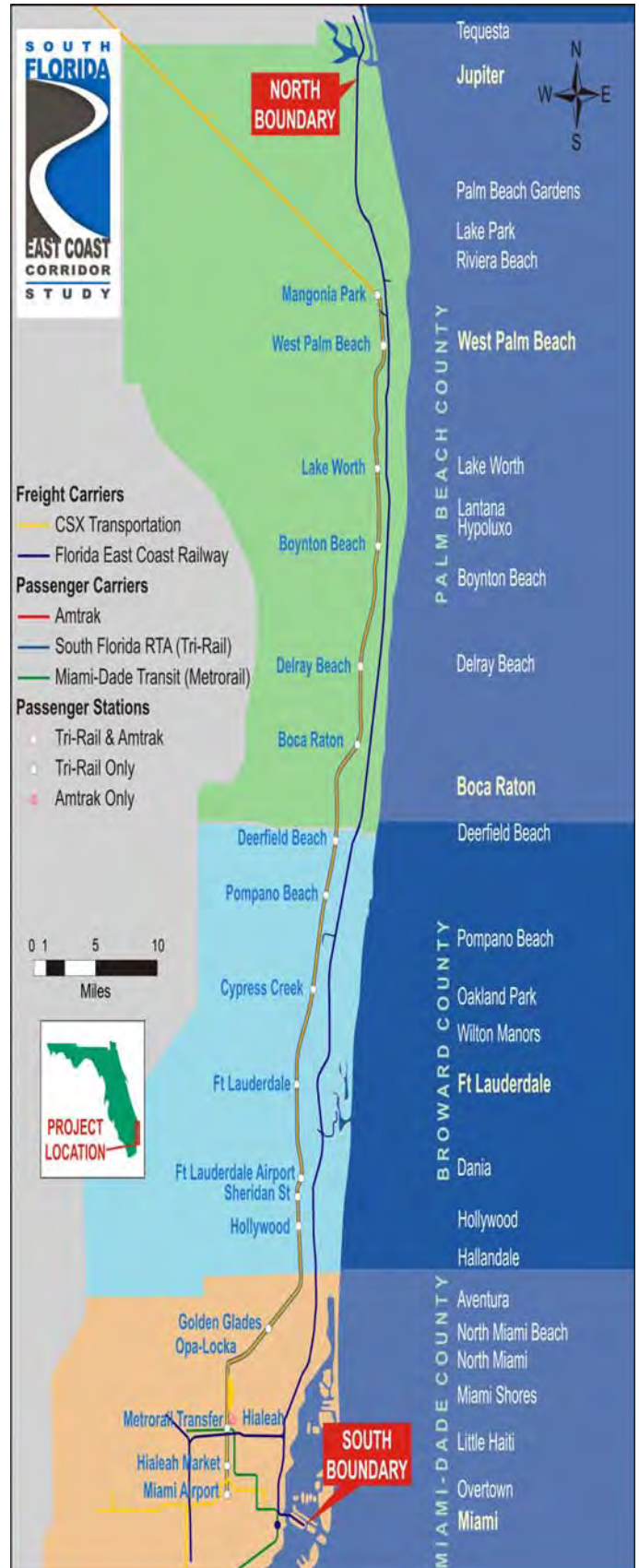
This SFECCTA study is designed to evaluate passenger transit improvements in Miami-Dade, Broward and Palm Beach Counties, Florida within a study area generally centered on the Florida East Coast (FEC) Railway from Downtown Miami, through Ft. Lauderdale's Central Business District (CBD) to the Town of Jupiter in northern Palm Beach County (Figure 1). Phase 2 of the SFECCTA will continue the AA initiated in Phase 1 of the study. Alternatives analyses are corridor-level analyses of a range of alternatives designed to address locally identified mobility issues in a transportation corridor.

### 2.2.1 Phase 1 of the Study

The results of the Phase 1 AA identified the FEC Railway as the preferred north/south corridor with respect to ridership, projected cost, right-of-way availability, and environmental impacts among other factors. Other corridors such as I-95 and US-1/Dixie Highway were found to be non-viable and were clearly inferior from an environmental impact perspective.

A series of urban transportation modal technologies were also evaluated to identify those modes that would be most suitable to providing premium transit service within the study area consistent with the project goals and objectives.

Figure 1: Phase 2 Study Area Map



Preliminary analyses eliminated those modes that were clearly inferior in meeting the corridor transportation needs and/or had significant adverse environmental impacts. Examples of the eliminated modes included High Speed Rail, High Speed Ferry, Monorail, City Bus and Streetcar. Of the 20 modal technologies considered, nine were determined to be viable candidates for further consideration in Phase 2. The nine viable modal technologies may be grouped into five general categories: Bus Rapid Transit (BRT), Light Rail Transit (LRT), Rapid Rail Transit (RRT) Regional Rail (RGR), and Regional Bus (RGB).

### **2.2.2 Phase 2 of the Study**

Phase 2 of the study proposes to evaluate modal technologies, transit station locations and alignments through areas characterized by heavily congested roadways and transit-dependent populations. The environmental screening and AA conducted during Phase 2 will be documented in various technical memoranda and culminate in a Detailed AA/ESR. At the conclusion of Phase 2, one or more LPAs will be recommended that may then be submitted to FTA for federal assistance in the form of New Starts funding as described in SAFETEA-LU. To satisfy the FTA New Starts requirements (49 USC 5309), FDOT will also evaluate options for transportation improvements in the study area that do not involve significant capital investment including Transportation System Management (TSM) improvements and the implications of taking no action (i.e., the "no build" alternative). Figure 2 below summarizes the New Starts planning and development process.

### **2.2.3 Phase 3 of the Study**

Phase 3 of the study will refine the results of the Phase 2 corridor analysis and develop one or more detailed sub-corridor sectional LPAs and associated Draft Environmental Impact Statements (DEIS). Sub-dividing the corridor would allow individual sections to be advanced independently based on local commitments to funding and/or a different level of "transit readiness" within the corridor. At this stage, the technical analysis and public/agency involvement would be advanced to a level necessary to assist decision makers in reaching consensus regarding independent LPAs. The transportation potential of each section will also be investigated and evaluated independently, as well as in context with the longer range, regional 2035 corridor vision.

## **3.0 LEAD, COOPERATING AND PARTICIPATING AGENCIES**

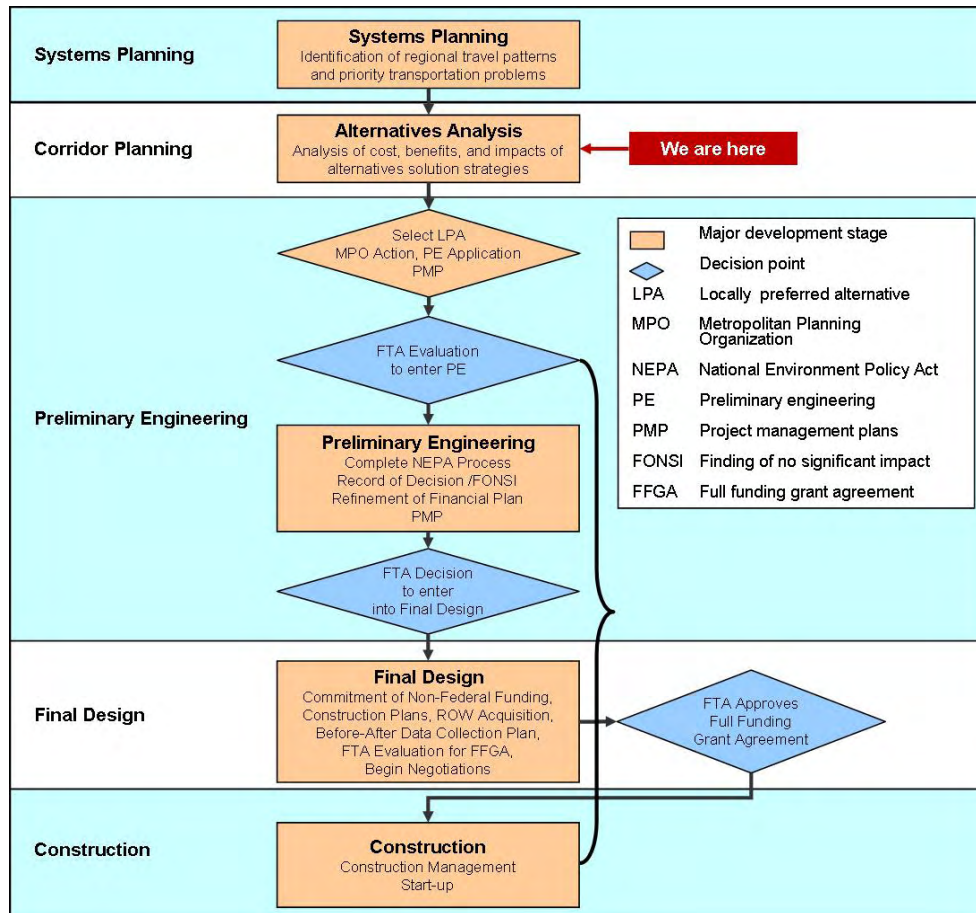
### **3.1 Lead Agency**

The Federal Transit Administration will continue to serve as the lead agency for the environmental review process of the SFECCTA. The lead agency is responsible for taking actions to facilitate the expeditious resolution of the environmental review process of all NEPA and ancillary documents.

### **3.2 Project Sponsor as Joint Lead Agency**

The Florida Department of Transportation, District IV is the local governmental agency acting as project sponsor and joint lead agency managing the SFECCTA study and the preparation of appropriate environmental documents consistent with FTA, NEPA, ETDM and FDOT project development processes.

**Figure 2: Federal Transit Administration Planning and Project Development Process for New Starts Projects**



### 3.3 Cooperating Agency

Cooperating agencies are those governmental agencies specifically requested by the lead agency to participate in the environmental review/evaluation process for a project. These are typically federal agencies with jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative.

The roles and responsibilities of cooperating agencies include, but may not be limited to:

- Participate in coordination meetings and joint field reviews as appropriate.
- Provide timely review and comments on the pre-draft or pre-final environmental documents to reflect the views and concerns of the agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.
- Participate in the NEPA process at the earliest possible time.
- Participate in the scoping process (described in 40 CFR 1501.7).

- Assume, on request of the lead agency, responsibility for developing information and preparing environmental analyses including portions of the Detailed AA/ESR for which the cooperating agency has special expertise.
- Make available staff support at the lead agency's request to enhance the latter's interdisciplinary capability.
- Normally use own funds. The lead agency shall, to the extent available funding permits, fund those major activities or analyses it requests from cooperating agencies. Potential lead agencies shall include such funding requirements in their budget requests.
- Provide meaningful and early input on defining the P&N, determining the range of alternatives to be considered, and the methodologies and level of detail required in the AA.

The **U.S. Coast Guard** and the **Federal Railroad Administration** served as cooperating agencies during Phase 1 of the SFECCTA. These agencies will receive letters confirming their role and responsibilities as Cooperating Agencies for the project at the commencement of Phase 2.

The FDOT has identified four other federal agencies to invite to participate in the environmental review process as cooperating agencies during Phase 2 of the SFECCTA. The **U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, Federal Highway Administration, and Amtrak** will receive letters of invitation to become cooperating agencies at the commencement of Phase 2. Table 1 in Appendix B lists agencies invited to become cooperating and participating agencies.

### **3.4 Participating Agency**

Participating agency is a new category of agencies created by SAFETEA-LU (Section 6002) to participate in the environmental review process for EISs. These agencies may be federal and non-federal governmental agencies and tribal governments that may have an interest in the project because of their jurisdictional authority, special expertise and/or statewide interest.

**Environmental Technical Advisory Team (ETAT)** members, as defined in the FDOT ETDM Manual, generally meet the criteria for participating agencies as defined by SAFETEA-LU. As such, ETAT members from FDOT Districts IV and VI will be considered participating agencies and will receive a letter confirming their roles and responsibilities as participating agencies on the SFECCTA. In addition, county managers, city managers, and mayors within the study area will be invited to become participating agencies. Table 1 in Appendix B lists agencies invited to become cooperating and participating agencies.

The roles and responsibilities of participating agencies include, but may not be limited to the following:

- Participating in the NEPA process at the earliest possible time, particularly with regard to the development of the P&N statement, range of alternatives, methodologies and the level of detail required in the analysis of alternatives, and the selection of the preferred alternative.

- Identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Participating agencies are allowed to participate in the issue resolution process.
- Providing meaningful and timely input regarding unresolved issues.
- Participating in the scoping process.
- Reviewing and providing comment on the preliminary draft of the Detailed AA/ESR.

During the project, if new information indicates that an agency not previously requested to become a participating agency shows an interest in the project and has the appropriate authority, jurisdiction, and expertise, FDOT may extend an invitation to that agency to become a participating agency.

#### **4.0 PHASE 2 PROJECT COORDINATION POINTS/MILESTONES**

##### **4.1 Alternatives Analysis Early Scoping Notice**

An AA Early Scoping Notice will be distributed by FDOT to federal, state, and local agencies, and other interested parties as a means to inform them of the proposed action to be taken during Phase 2. The AA Scoping Notice affords federal, state, and local agencies, as well as tribal representatives the opportunity to become involved early in the continuation of the Early Scoping – ETDM process (Phase 2 of the SFECCTA) and provide further input/comments to FDOT regarding the proposed action and the geographic area potentially impacted by the project.

The AA Scoping Notice package, generally, provides an overview of the proposed project, environmental screening approach, and potential environmental issues. Comments on the AA Scoping Notice may be submitted to FDOT in writing or electronically through the project website.

##### **4.2 Early Scoping Notice**

The FDOT Early Scoping notice, as required by the Council on Environmental Quality (CEQ) regulations 40 CFR 1501.7, was published in the Federal Register on January 13, 2009 and in the Florida Administrative Weekly on January 16, 2009. The FDOT issued this notice to advise governmental agencies, the public and other interested stakeholders of FDOTs intent to continue the early scoping and planning-level NEPA/ETDM process previously initiated for the SFECCTA study.

##### **4.3 Refinement of the Purpose and Need Statement and Identification of a Locally Preferred Alternative(s)**

Upon initiation of Phase 2 of the study, the project's P&N statement and goals and objectives will be refined by FDOT. The updated P&N statement will include a listing of the transportation challenges in the corridor along with the corresponding goals and objectives. Participating agencies and the public will be afforded the opportunity to review and comment on the P&N statement as well as the project's goal and objectives (see Appendix D).

A range of preliminary alternatives, from which a corridor system LPA will be recommended, will also be made available to all participating agencies and the public for their input (see Appendix D). Phase 2 of the study will focus on a regional alignment (including north end extension and east-west connections/alignments), modal technologies, passenger station and maintenance facility areas, initial transitway-highway grade crossing treatments, conceptual transitway-waterway crossing structures, and a conceptual stormwater management system for the corridor.

Involvement opportunities for the refinement of the P&N and the selection of the Phase 2 LPA will be concurrent. Consideration will be given to public and agency input prior to incorporating the P&N statement into the Detailed AA/ESR.

Specific feedback/input that will be sought from the participating agencies include the following issues:

- Refinement of the P&N statement
- Refinement of the project goals and objectives
- Refinements to the range of alternatives
- Evaluation process and criteria for AA
- Specific resource issues
- Additional conceptual solutions that should be considered
- Modifications to proposed conceptual solutions
- The project study area or termini
- Any additional key information (i.e., environmental resources and issues of concern)

Once a decision has been reached on the P&N statement, goals and objectives, and range of alternatives, FDOT will document and share this information with participating agencies and the public. In addition, FDOT will detail the considerations taken in arriving at those decisions to ensure that any disputes are identified as early in the process as possible.

#### **4.4 Environmental Screening Analysis Methodology and Level of Detail**

In collaboration with participating agencies, FDOT will determine the appropriate methodology to be applied and the level of detail required to perform the Phase 2 environmental screening and alternatives analysis. Project methodologies to assess environmental impacts associated with the proposed project will be described in an *Environmental Screening Analysis Methodology Technical Memorandum*. A draft of the methodology memorandum will be provided to participating agencies for their input. The FDOT will consider the views of participating agencies with relevant interests before making a decision on a particular methodology and/or the level of detail applied in the analysis. Participating agencies suggesting modifications to the proposed methodology should describe the alternate methodology that it prefers and state the reason(s) for the suggested modifications.

The initial methodology will be developed during the scoping and P&N development, and further refined as agency collaboration continues, and after an initial impact analysis has been performed. Should FDOT revise a methodology for reasons other than to respond to the concerns of a participating agency, then the collaboration process will be reestablished with interested agencies prior to any revisions.

The FDOTs decisions on methodologies and the level of detail and their considerations in making those decisions will be documented and shared with participating agencies, in writing, to ensure that any disputes are identified as early in the process as possible.

#### **4.5 Environmental Resources Technical Memoranda**

The following technical memoranda will be prepared throughout Phase 2 of the study to address specific resource analysis.

- *Conceptual Relocation Analysis Technical Memorandum*
- *Cultural Resources Reconnaissance Survey*
- *Programmatic Memorandum of Agreement*
- *Noise and Vibration General Assessment Technical Memorandum*

These analyses will only achieve the level of detail necessary to guide decisions at a regional level. The approach to these technical memoranda will have been detailed in the *Environmental Screening Analysis Methodology Technical Memorandum* described in the previous section. The results of these documents will serve as the regional environmental analyses for direct, as well as for indirect and cumulative effects (ICE), as applicable, and will be included by reference in the Detailed AA/ESR. Participating agencies wishing to review any or all of the technical memoranda may do so upon request or on the project website.

#### **4.6 Draft Detailed Alternative Analysis/Environmental Screening Report**

Phase 2 of the study will conclude with the preparation of the Detailed AA/ESR. This document will be structured similarly to an environmental impact statement and it will contain the results of the various technical memorandums prepared during the course of Phase 2, as well as all other resource analysis conducted during the regional phase of the project. The Phase 2 environmental analysis process will focus primarily on the following four areas:

- East-West (FEC Railway-South Florida Rail Corridor) connection alternatives,
- North-end extension alignments,
- Mode-specific regional alternatives,
- Operations and maintenance (O&M) facilities and station locations/types.

These environmental analyses will later be incorporated into the sectional documents during Phase 3 of the study. The Detailed AA/ESR will be circulated to all participating agencies for their input and will be made available for public review a minimum of 21 days in advance of the public hearing, at the public hearing, and for a minimum of 10 days following the public hearing and for no less than 45-days total.

The input for this coordination point/milestone should include: comments on the adequacy of the document; and whether additional information would be needed to fulfill other applicable environmental reviews or consultation requirements.

## **5.0 ISSUES RESOLUTION PROCESS**

Issues resolution will be carried out in accordance with 23 USC Section 139(h). The FDOT and participating agencies shall work cooperatively in accordance with this section to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws. In addition, the ETAT Dispute Resolution Process for all ETAT members will also be followed. The ETAT Informal and Formal Dispute Resolution Processes are described in Chapter 5 of the ETDM Planning and Programming Manual (<http://www.dot.state.fl.us/emo/pubs/etdm/etdmmanual.shtm>).

The FDOT and participating agencies shall identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Issues of concern include any issues that could substantially delay or prevent the granting of a permit or other approval that is needed for the project.

### **The following issues resolution process will be followed by non-ETAT members:**

- Meetings will be held as needed during the course of the NEPA process to discuss and resolve issues.
- If issues are not being resolved in a timely manner:
  1. An official issues resolution meeting will be scheduled.
  2. If resolution cannot be achieved within 30 days following such a meeting and a determination has been made by FDOT that all information necessary to resolve the issues has been obtained, then
  3. The FDOT will notify the heads of all participating and cooperating agencies, the Governor, the Committee on Environment and Public Works of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives, and the Council of Environmental Quality, and
  4. The FDOT will publish such notice in the Federal Register.

## **6.0 ADDITIONAL OPPORTUNITIES FOR AGENCY AND PUBLIC INPUT/INVOLVEMENT**

As required by NEPA and consistent with FTA guidelines and the FDOT PD&E and ETDM Manuals, a project specific plan for public input will be developed for Phase 2 of the study.

The Phase 2 PIP will describe specific strategies for encouraging input from communities, officials, local citizens, and other potentially affected parties, and describe the opportunities to be provided to encourage early and ongoing involvement in the project development process. Additional opportunities for agency and public involvement during Phase 2 of the study will include:

- Phase 2 Kick-off Meeting
- Public Meetings/Workshops
- Station Location Study Area Workshops
- Public and Elected Officials Meetings
- ETDM Public Website (project # 7519)  
<http://etdmpub.fladetat.org/est>
- Agency Meetings
- Public Hearing
- Newsletters
- Business Group Meetings
- Public Service Announcements

## 7.0 COORDINATION PLAN REVISION HISTORY

The following table identifies changes to the CP as a result of agency and/or public comments or project modifications.

Version	Date	Name	Description of Revision
1	2/16/09	Coordination Plan for Agency and Public Involvement	Final

## 8.0 JOINT LEAD AGENCY CONTACT

For further information regarding this document or the SFECCTA study, please contact:

**Mr. Scott Seeburger**

Florida Department of transportation

District IV Planning and Environmental Management

3400 West Commercial Blvd.

Ft. Lauderdale, FL 33309-3421

Office: (954) 777-4632

Fax: (954) 777-4671

## **APPENDICES**

Appendix A: Project Schedule

Appendix B: List of Agencies Invited to Become a Cooperating or  
Participating Agency

Appendix C: Agency Outreach Flowchart

Appendix D: Coordination Items: Purpose & Need, Goals & Objectives,  
Range of Alternatives



# **Appendix A: Project Schedule**





## Appendix B:

# List of Agencies Invited to Become a Cooperating or Participating Agency

**Phase 2 of the South Florida East Coast Corridor Transit Analysis (SFECCCTA) Cooperating and Participating Agencies Invitee List**

**Cooperating Agencies**

Agency Contact		Agency	Address			
<b>Federal</b>						
Ms.	Alisa Zarbo	*US Army Corps of Engineers	4400 PGA Boulevard, Suite 500	Palm Beach Gardens	FL	33410
Mr.	Garett Lips	*US Army Corps of Engineers	4400 PGA Boulevard, Suite 500	Palm Beach Gardens	FL	33410
Mr.	Robert B Barron	*US Army Corps of Engineers	P.O. Box 4970	Jacksonville	FL	32207
Mr.	Maher Budeir	*US Environmental Protection Agency	61 Forsyth Street, Southwest	Atlanta	GA	30303
Mr.	Brodie E. Rich	*US Coast Guard	USCG Seventh District, 909 Southeast 1st Avenue	Miami	FL	33131
Ms.	Evelyn Smart	*US Coast Guard	USCG Seventh District, 909 Southeast 1st Avenue	Miami	FL	33131
Mr.	David Valenstein	Federal Railroad Administration	1120 Vermont Avenue, MS-20	Washington	DC	20590

<b>Transit</b>						
Honorable	Joseph H. Boardman	Amtrak, President and CEO	50 Massachusetts Avenue Northeast	Washington	DC	20002
Mr.	William L. Crosbie	Amtrak, Chief Operating Officer	50 Massachusetts Avenue Northeast	Washington	DC	20002

**Participating Agencies**

<b>Federal</b>						
Mr.	Andrew Detizio	*Federal Highway Administration	545 John Knox Road, Suite 200	Tallahassee	FL	32303
Ms.	Anita Barnett	*National Park Service	100 Alabama Street, 1924 Building	Atlanta	GA	30303
Mr.	Brandon Howard	*National Marine Fisheries Service	400 North Congress Avenue, Suite 120	West Palm Beach	FL	33401
Mr.	John Wrublik	*US Fish and Wildlife Service	1339 20th Street	Vero Beach	FL	32960
Ms.	Linda Anderson	*Federal Highway Administration	1339 20th Street	Vero Beach	FL	32960
Mr.	Nahir Detizio	*Federal Highway Administration	545 John Knox Road, Suite 200	Tallahassee	FL	32303
Mr.	Rick Allen Robbins	*Natural Resources Conservation Service	P.O. Box 141510	Gainesville	FL	32614
Ms.	Cathy Kendall	*Federal Highway Administration	545 John Knox Road, Suite 200	Tallahassee	FL	32303
Mr.	James E. Caponiti	US Maritime Administration	1200 New Jersey Avenue, Southeast	Washington	DC	20590
Ms.	Lynne A. Osmus	Federal Aviation Administration	800 Independence Avenue, Southwest	Washington	DC	20591
Mr.	Ronald Medford	National Highway Traffic Safety Administration	1200 New Jersey Avenue, Southeast	Washington	DC	20590
Honorable	Mark V. Rosenker	National Transportation Safety Board	490 L'Enfant Plaza, Southwest	Washington	DC	20594
Honorable	Gale D. Rossides	U.S. Department of Homeland Security	Transportation Security Administration	Washington	DC	20528
Secretary	Shaun Donovan	U.S. Department of Housing & Urban Development	451 7th Street, Southwest	Washington	DC	20410
Dr.	Suzette Kimball	U.S. Department of Interior, U.S. Geological Survey	12201 Sunrise Valley Drive	Reston	VA	20192
<b>State</b>						
Ms.	Alyssa McManus	*FL Department of State	500 South Bronough Street, Room 402	Tallahassee	FL	32399
Mr.	Brian Yates	*FL Department of State	500 South Bronough Street, Room 402	Tallahassee	FL	32399
Mr.	Clark Turner	*FL Department of Community Affairs	2555 Shumard Oak Boulevard	Tallahassee	FL	32399
Mr.	Dennis Hardin	*FL Department of Agriculture and Consumer Services	3125 Conner Boulevard	Tallahassee	FL	32399
Mr.	Gary Donaldson	*FL Department of Community Affairs	2555 Shumard Oak Boulevard	Tallahassee	FL	32399

Agency Contact		Agency	Address			
Ms.	Lauren P. Milligan	*FL Department of Environmental Protection	3900 Commonwealth Boulevard, MS 47	Tallahassee	FL	32399
Mr.	Scott Sanders	*FL Fish and Wildlife Conservation Commission	620 South Meridian Street	Tallahassee	FL	32399
Ms.	Sherry Anderson	*FL Department of State	500 South Bronough Street, Room 402	Tallahassee	FL	32399
Mr.	George Sirianni	*Florida Intrastate Highway System Central Office	605 Suwannee Street MS19	Tallahassee	FL	32399
Mr.	Tyrone Scorsone	*Florida Intrastate Highway System Central Office	605 Suwannee Street MS19	Tallahassee	FL	32399
Mr.	Timothy Smith	*FL Department of Community Affairs	2555 Shumard Oak Boulevard	Tallahassee	FL	32399
Mr.	David Roach	Florida Inland Navigation District	1314 Marcinski Road	Jupiter	FL	33477
<b>Regional</b>						
Mr.	Anthony Miller	*Saint Johns River Water Management District	4049 Reid Street	Platka	FL	32177
Ms.	C. Lynn Miller	*Southwest Florida Water Management District	2379 Broad Street	Brooksville	FL	34604
Mr.	Kevin Dickson	*South Florida Water Management District	P.O. Box 24680	West Palm Beach	FL	33406
Ms.	Trisha Stone	*South Florida Water Management District	P.O. Box 24680	West Palm Beach	FL	33406
<b>Transit</b>						
Mr.	Harpal S. Kapoor	Miami-Dade Transit	111 Northwest 1st Street 29th Floor	Miami	FL	33128
Mr.	Robert Nelson	Broward County Transit	115 South Andrews Avenue	Fort Lauderdale	FL	33301
Mr.	Chuck Cohen	Palm Tran	3201 Electronics Way	West Palm Beach	FL	33407
Mr.	Joe Giulietti	South Florida Regional Transportation Authority	800 Northwest 33rd Street, Suite 100	Pompano Beach	FL	33064
<b>Local</b>						
Honorable	Carlos Alvarez	Miami-Dade County, Mayor	111 Northwest 1st Street 29th Floor	Miami	FL	33128
Mr.	George Burgess	Miami-Dade County, Manager	111 Northwest 1st Street 29th Floor	Miami	FL	33128
Honorable	Manuel Diaz	City of Miami, Mayor	3500 Pan American Drive	Miami	FL	33133
Mr.	Pedro Hernandez	City of Miami, Manager	3500 Pan American Drive	Miami	FL	33133
Honorable	Joyce A. Davis	Village of El Portal, Mayor	500 Northeast 87th Street	El Portal	FL	33138
Mr.	Jason Walker	Village of El Portal, Manager	500 Northeast 87th Street	El Portal	FL	33138
Honorable	Susan Gottlieb	City of Aventura, Mayor	19200 West Country Club Drive	Aventura	FL	33180
Mr.	Eric M. Soroka	City of Aventura, Manager	19200 West Country Club Drive	Aventura	FL	33180
Honorable	Kevin Burns	City of North Miami, Mayor	776 Northeast 125th Street	North Miami	FL	33161
Mr.	Clarance Patterson	City of North Miami, Manager	776 Northeast 125th Street	North Miami	FL	33161
Honorable	Herta Holly	Miami Shores Village, Mayor	10050 Northeast 2nd Avenue	Miami Shores	FL	33138
Mr.	Tom Benton	Miami Shores Village, Manager	10050 Northeast 2nd Avenue	Miami Shores	FL	33138
Honorable	John Hornbuckle	Village of Biscayne Park, Mayor	640 Northeast 114th Street	Biscayne Park	FL	33161
Mr.	Frank Spence	Village of Biscayne Park, Manager	640 Northeast 114th Street	Biscayne Park	FL	33161
Honorable	Raymond F. Marin	City of North Miami Beach, Mayor	17011 Northeast 19 Avenue, Fourth Floor	North Miami Beach	FL	33162
Mr.	Kelvin Baker	City of North Miami Beach, Manager	17011 Northeast 19 Avenue, Fourth Floor	North Miami Beach	FL	33162
Commissioner	Barbara J. Jordan	Miami-Dade County District 1 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128
Commissioner	Dorrian D. Rolle	Miami-Dade County District 2 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128
Commissioner	Audrey Edmonson	Miami-Dade County District 3 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128
Commissioner	Sally A. Heyman	Miami-Dade County District 4 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128

Agency Contact		Agency	Address			
Commissioner	Bruno A. Barreiro	Miami-Dade County District 5 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128
Commissioner	Rebeca Sosa	Miami-Dade County District 6 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128
Commissioner	Carlos A. Gimenez	Miami-Dade County District 7 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128
Commissioner	Katy Sorenson	Miami-Dade County District 8 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128
Commissioner	Dennis C. Moss	Miami-Dade County District 9 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128
Commissioner	Javier D. Souto	Miami-Dade County District 10 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128
Commissioner	Joe A. Martinez	Miami-Dade County District 11 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128
Commissioner	Jose "Pepe" Diaz	Miami-Dade County District 12 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128
Commissioner	Natacha Seijas	Miami-Dade County District 13 Commissioner	111 Northwest 1st Street, Suite 220	Miami	FL	33128
Honorable	Joy Cooper	City of Hallandale Beach, Mayor	400 South Federal Highway	Hallandale Beach	FL	33009
Mr.	D. Mike Good	City of Hallandale Beach, Manager	400 South Federal Highway	Hallandale Beach	FL	33009
Honorable	Peter Bober	City of Hollywood, Mayor	2600 Hollywood Boulevard	Hollywood	FL	33020
Mr.	Cameron D. Benson	City of Hollywood, Manager	2600 Hollywood Boulevard	Hollywood	FL	33020
Honorable	Albert C. Jones	City of Dania Beach, Mayor	100 West Dania Beach Blvd	Dania Beach	FL	33004
Mr.	Collin Donnelly	City of Dania Beach, Manager	100 West Dania Beach Blvd	Dania Beach	FL	33004
Honorable	Jim Naugle	City of Fort Lauderdale, Mayor	100 North Andrews Avenue	Fort Lauderdale	FL	33301
Mr.	George Gretsas	City of Fort Lauderdale, Manager	100 North Andrews Avenue	Fort Lauderdale	FL	33301
Honorable	Gary Resnick	City of Wilton Manors, Mayor	524 Northeast 21 Court	Wilton Manors	FL	33305
Mr.	Joseph L. Gallegos	City of Wilton Manors, Manager	524 Northeast 21 Court	Wilton Manors	FL	33305
Honorable	Layne Dallett Walls	City of Oakland Park, Mayor	3650 Northeast 12 Avenue	Oakland Park	FL	33334
Mr.	John Stunson	City of Oakland Park, Manager	3650 Northeast 12 Avenue	Oakland Park	FL	33334
Honorable	Lamar Fisher	City of Pompano Beach, Mayor	100 West Atlantic Boulevard	Pompano Beach	FL	33060
Mr.	Keith Chadwell	City of Pompano Beach, Manager	100 West Atlantic Boulevard	Pompano Beach	FL	33060
Honorable	Fred Schorr	City of Lighthouse Point, Mayor	2200 Northeast 38th Street	Lighthouse Point	FL	33064
Mr.	John D. Lavisky	City of Lighthouse Point, City Administrator	2200 Northeast 38th Street	Lighthouse Point	FL	33064
Honorable	Sylvia Poitier	City Deerfield Beach, Mayor	150 Northeast 2nd Avenue	Deerfield Beach	FL	33441
Mr.	Michael Mahaney	City of Deerfield Beach, Manager	150 Northeast 2nd Avenue	Deerfield Beach	FL	33441
Ms.	Bertha Henry	Broward County, County Administrator	115 South Andrews Avenue	Fort Lauderdale	FL	33301
Commissioner	Ilene Lieberman	Broward County District 1 Commissioner	115 South Andrews Avenue, Room 417	Fort Lauderdale	FL	33301
Commissioner	Kristin Jacobs	Broward County District 2 Commissioner	115 South Andrews Avenue, Room 421	Fort Lauderdale	FL	33301
Honorable	Stacy Ritter	Broward County District 3 Commissioner, Mayor	115 South Andrews Avenue, Room 413	Fort Lauderdale	FL	33301
Vice Mayor	Ken Keechl	Broward County District 4 Commissioner, Vice Mayor	115 South Andrews Avenue, Room 412	Fort Lauderdale	FL	33301
Commissioner	Lois Wexler	Broward County District 5 Commissioner	115 South Andrews Avenue, Room 414	Fort Lauderdale	FL	33301
Commissioner	Sue Gunzburger	Broward County District 6 Commissioner	115 South Andrews Avenue, Room 421	Fort Lauderdale	FL	33301
Commissioner	John E. Rodstrom, Jr.	Broward County District 7 Commissioner	115 South Andrews Avenue, Room 416	Fort Lauderdale	FL	33301
Commissioner	Diana Wasserman-Rubin	Broward County District 8 Commissioner	115 South Andrews Avenue, Room 410	Fort Lauderdale	FL	33301
Commissioner	Josephus Eggelletion, Jr.	Broward County District 9 Commissioner	115 South Andrews Avenue, Room 413	Fort Lauderdale	FL	33301
Mayor	Susan Whelchel	City of Boca Raton, Mayor	201 West Palmetto Park Road	Boca Raton	FL	33432

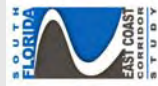
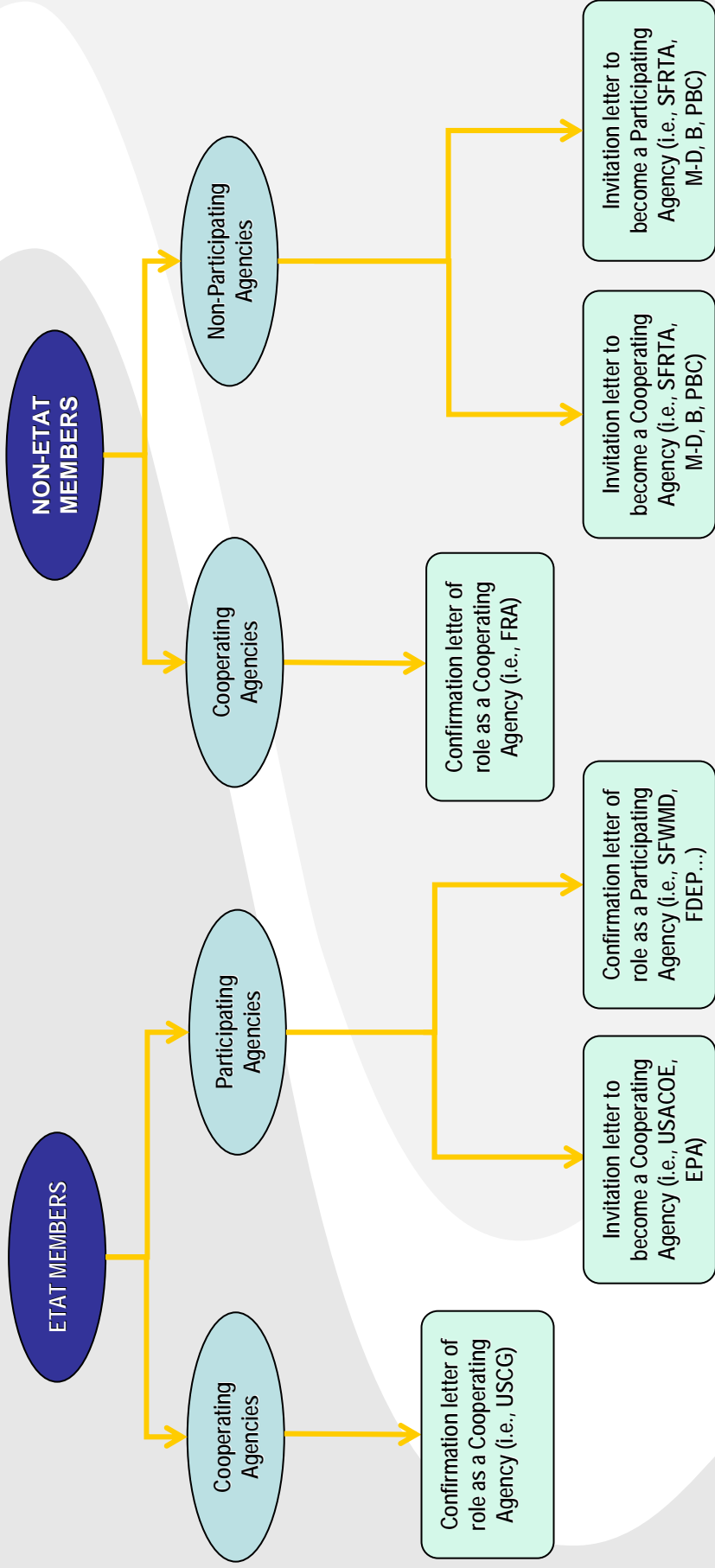
Agency Contact		Agency	Address			
Mr.	Leif Ahnell	City of Boca Raton, Manager	201 West Palmetto Park Road	Boca Raton	FL	33432
Honorable	Rita Ellis	City of Delray Beach, Mayor	100 Northwest 1st Avenue	Delray Beach	FL	33444
Mr.	David T. Harden	City of Delray Beach, Manager	100 Northwest 1st Avenue	Delray Beach	FL	33444
Honorable	Jerry Taylor	City of Boynton Beach, Mayor	100 East Boynton Beach Boulevard	Boynton Beach	FL	33425
Mr.	Kurt Bressner	City of Boynton Beach, Manager	100 East Boynton Beach Boulevard	Boynton Beach	FL	33425
Honorable	Ken Schultz	Town of Hypoluxo, Mayor and Town Manager	116 Lucina Drive	Hypoluxo	FL	33462
Ms.	Barbara Ross	Town of Hypoluxo, Assistant Town Manager and Clerk	116 Lucina Drive	Hypoluxo	FL	33462
Honorable	David J. Stewart	Town of Lantana, Mayor	500 Greynolds Circle	Lantana	FL	33462
Mr.	Mike Bornstein	Town of Lantana, Manager	500 Greynolds Circle	Lantana	FL	33462
Honorable	Jeff Clemens	City of Lake Worth, Mayor	7 North Dixie Highway	Lake Worth	FL	33460
Mr.	Robert Baldwin	City of Lake Worth, Manager	7 North Dixie Highway	Lake Worth	FL	33460
Ms.	Laura J. Hannah	City of Lake Worth, Assistant City Manager	7 North Dixie Highway	Lake Worth	FL	33460
Honorable	Lois J. Frankel	City of West Palm Beach, Mayor	P.O. Box 3366	West Palm Beach	FL	33402
Mr.	Edward Mitchell	City of West Palm Beach, City Administrator	P.O. Box 3366	West Palm Beach	FL	33402
Honorable	William H. Albury, III	Town of Mangonia Park, Mayor	1755 East Tiffany Drive	Mangonia Park	FL	33407
Mr.	Lee Leffingwell	Town of Mangonia Park, Manager	1755 East Tiffany Drive	Mangonia Park	FL	33407
Honorable	Thomas Masters	City of Riviera Beach, Mayor	600 West Blue Heron Boulevard	Riviera Beach	FL	33404
Ms.	Carrie E. Ward	City of Riviera Beach, City Clerk	600 West Blue Heron Boulevard	Riviera Beach	FL	33404
Honorable	Desca DuBois	Town of Lake Park, Mayor	535 Park Avenue	Lake Park	FL	33403
Ms.	Maria Davis	Town of Lake Park, Manager	535 Park Avenue	Lake Park	FL	33403
Honorable	William Manuel	Village of North Palm Beach, Mayor	501 US Highway 1	North Palm Beach	FL	33408
Mr.	Jimmy Knight	Village of North Palm Beach, Manager	501 US Highway 1	North Palm Beach	FL	33408
Honorable	Eric Jablin	City of Palm Beach Gardens, Mayor	10500 North Military Trail	Palm Beach Gardens	FL	33410
Ms.	Patricia Snider	City of Palm Beach Gardens, City Clerk	10500 North Military Trail	Palm Beach Gardens	FL	33410
Honorable	Karen J. Golonka	Town of Jupiter, Mayor	210 Military Trail	Jupiter	FL	33458
Mr.	Andrew D. Lukasik	Town of Jupiter, Manager	210 Military Trail	Jupiter	FL	33458
Mr.	Robert Weisman	Palm Beach County, County Administrator	301 North Olive Avenue, Suite 1201	West Palm Beach	FL	33401
Commissioner	Karen Marcus	Palm Beach County District 1 Commissioner	301 North Olive Avenue, Suite 1201	West Palm Beach	FL	33401
Chairman	Jeff Koons	Palm Beach County District 2 Commissioner	301 North Olive Avenue, Suite 1201	West Palm Beach	FL	33401
Commissioner	Shelley Vana	Palm Beach County District 3 Commissioner	301 North Olive Avenue, Suite 1201	West Palm Beach	FL	33401
VACANT	VACANT	Palm Beach County District 4 Commissioner	301 North Olive Avenue, Suite 1201	West Palm Beach	FL	33401
Vice Chairman	Burt Aaronson	Palm Beach County District 5 Commissioner	301 North Olive Avenue, Suite 1201	West Palm Beach	FL	33401
Commissioner	Jess R. Santamaria	Palm Beach County District 6 Commissioner	301 North Olive Avenue, Suite 1201	West Palm Beach	FL	33401
Commissioner	Addie Greene	Palm Beach County District 7 Commissioner	301 North Olive Avenue, Suite 1201	West Palm Beach	FL	33401
<b>Tribal</b>						
Mr.	Steve Terry	*Miccosukee Tribe of Indians of Florida	P.O. Box 440021	Miami	FL	33144
Mr.	Willard Steele	*Seminole Tribe of Florida	6300 Stirling Road	Hollywood	FL	33024

\* ETAT Member Agency



# **Appendix C: Agency Outreach Flowchart**

# Agency Outreach Flowchart



**LEGEND:**

ETAT: Environmental Technical Advisory Team; USCG: U.S. Coast Guard; USACOE: U.S. Army Corps of Engineer; EPA: Environmental Protection Agency; SFWMD: South Florida Water Management District; FDEP: Florida Department of Environmental Protection; SFRTA: South Florida Regional Transportation Authority; M-D, B, PDC: Miami-Dade, Broward, Palm Beach County





## Appendix D:

# Coordination Items: Purpose & Need, Goals & Objectives, Range of Alternatives

## PROJECT PURPOSE & NEED

### Project Purpose

The purpose of this project is to develop a reliable, predictable and an integrated system of passenger transit service to improve north-south mobility for the citizens of southeastern Florida along the FEC Railway corridor through the redeveloping coastal cities within Palm Beach, Broward and Miami-Dade Counties, to supplement highway capacity and enhance the utilization of existing transit services.

### Project Need

Southeastern coastal Florida includes three major cities (Miami, Fort Lauderdale and West Palm Beach) as well as 25 additional smaller municipalities. Development in this region is geographically constrained by the Atlantic Ocean to the east and the Everglades to the west. The study area, which is east of and parallel to I-95, is almost entirely developed for the length of the 85-mile study corridor. Significant additional development and redevelopment is anticipated to take place between now and 2035. The fundamental need for the project is supported by the following key components:

#### Demographics:

Southeast Florida continues to grow rapidly due to immigration and a high birth rate. The study area's population is expected to continue to grow in the foreseeable future. By 2035, population is expected to increase by 51% and employment by 37% while highway capacity is only projected to increase by 14% in the same period.

#### Highway Capacity:

Existing highways in Southeastern Florida, specifically north-south oriented highways such as I-95 and US 1, are severely congested and as population growth outpaces highway capacity improvements, congestion and traffic delays are expected to worsen. The entire region within the project limits is highly developed making the addition of capacity on existing highways extremely impactful and costly. The volume of traffic and number of lanes on these facilities result in an elevated number of traffic crashes and incidences leading to delays and decreased safety.

#### Transit Services:

Existing transit service cannot provide the mobility

desired within the region. Current Tri-Rail service frequently experiences delays in service that limits its ability to attract additional passengers. This is primarily due to limited rail infrastructure that it shares with CSX freight trains. Local north-south bus routes are prevented from attaining the speeds necessary to attract large numbers of riders due to highway congestion and other delays.

#### Travel Markets:

Existing transit within the study area does not provide convenient service to match existing and anticipated travel markets. Tri-Rail commuter rail parallels I-95 but its corridor is typically not within walking distance of either the places people live or work. In addition, local bus routes are not oriented to efficiently service major travel markets.

#### Transit-Dependent Populations:

The large transit-dependent populations found within the Tri-County and study area are underserved by existing transit services. This group includes low-income, minority, elderly, and those too young to drive. Lack of mobility options limits this population's ability to travel to jobs, educational and health-care centers and leisure activities. In addition, the lack of mobility options contributes to the decline of economic advancement and quality of life.

#### Land Use Policies:

Regional policies, such as the state's "Eastward Ho" initiative emphasizes redevelopment and densification of coastal southeast Florida rather than continued sprawl to less developed areas in the west in order to minimize environmental harm. Additional policies in all three counties and local municipalities are in place to focus future development within the study area. The desired results of those policies will be hampered without the benefit of a complementary increase in mobility for the affected areas.

#### Economic Development Opportunity:

Many of the developed areas east of I-95 are economically depressed with building infrastructure that has reached the end of its useful lifespan. Premium transit is lacking from those areas that have existing and proposed land use and zoning regulations that support increased density and mixed-use as well as local programs for redevelopment.

## PROJECT GOALS AND OBJECTIVES

### Goal 1: Improve mobility and access for personal travel and goods movement.

- Expand transit options to accommodate future travel demand in the corridor and serve major transportation hubs, employment, medical, retail, educational, and entertainment centers, and residents in the region.
- Provide regional transit options that improve travel time reliability for people and goods and results in travel time savings. Integrate the proposed transit options with existing and planned transit in the region.
- Integrate the proposed transit options with existing and planned freight transport and potentially intercity passenger transport located within or traversing the study area.
- Provide for seamless connections to all modes of transportation including bicycle and pedestrian facilities.
- Provide regional access and mobility improvements for minority, transportation disadvantaged and low income groups.
- Support goods movement in the corridor with higher capacity and connectivity.

### Goal 2: Coordinate corridor transportation investments to contribute to a seamless, integrated multi-modal transportation network.

- Invest in infrastructure, facilities and services that improve connectivity, transfer and circulation in the region.
- Coordinate and integrate with other regional rail, mass transit, and roadway projects.
- Maintain working relationships with transportation partners, including the FTA, FDOT, Regional Transportation Authority, MPOs, Counties, Cities, Regional Planning Councils, Business Groups, Florida East Coast Industries, and other stakeholders.
- Avoid or minimize duplication of premium transportation services.
- Coordinate with other transportation and land use planning efforts that are supportive of transit options.
- Accommodate a proposed greenway along the corridor.

### Goal 3: Encourage the implementation of transit supportive development.

- Locate transit stations where higher density development exists or can readily be accommodated and near activity centers.
- Complement and support economic development/redevelopment and potential joint development activities that include a mix of uses and affordable housing, within the study area.
- Establish a transit improvement that will contribute, guide and support the urban, transit-oriented scale envisioned for the various downtowns, commercial corridors and abutting residential areas.
- Facilitate creation of transit-supportive and context sensitive development guidelines, zoning and policies.
- Provide transit that complements the scale and character of neighborhoods, housing, and business developments.

### Goal 4: Minimize adverse impacts to the community and local businesses.

- Minimize or mitigate adverse local traffic, parking and safety impacts.
- Minimize or mitigate adverse noise and vibration impacts.
- Avoid or minimize adverse impacts to minority and low income communities.
- Minimize adverse right-of-way and physical impacts to established communities and businesses.
- Optimize the use of existing infrastructure and transportation corridors for expansion of transit.

### Goal 5: Preserve and enhance the environment.

- Minimize or mitigate adverse impacts to existing environmental resources.
- Preserve historical and cultural resources.
- Provide transit options that reduce traffic congestion and energy consumption.
- Protect environmentally sensitive areas.
- Improve regional air quality by promoting alternative transportation modes and reducing auto emissions.

### Goal 6: Provide a cost-effective transportation solution to meet identified travel needs consistent with the availability of implementation and operating funds.

- Provide new transit service that is financially feasible with existing and new revenue sources.
- Meet FTA goals as they relate to cost effectiveness.
- Ensure that the investment strategy for the corridor will be eligible to receive federal funding.
- Optimize transportation funding resources and obtain local financial support.
- Explore lower technology cost solutions, where applicable, that can be upgraded over time to a higher transit technology solution based on changing needs.

### Goal 7: Improve safety conditions for vehicular traffic and pedestrians.

- Plan transit stations consistent with applicable FRA and FTA safety guidelines.
- Plan safe and effective corridor crossing locations for vehicles, bicycles, and pedestrians.
- Plan rail freight improvements consistent with applicable FRA regulations.
- Minimize overall modal conflicts.

## CONCEPTUAL ALTERNATIVES

Due to increasing highway capacity constraints throughout South Florida other mobility options, such as premium transit, must be considered. Examples of premium transit services are those such as Tri-Rail, Miami-Dade's Metrorail, light rail transit, and bus rapid transit. The FEC Railway corridor presents a unique opportunity to develop and implement a regional passenger transportation service within an existing right-of-way. This concept has already been applied in South Florida with the acquisition of portions of the former CSX Railroad, now the SFRC used by Tri-Rail.

Alternatives will generally be made up of various components or elements. These include: service plans; north/south alignment (including east/west connections); modal technology; transit stations, grade crossings, and maintenance facilities.

The decision on the type of technology may be based on the varying characteristics of each technology, including capacity, the desires of the community, and other factors. Additional considerations when selecting a modal technology include capital cost, operating costs, service distance, station spacing, service frequency, power source, speeds, right-of-way requirements, vehicle life, accessibility, maneuverability, integration with other transportation modes, and flexibility. In addition, methods of avoiding or minimizing environmental and community impacts will be incorporated into the alternatives evaluation process. The decision relating to the location of the service depends on right-of-way availability, adjacent land uses, future freight demand and capacity for passenger service, and others.

The various alternatives will be tested against the Southeast Florida Regional Planning Model (SERPM) 6.5 which will be validated using recent local transit surveys.

### Service Plan

Service Planning is the process by which transit demand is matched with supply in the form of routes, vehicles, capacity, frequencies, speed and span of ser-

vice. The four main tasks of service planning for the SFECCTA study are:

- Establish routes that match people's desired travel patterns.
- Consider interconnectivity between the FEC Railway corridor and Tri-Rail for optimal use of existing infrastructure.
- Create an operating plan including express and local service to balance travel time and accessibility to adjacent communities.
- Determine a modal technology that best meets projected demand (see Modal Technology discussion for alternatives being considered).

Alternatives will initially be mode-neutral, which means vehicle type will not be a factor in projecting ridership. Subsequently, modal technology will be determined based on the above elements and detailed alternatives will be developed that will define mode, potential connections with Tri-Rail, frequency, and stopping patterns (express/local service). For example, the FEC Railway corridor contains mixed-use, walkable communities that desire access to premium transit via a local station. However, frequent stopping will slow down service so that longer trips will not be time-competitive with the automobile. In order to balance the desire for local access with competitive travel times, patterns of express and local services will be explored along the corridor. Express service will allow longer distance travelers to get to their destinations faster, and local service will provide access to a greater number of small communities. Key stations will be established where both express and local service stop, allowing riders to transfer from one service to the other.

### Alignment Alternatives to be Considered

For Phase 2 of the SFECCTA study the following general alignments will be considered:

- FEC Railway corridor
- I-95 (in northern Palm Beach County only)

### East/West Connections to be Considered

East/west connections between the FEC Railway alignment and the SFRC will be explored in order to interface the proposed transit improvements with existing passenger transit services such as Tri-Rail.

Connecting to existing transit services will serve to enhance South Florida's transportation network. Currently, east/west connections to be explored include a north-end connection to extend Tri-Rail service beyond West Palm Beach, a Pompano connection in Broward County, a Little River connection in Miami-Dade County, and possibly other connections.

### Modal Technology/Transit Services Alternatives to be Considered

Determining what mode(s) will be selected for the SFECCTA will be a major decision for this phase of the project. The study may determine that a single technology may be used along the entire corridor or a combination of modal technologies may be more appropriate. Issues that will aid in this decision include the predicted number of passengers (ridership), affects on adjacent communities and environmental impacts. During Phase 2 of the study the following five modes will be considered:

1) **Light Rail Transit (LRT)** is a flexible transportation mode which consists of a system of lightweight passenger rail cars operating singly or in short, two- or three-car trains on fixed rails. This mode can operate in a dedicated right-of-way or in street traffic on tracks embedded in the street much like a streetcar. However, LRT cannot share tracks with freight or Tri-Rail. Trains may be electrically powered or run on diesel engines and may attain speeds up to 65 MPH and carry as many as 60 to 100 passengers per car. The example below is of an LRT in New Jersey. Currently, there are no regional examples in Florida.



2) **Regional Rail (RGR)** trains can carry from two to 12 cars and typically use diesel engines but may also be electrically propelled. Hybrid diesel/electric power is also an option. These trains comply with Federal Railroad Administration (FRA) regulations and therefore may share tracks with freight and Tri-Rail. RGR can operate at speeds of 60 - 80 MPH and carry as many as 120 seated passengers per car. A regional example of RGR is Tri-Rail.



3) **Rail Rapid Transit (RRT)** employs trains that are self-propelled on a dedicated right-of-way separate from freight and Tri-Rail. These trains are electrically propelled, on elevated tracks and may carry 200 passengers per car (seated and standing). RRT trains may be four or more cars long. They are characterized by rapidly accelerating passenger rail cars capable of obtaining speeds of 65 MPH. A regional example of RRT is Metrorail in Miami-Dade County which could function as an extension of Metrorail north along the FEC Railway.



4) **Bus Rapid Transit (BRT)** is a bus service that usually operates within a service corridor, or dedicated right-of-way, with a reduced number of stops through traffic signal management favoring the buses. However, BRT may also operate in HOV lanes, expressways, or ordinary streets. These buses operate on diesel but some may use advanced hybrid electric technology. One regional example of BRT is the South Dade Busway in Miami-Dade County.



5) **Regional Bus (RGB)** is a longer distance, limited stop bus service operating in street traffic. These buses are typically diesel powered and may carry as many as 60 seated passengers.

### Station Types and Locations to be Considered

A preliminary list of station locations has been identified based on numerous meetings with Regional Planning Councils, the three counties and the 28 municipalities along the FEC corridor to identify all possibilities for station locations. Currently, 97 potential locations have been identified. Eighty-seven are along the FEC corridor between Jupiter and downtown Miami and ten are on potential connections between the FEC and SFRC (CSX) corridors. A technical analysis will be performed during Phase 2 of the study to determine which of these locations function best based on a number of factors including:

- Transit-oriented development potential
- Environmental factors
- Economic development potential
- Accessibility
- Land availability for station and parking
- Projected ridership
- Intermodal connectivity
- Community preference

Initial screening is expected to reduce the number of potential locations/sites. In addition, a Station Typology Technical Memorandum has been developed that defines eight different station types. The various station types include:

- City Center Stations
- Town Center Stations
- Neighborhood Stations
- Employment Center
- Local Park & Ride Stations
- Regional Park & Ride Stations
- Airport/Seaport Stations
- Special Event Stations

Each station type is intended to serve a different function and fit into a different type of community, ranging from low-investment neighborhood stations to large park-and-ride stations. The Station Typology memorandum and site location maps may be viewed

on the project website at the following links, respectively:

[http://www.sfecstudy.com/station\\_areas.html](http://www.sfecstudy.com/station_areas.html)  
<http://www.sfecstudy.com/documents.html>

The station evaluation will first identify “anchor stations”, defined as fixed, high-ridership hubs of the system. The primary anchor stations will be the City Center Stations and Airport/Seaport Stations. A secondary group of “key stations” will then be identified, which will include Town Center Stations and Regional Park-and-Ride Stations. These stations will likely have high ridership and will serve as secondary hubs of the system. Once the anchor stations and key stations are identified, intermediate stations will be considered, which includes Employment Centers, Local Park-Rides, Neighborhood Stations and Special Event Venue Stations. Using the eight primary factors, 18 evaluation elements have been identified. These 18 elements will help to flesh out the primary factors. Each station type has required characteristics based on the 18 elements. For instance, City Center Stations should have high population and employment density, and zoning that supports mixed-use high-density development. An evaluation form listing the 18 evaluation elements may be viewed on the project at the following link:

<http://www.sfecstudy.com/documents.html>

### **Grade Crossings**

There are over 200 at-grade crossings along the FEC Railway within the study area. The primary issues surrounding the grade crossings include traffic delay, train horn noise, and increased risk of accidents. Traffic delays may increase as passenger service is introduced along the FEC Railway corridor. Potential solutions to traffic delays include grade separation and/or closing certain crossings. However, closures will likely shift the congestion to other roadways.

Passenger trains operating along the FEC Railway corridor will be required to sound their horns at each crossing thus increasing the frequency of horns being sounded within the study area. Possible solutions

could be to separate and/or close grade crossings or improve existing crossings to qualify for quiet zones. Such improvements will not only create a quiet zone but will also improve safety features at the crossing.

The addition of passenger service may also increase the potential for at-grade transit crossing collision with vehicles and pedestrians if improvements are not implemented. Again, separating or closing at-grade crossings or improving grade crossing protection could eliminate these risks.

Maps and images of the various types of crossings may be found on the project website at the following link: <http://www.sfecstudy.com/documents.html>

### **Operations & Maintenance (O&M) Facilities**

The requirements for and location of O&M facilities are heavily dependent upon the choices eventually made concerning alignment and modal technology. Generally, O&M facilities are best located at the ends of service alignments. However, there are other factors that come into play when ultimately deciding where to place O&M facilities such as the availability and cost of land, transit network design, environmental impacts and the surrounding land use.

### **Transportation System Management & No Build Alternatives**

To satisfy the FTA New Starts (49 USC 5309) AA requirement, FDOT will also evaluate options for transportation improvements in the study area that do not involve significant capital investment including Transportation System Management (TSM) improvements and the implications of taking no action (i.e., the "no build" alternative). The TSM option to be explored would include enhancements to existing transit, such as Tri-Rail and Metrorail, as well as introducing new bus services on roadways parallel to but not within the FEC Railway right-of-way.