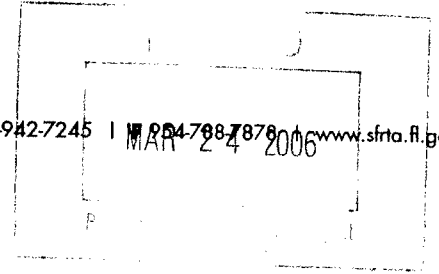




**SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY**

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March 23, 2006

Ms. Lauren P. Milligan
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Blvd., Mail Station 47
Tallahassee, Florida 32399-3000

Subject: **Advance Notification**
South Florida East Coast Corridor Transit Analysis
Federal Aid Project No.: FTAX004
FTA Grant No.: FL-90-X372-07
Financial Management No.: 417031-1-22-01
Miami-Dade, Broward and Palm Beach Counties, Florida

Dear Ms. Milligan:

The South Florida Regional Transportation Authority (SFRTA) is a very strong supporter of this project and hopes to play a significant role in its development. A transit project along the Florida East Coast (FEC) Corridor between Jupiter and downtown Miami is one of five projects adopted by the SFRTA Board of Directors as a part of the SFRTA Master Plan. We find that the proposed project is supportive of the goals of the SFRTA and its regional nature is representative of the purpose of the SFRTA.

The Advance Notification (AN) addresses all of the required areas of concern and promises that the study will address all conceivable alternatives during the study.

The data indicates land development densities within the FEC corridor are between 50% and 100% higher than the rest of South Florida, which provides validation of the basic concept of developing premium transit in the corridor

The AN states several times that the FEC is critical to freight movement at the ports because it provides the only direct rail service to three South Florida seaports. However, the reality of freight movement from the Port of Miami and Port Everglades is that very little of the freight currently leaves the ports via rail, because there are no intermodal facilities located within the port property where transfer of cargo between rail and ship can occur. Once cargo is on a truck it does not matter where the intermodal facility is located. The Port of Palm Beach has a facility within the port to transfer cement to and from rail. The Port of Miami has 2-3 rail shipments per month. We believe a clear understanding of this economic reality is critical to the conduct of the study.

The AN is thorough in its initial data collection and presentation, although there are a few minor technical errors in the document that should be corrected, such as 124,247 daily riders on the Palm Tran Route 1.

The SFRTA is pleased to be a partner with Florida Department of Transportation (FDOT) and others in undertaking this critical project for South Florida's transportation, economic and quality of life future. We look forward to being an active participant in the study process.

Sincerely,



Joseph J. Gulletti
Executive Director

CC: Scott Seeburger, FDOT
William L. Cross, SFRTA