

Tri-Rail Coastal Link Study

(formerly known as the South Florida East Coast Corridor Study)

Tri-Rail Coastal Link

Getting Southeast Florida To Work



Broward Metropolitan Planning Organization
Florida Department of Transportation
Miami-Dade Metropolitan Planning Organization
Palm Beach Metropolitan Planning Organization
Southeast Florida Transportation Council
South Florida Regional Planning Council
South Florida Regional Transportation Authority
Treasure Coast Regional Planning Council

Preliminary Project Development Report

April 2014

Appendix 1: Public Involvement Program Report



FINAL

FM No. 41703132201

TRI-RAIL COASTAL LINK

(f/k/a SOUTH FLORIDA EAST COAST CORRIDOR)

PHASE 3 PUBLIC INVOLVEMENT PROGRAM REPORT

Contract No.: C-8Z90 FM No.: 417031-3-22-01

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April 2014

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1.0 Background

The Tri-Rail Coast Link (TRCL) f/k/a the South Florida East Coast Corridor (SFECC) Study has analyzed options for reintroducing passenger rail service through 28 densely-populated coastal municipalities along an 85-mile stretch of the Florida East Coast (FEC) Railway corridor in eastern Miami-Dade, Broward and Palm Beach Counties. At the same time, the Study is seeking to enhance mobility and freight capacity. It is being managed by the Florida Department of Transportation (FDOT), District 4, with participation by FDOT District 6 regarding Miami-Dade County matters. Other study partners are the South Florida Regional Transportation Authority (SFRTA); Miami-Dade, Broward and Palm Beach Metropolitan Planning Organizations (MPOs); Southeast Florida Transportation Council (SEFTC); Miami-Dade Transit (MDT); Broward County Transit (BCT); Palm Tran; South Florida Regional Planning Council (SFRPC); and Treasure Coast Regional Planning Council (TCRPC).

Phase 1 began in Fall 2005 and was completed in Spring 2007. During that time a Freight Assessment and Conceptual Definition of Alternatives were completed. Phase 2 of the Study began in Spring 2008 and was completed in Fall 2010 with a proposed System Master Plan for Regional Rail. Station locations were refined, with general locations narrowed from 92 to 52. The Palm Beach and Broward MPOs supported the Regional Rail Alternative and the Miami-Dade MPO requested clarification and further detail on various study components such as railroad corridor access costs.

Public involvement and outreach has been an extremely important component of the Study from the start. Major efforts were made to ensure that stakeholders along the 85-mile corridor were kept informed and had a chance to express their opinions. During Phase 1 there were over 230 public meetings, including public workshops and public hearings, as well as meetings with municipal officials and various stakeholder groups. During Phase 2 there were 34 public meetings/workshops, eight public hearings and over 100 meetings with municipal officials and local community and business leaders.

Phase 3 began in Fall 2010 and followed several critical paths:

- Refinement of the System Master Plan
- Travel Demand forecasting (in coordination with the Federal Transit Administration (FTA))
- Freight and Passenger Operations Simulation
- Refinement of the number of potential station locations based on potential ridership, transit-oriented land uses (existing and future), station spacing, traffic and highway access, environmental impacts and community preference.
- Coordination with the proposed All Aboard Florida (AFF) passenger service on the FEC Railway.

This alternatives refinement and screening process was conducted with significant input from stakeholders within the study area. During Phase 3 of the Tri-Rail Coastal Link Study, there were more than 300 meetings or briefings within Palm Beach, Broward and Miami-Dade Counties (see Tables 1 and 2, which list the Phase 3 meetings).

Phase 3 of the study required some additional outreach to elected officials,



civic and business groups and individuals. Most of these stakeholders are very aware of the need for premium transit service in the Southeast Florida region because they experience roadway congestion on a daily basis. Many participated in public involvement activities during Phases 1 and 2, gaining awareness of the project's possibilities and expressing positive interest. With a regional population still growing and approaching six million, the dynamic Public Involvement Program (PIP) will continue to explore ways of expanding the study's reach to its wide array of stakeholders and opinion leaders. Efforts to provide information, maintain two-way communication and build support will be ongoing.

2.0 Goals of the Public Involvement Program

The goals of the PIP for Phase 3 of the Tri-Rail Coastal Link Study were to:

- Provide updates to state, county and municipal officials and maintain lines of communication;
- Brief newly elected public officials who were voted into office in Fall 2012 and thereafter;
- Provide updates to MPO members along with the FDOT project manager and members of the study team;
- Utilize the project website to bring in new participants and engage more of the public; and
- Prepare to meet the requirements of FDOT's Project Development and Environment (PD&E) Manual and Efficient Transportation Decision Making (ETDM) Process.

3.0 Public Involvement Program Approach

There has been continuity in the PIP for the Study because the three firms that

facilitated the program in Phase 2 continued on the project during Phase 3: Kommunikatz, Clear Light Communications and Charesse Chester & Associates. Adams Consulting Group was also brought on board during Phase 3.

Communicatz has been the lead subconsultant firm for the public involvement effort; the firm directed all public involvement activities and was responsible for coordinating meetings and producing materials. Kommunikatz was responsible for activities in Miami-Dade County with support from Charesse Chester & Associates, and in Broward County with some support from Adams Consulting Group. Clear Light Communications was responsible for activities in Palm Beach County.

4.0 Databases

Several sets of data have been compiled in order to gain maximum stakeholder awareness and participation. These databases will continue to be valuable tools for use during the Project Development phase.

4.1 Public Meeting Venues

A database of possible venues for large and small meetings along the 85-mile FEC Corridor was compiled during Phase 2. Locations are near the corridor and, wherever possible, accessible by transit. Kommunikatz distributed the template to the other public involvement subconsultants to confirm and update the current information and add facilities, if available, including:

- Name of Facility
- Address
- Contact Person
- Phone/Fax/E-mail Information
- Cost



- Directions/Link to Online Map
- American with Disabilities Act (ADA) compliance
- Parking Availability
- Seating and Display Capacity
- Availability of Audio/Visual Equipment and Extension Cord
- Availability of Tables and Chairs
- Outside Signage
- Security

4.2 Contact List/Audiences

The project contact list is a dynamic record which is constantly expanded and updated. The list of agency contacts is regularly updated, as is information for federal, state and local officials in the three counties. The database includes E-mail addresses to facilitate Evite blasts and distribution of E-newsletters. Data was also updated for key project stakeholders, including the MPOs for each of the three counties and their respective advisory committees, as well as the SFRTA, SFRPC and TCRPC.

In previous project phases, tax rolls and lists of occupational licenses within five miles of the FEC Railway corridor were obtained from each of the three counties. Then hundreds of thousands of invitation postcards were printed and mailed to property owners and business operators.

5.0 Outreach Activities

5.1 Public and Elected Officials

5.1.1 MPO Board Presentations and Member Briefings

The governing boards of the three MPOs were very interested in the progress of the Study and asked for updates during Phase 3. Those presentations covered the study process including FTA decision

points, approximate timeline, maps of proposed service, funding framework and capital options, project phasing and next steps. Later presentations included information on the potential Build Alternatives, potential initial operating segments and refinement of station locations. Questions were most often asked regarding the timeline, Build Alternatives, costs, and possible funding sources.

There was another round of briefings for key board members of the three MPOs, primarily chairpersons and members whose districts included the FEC rail corridor. These briefings took place prior to the final Phase 3 presentations to the three MPO boards describing the status of the planning study, its refined service plan and anticipated project benefits and costs. In December 2013 the project team sought and received concurrence from the three MPO Boards, SFRPC, TCRPC, SEFTC and SFRTA for FDOT to commence a two-year Project Development phase under FTA guidelines. During the Project Development phase, the Locally Preferred Alternative (LPA) will be defined and proposed for inclusion in each MPO's Long Range Transportation Plan (LRTP). A financial plan will also be developed in cooperation with local governments and stakeholders.

Communikatz scheduled and facilitated those presentations and briefings in Miami-Dade County with some support from Charesse Chester & Associates, and those in Broward County with some support from Adams Consulting Group. Clear Light Communications scheduled and facilitated the briefings and presentations in Palm Beach County. At each briefing, a sign-in sheet was circulated and meeting notes were



drafted, distributed for review and edited, then entered into the ProjectWise document repository and incorporated into the project summary.

5.1.2 Station Planning Meetings

Station planning meetings were a major focus of the study team during Phase 3. Generally, there was an initial meeting with staff of each municipality along the FEC Railway corridor in the study area. Maps of possible station sites were presented and discussion was held concerning best options, taking into consideration land use and development potential, among other factors. Then there were follow-up meetings at which station area refinements were reviewed. In some cases the study team returned a third time to further discuss issues specific to the municipality. There were 15 station planning meetings in Miami-Dade County, 23 in Broward County and 28 in Palm Beach County. At each meeting, a sign-in sheet was circulated and meeting notes were drafted, distributed for review and edited, then entered into ProjectWise and incorporated into the project summary.

5.1.3 Community Redevelopment Agencies

There was a special briefing for staff of the Omni/Overtown/Park West Community Redevelopment Agency (CRA) in Miami. Staff of the CRAs in Broward County were invited to station planning meetings and attended 12 of them. Staff of the CRAs in Palm Beach County were also invited to station planning meetings and attended 26.

5.1.4 Other Public Agencies

During Phase 3 there was a great deal of coordination with other public agencies including, among others:

- FTA
- SEFTC
- Florida Statewide Passenger Rail Commission
- Flagler Development, FEC Industries (FECI)/All Aboard Florida (AAF) – regular, bi-weekly teleconferences since December 2013
- FEC Railway (FEER) – regular teleconferences in 2011/2012
- Fort Lauderdale/Hollywood International Airport (FLL)
- Southeast Florida Transportation Council Passenger Rail Evaluation Team
- Greater Miami Chamber of Commerce Transportation and Infrastructure Committee

5.2 Business Groups

Southeast Florida business organizations are important stakeholders in the Tri-Rail Coastal Link Study. They see future business opportunities that will result from passenger service on the FEC Railway corridor.

At various forums throughout the tri-county region, business leaders have said increasingly congested north-south arteries restrict their ability to operate efficiently and grow their businesses. They seek resolution of mobility issues which hamper delivery of goods and services and make it difficult for customers and patrons to reach their places of business. Tourism industry leaders have drawn similar conclusions.

Private sector developers expressed great interest at a forum jointly presented by SFRTA and the Urban Land Institute (ULI) in April 2013. There were also individual meetings with developers in Miami-Dade and Broward Counties to spark interest in having them build and



potentially help to maintain stations adjacent to their properties.

A Tri-Rail Coastal Link Study presentation was made at the Miami Downtown Development Authority, the Greater Miami Chamber of Commerce Transportation and Infrastructure Committee, and for the Miami-Dade County Citizens Independent Transportation Trust Summit.

Tables 1 and 2 list all of the meetings held during Phase 3. A copy of the memorandum of understanding (MOU), signed resolutions, and letters of support

that have been received during Phase 3 are included as attachments to this *Public Involvement Program Report*.

The project team will host additional public meetings at the onset of Project Development to review the project background and alternatives screening process conducted during early National Environmental Policy Act (NEPA) scoping activities. These public meetings will provide an opportunity for input into the project's purpose and need, and goals and objectives as well as the alternatives to be analyzed during Project Development.

Table 1: Phase 3 Meetings and Presentations as of October 31, 2013

INTERAGENCY	
Federal Transit Agency (3)	Federal Transit Agency Teleconference (1)
Flagler development/ All Aboard Florida (3)	FEC Railway (1)
South Florida Regional Transportation Authority (SFRTA) Governing Board (5)	Public Involvement/ Outreach Sub-Committee Meeting (6)
SFRTA Workshop (3)	SFRTA Staff (17)
Fort Lauderdale Hollywood International Airport (3)	Project Steering Committee (13)
Florida Statewide Passenger Rail Commission (2)	Technical Subcommittee (7)
Financial Subcommittee (10)	FDOT Workshops (1)
SFRTA Planning Technical Advisory Committee (PTAC) (2)	
Total	77
REGIONAL	
Southeast Florida Transportation Council (SEFTC) (8)	SEFTC Regional Technical Advisory Committee (14)
Treasure Coast Regional Planning Council (4)	South Florida Regional Planning Council (11)
Regional Transportation Technical Advisory Committee (RTTAC) (5)	SEFTC Passenger Rail Evaluation (2)
Total	44
MIAMI-DADE COUNTY	
Elected Officials	
Florida Senator Oscar Braynon (1)	Miami Mayor Tomas Regalado, City Manager Johnny Martinez & Assistant Manager Alice Bravo (1)
Miami Commissioner Michelle Spence-Jones, Chief of Staff Cornelius Shiver (1)	North Miami Beach Mayor George Vallejo & manager Lyndon Bonner (1)



Table 1: Phase 3 Meetings and Presentations as of October 31, 2013

Aventura Mayor Susan Gottlieb & Manager Eric Soroka (1)	North Miami Deputy Manager Lumane Pluviose-Claude (1)
MPO Chair / County Commissioner Chair Joe Martinez (2)	MPO Vice Chair/ MDX Board Member Maritza Gutierrez (2)
MPO Member/ Aventura Commissioner Zev Auerbach (1)	MPO Member/ County Commissioner Audrey Edmonson (3)
MPO Member / County Commissioner Sally Heyman (1)	MPO Member/ County Commissioner Xavier Suarez (1)
MPO Member/ Hialeah Mayor Carlos Hernandez & Streets Division Director Jorge Hernandez (1)	MPO Member/ Miami Beach Mayor Matti Bower, Transportation Manager Jose Gonzalez & Economic Development Director Kevin Crowder (1)
MPO Member/ County Commissioner Bruno Barriero (1)	
Total	19
Board Updates	
MPO Board (6)	MPO Director & Staff (3)
MPO Staff/Transportation Systems Manager (4)	Miami Downtown Development Authority (1)
Downtown Miami Intermodal Terminal Study Advisory Committee (1)	MPO Transportation Technical Advisory Committee (TPTAC) (3)
MPO Transportation Planning Council (TPC) (2)	MPO Citizens Transportation Advisory Committee (CTAC) (2)
MPO Freight Transportation Advisory Committee (FTAC) (1)	
Total	23
Station Planning Meetings	
Miami-Dade County Planning & Zoning (1)	Miami-Dade County Urban Design Center (1)
Miami Government Center Station Coordinating (1)	Miami (2)
Miami Beach & Miami-Dade Transit (1)	Intermodal Center Meeting with the Miami-Dade MPO & Miami Dade Transit (1)
North Miami (2)	Economic & Market Analysis (1)
North Miami Beach (3)	Aventura (2)
Total	15
CRAs	
Omni / Overtown / Park West CRA (1)	
Total	1
Developers	
Dacra (1)	Turnberry Associates (1)
Total	2
Public Meetings	
Greater Miami Chamber of Commerce Transportation & Infrastructure Committee (1)	CITT Transportation Summit (1)
Total	2



Table 1: Phase 3 Meetings and Presentations as of October 31, 2013

BROWARD COUNTY	
Board Updates	
MPO Board (5)	MPO Director (1)
MPO Transit Workshop (1)	MPO Community Involvement Roundtable (CIR) (5)
MPO Technical Coordinating Committee (TCC) (5)	City of Fort Lauderdale Commission (1)
Total	18
Station Planning Meetings	
Pompano Beach (5)	Fort Lauderdale (2)
Fort Lauderdale Airport (1)	Oakland Park (2)
Wilton Manors (3)	Wilton Manors Transit Workshop (1)
Dania Beach (2)	Deerfield Beach (2)
Hallandale Beach (2)	Hollywood & CRA (2)
Pompano Beach Economic & Market Analysis (1)	
Total	23
Developers	
Cymbal Development (1)	
Total	1
PALM BEACH COUNTY	
Elected Officials	
Riviera Beach Councilman Shelby Lowe (1)	Hypoluxo Mayor & Developers Association (1)
SFRTA Board Chairman/ Commissioner Steven Abrams (1)	MPO Member Commissioner Karen Marcus (1)
MPO Chair Jupiter Councilor Robert Friedman (1)	MPO Deputy Chair Boca Raton Deputy Mayor Susan Haynie (1)
Total	6
Station Planning Meetings	
West Palm Beach (2)	Lake Park (2)
Lake Worth (2)	Boynton Beach (2)
Boynton Beach Economic & Market Analysis (1)	Riviera Beach Director of Community Development (1)
Delray Beach (2)	Palm Beach Gardens (3)
Boca Raton (2)	Latana (2)
Jupiter (3)	Delray Beach Economic & Market Analysis (1)
Jupiter Economic & Market Analysis (1)	Boca Raton Economic & Market Analysis (1)
St. Mary's Hospital (1)	Riviera Beach (2)
Total	28
Board Updates	
MPO Board (6)	MPO Director (1)
MPO Technical Advisory Committee (TAC) (7)	MPO Citizens Advisory Committee (CAC) (3)
Total	17
GRAND TOTAL	276 MEETINGS



**Table 2: Meetings and Presentations Prior to Request to Enter Project Development
11/1/13 - 12/31/13**

All MPO Board & Committee Presentations	
Miami-Dade MPO Board (1)	Palm Beach MPO Board (1)
Miami-Dade MPO (CTAC) (1)	Palm Beach MPO CAC (1)
Broward County MPO Board (1)	Palm Beach County TAC (1)
Miami-Dade MPO TPC (1)	
Total	7
Interagency	
Northwood CRA Workshop (1)	All Aboard Florida (1)
West Palm Beach Commission (1)	Fort Lauderdale Central City CRA (1)
Finance Subcommittee (2)	PI/O Subcommittee (1)
Technical Subcommittee (1)	
Total	8
Regional	
TCRPC (1)	SFRPC (1)
SFRTA TPC (1)	SFRTA (1)
Total	4
Elected Officials (and/or Representative) Briefings	
Total	15
GRAND TOTAL	34 MEETINGS

6.0 Special Public Involvement Requirements

6.1 Requests For Information/ Comments

From time to time there have been requests for information (RFIs) or comments from members of the public about various aspects of the project. Comments were received by the public involvement subconsultants via telephone or E-mail, or submitted through the project website. These requests received tracking numbers and are kept in a log and incorporated into the project summary.

The log notes the date a question or comment is received and lists the individual's name, address, telephone number and E-mail address. If it is a

routine question it is answered directly by a member of the public involvement team. If a question is complex it is relayed to the appropriate project team member(s). Comments are acknowledged within ten working days of their receipt and are sent by E-mail whenever possible. If the response to a comment requires research, the individual receives an acknowledgement and is told when an answer can be expected.

Communikatz also responded to RFIs and provided background information to transportation beat reporters for the three major metropolitan daily newspapers serving the corridor; business publications; trade and professional journals; specialty media; and TV news reporters.



6.2 Project Website

The project website, <http://tri-railcoastallinkstudy.com/> conforms to FDOT and ADA Section 508 policy and to NEPA standards in anticipation of the start of the FTA Project Development phase. A website working group was formed to assure coordination between the FDOT/Tri-Rail Coastal Link Study (NEPA website) and the SFRTA website. The group recommends to the Project Steering Committee (PSC) which data and visuals to use as well as the protocol for revising them. Relevant materials from Phases 1 and 2 of the project are available in archives, and materials prepared for Phase 3 are uploaded to the site, including PowerPoint presentations and other graphic materials.

During Project Development, meeting notices will continue to be posted on the home page and meeting notes will be available. Questions or comments from public meetings and the responses will be posted as well so interested parties can access the information. Fact sheets and newsletters will be posted in English, Spanish and Creole. There will also be links to other transportation agencies, to websites of the cities through which the corridor passes, and to chambers of commerce and other community-based organizations. The website will also serve to host electronic meetings and webinar-style sessions to reach as many members of the public as possible in an efficient and cost-effective manner.

7.0 Public Involvement Program Management

7.1 Public Involvement/Outreach Subcommittee

In March 2013 the PSC created three Subcommittees: Technical, Financial and Public Information/Outreach (PI/O). The PI/O Subcommittee meets bi-monthly. One of its objectives is to develop a Public Involvement/Outreach action plan that will carry through Project Development. It will also update the Frequently Asked Questions (FAQs) for posting on the website and enhance the project map.

7.2 Public Involvement Summary Report

Communicatz has compiled a Public Involvement Summary Report of the Tri-Rail Coastal Link Study documenting all meetings and presentations scheduled and facilitated by members of the Public Involvement team during Phase 3. The binder also includes the master schedule, sign-in sheets, meeting notes and any other deliverables. Copies of the binder will be submitted to FDOT District Four at the conclusion of Phase 3.

8.0 Evaluation

Evaluation was an ongoing process during the course of the TRCL Study. There has been ample opportunity to reflect on *lessons learned*, so as to make any needed changes regarding future meetings or how the project information is presented.



9.0 Deliverables

Public Involvement deliverables developed during Phase 3 include:

- **Public Involvement Summary Report**
- **Database**
 - Public meeting venues
 - Federal, state and local officials and agencies
 - Major stakeholders and project sponsors
 - Homeowner and condo association officers
 - Civic association officers
 - Business association officers
- **Meeting Materials**
 - Agendas
 - Sign-in sheets
 - Meeting notes/summaries
- **Website**



ATTACHMENTS

Memorandum of Understanding
Signed Resolutions
Letters of Support

1 **MEMORANDUM OF UNDERSTANDING**

2
3 **Between**

4
5 **PALM BEACH METROPOLITAN PLANNING ORGANIZATION,**
6 **BROWARD METROPOLITAN PLANNING ORGANIZATION,**
7 **MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION,**
8 **SOUTHEAST FLORIDA TRANSPORTATION COUNCIL,**
9 **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY,**
10 **FLORIDA DEPARTMENT OF TRANSPORTATION,**
11 **SOUTH FLORIDA REGIONAL PLANNING COUNCIL, AND**
12 **TREASURE COAST REGIONAL PLANNING COUNCIL**

13
14 **For**

15
16 **TRI-RAIL COASTAL LINK SERVICE**

17
18 **PRELIMINARY PROJECT DEVELOPMENT, PROJECT DEVELOPMENT,**
19 **ENGINEERING AND CONSTRUCTION PHASES; FUNDING;**
20 **PUBLIC OUTREACH; PROJECT SPONSORSHIP; AND OPERATING AGENCY**

21
22
23 This Memorandum of Understanding (MOU) is entered into by and among the Palm Beach
24 Metropolitan Planning Organization (Palm Beach MPO), Broward Metropolitan Planning
25 Organization (Broward MPO), Miami-Dade Metropolitan Planning Organization (Miami-Dade
26 MPO), Southeast Florida Transportation Council (SEFTC), Florida Department of
27 Transportation (FDOT), South Florida Regional Transportation Authority (SFRTA), South
28 Florida Regional Planning Council (SFRPC), and Treasure Coast Regional Planning Council
29 (TCRPC). Hereinafter, these agencies are referred collectively as the “Parties.”

30
31 The Parties wish to continue the efforts already underway to improve mobility in the region
32 which have involved unprecedented state, regional and local stakeholder collaboration and
33 coordination, including the Parties’ ongoing efforts to identify optimum multimodal alternatives
34 for a balanced transportation system and to support local and regional land use plans.

35
36 The development of a multimodal transportation system within the southeast Florida region
37 involves numerous transportation agencies and stakeholders and is a complex undertaking. Each
38 of the Parties brings unique knowledge, skills, and abilities which are necessary for successful
39 completion and ultimate implementation of the Project.

40 The Parties acknowledge the potential transportation, economic, social, and environmental
41 benefits of the reintroduction of passenger service along an 85-mile section of the Florida East

42 Coast (“FEC”) Railway corridor between downtown Miami and Jupiter. The proposed premium
43 transit service generally described by the on-going South Florida East Coast Corridor (“SFECC”)
44 Study has been named, by agreement of the parties, the Tri-Rail Coastal Link Service (the
45 “Project”).

46 The Project will connect the urban core of 28 densely-populated municipalities in eastern Miami-
47 Dade, Broward, and Palm Beach Counties. It will improve north-south mobility, encourage
48 stronger east-west connections, promote redevelopment and revitalization, enhance and integrate
49 existing Tri-Rail service, and enhance freight movement. Reintroducing passenger service in the
50 FEC corridor will provide an efficient option to driving on congested streets and highways and a
51 much-needed integrated transportation link.

52 The Palm Beach MPO, Broward MPO, and Miami-Dade MPO (collectively referred to herein as
53 the “MPOs”) have allocated funding towards the Project. It is acknowledged the Project will
54 require certain approvals consistent with the Federal planning role of MPOs, including the
55 Project’s placement into the local and regional fiscally-constrained Long Range Transportation
56 Plans (LRTPs) and the determination of a “Locally Preferred Alternative” (LPA).

57
58 Exhibit “A” of this MOU identifies the roles and responsibilities of the major items, work tasks,
59 and project phases associated with implementation of the “Project,” which will include the
60 following: Preliminary Project Development; Project Development; Engineering; Construction;
61 Funding; Public Outreach; Project Sponsorship (with the Federal Transit Administration (FTA),
62 which is anticipated to be the lead federal agency); and Operations.

63
64 The purpose of this MOU is to develop a multi-agency partnership for undertaking the Project.
65 This includes, but is not limited to:

- 66
- 67 • Establishing an Executive Steering Committee and Sub-Committees with specific responsibilities
68 and regularly scheduled meetings,
- 69 • Clarifying the roles and responsibilities of the Parties relative to the Project,
- 70 • Clarifying the involvement of the Parties relative to the Project,
- 71 • Improving the efficiency by which Project activities are conducted,
- 72 • Scheduling regular Project updates to the involved Boards and agencies as deemed necessary by
73 the Executive Steering Committee,
- 74 • Presenting and advancing the Project with a unified voice,
- 75 • Coordinating technical studies and evaluations,
- 76 • Coordinating outreach to the public, municipalities, and other involved stakeholders,
- 77 • Collaborating on innovative approaches to a Funding Framework for the Project,
- 78 • Maximizing the Region’s competitiveness in securing potential Federal funding for the project,
- 79 • Clarifying communication/coordination with the involved privately owned railroads, and
80 • Managing the funding and administration relating to the Project.

81 The Parties hereby mutually agree and express their understanding of the following components:

82 1. **Executive Steering Committee:** Prior to the beginning of the Project Development
83 Phase, the Parties shall establish an Executive Steering Committee to provide guidance
84 and direction for the Project and to serve as a liaison to their respective agencies. The
85 Parties shall select up to two senior level representatives to serve as members of the
86 Committee, and all Parties shall participate fully in this Committee, including providing
87 staff and technical support to the Committee as deemed necessary. The Executive
88 Steering Committee is intended to include additional representation from the three county
89 transit agencies to provide strategic input on regional and local transportation issues. The
90 Executive Steering Committee should meet no less than bi-monthly to discuss Project
91 status, issues facing the Project and to develop strategies for resolving Project-related
92 challenges.

93
94 2. **Project Roles and Responsibilities:** The roles and responsibilities of the Parties in
95 conducting the Project shall be as follows:

96
97 A. All Parties shall ensure that the Project is coordinated and consistent with all local,
98 regional, and state transportation plans.

99
100 B. All Parties shall seek to reach consensus on key project issues and work cooperatively
101 towards resolving any conflicts that may arise.

102
103 C. All Parties shall ensure that the overall Project Development milestone schedule (two
104 year required timeline by FTA) is maintained throughout the project. A schedule with
105 key milestones (FTA documentation, public meetings, etc.) will be developed by
106 FDOT and reviewed by the Executive Steering Committee. The Sub-Committees will
107 ensure project development activities are consistent with the overall Project
108 Development schedule.

109
110 D. SFRTA will coordinate with FDOT on the rail operations planning and engineering to
111 support the analysis of alternatives, particularly as it affects existing commuter rail
112 services.

113
114 E. FDOT and SFRTA will jointly present regular Project updates quarterly to the MPOs,
115 SEFTC, and SFRTA boards and semi-annually to the SFRPC and TCRPC boards.

116
117 F. **Executive Steering Committee:** FDOT will coordinate the Executive Steering
118 Committee as described above, in collaboration with SFRTA, through the Project
119 Development Phase. SFRTA will coordinate the Executive Steering Committee, in

120 collaboration with FDOT, through the Engineering and Construction Phases.
121 Additional technical input as appropriate will be coordinated with Florida East Coast
122 Industries (FECI). The Executive Steering Committee will report back to the MPOs
123 and SEFTC for local and regional direction.
124

125 **G. Project Sub-Committees:** Three Sub-Committees will serve under the Executive
126 Steering Committee to facilitate more detailed discussions about certain aspects of the
127 project as follows:
128

- 129 a. The Financial Sub-Committee, to be coordinated by the SFRTA, will develop
130 a financial and funding plan for the Project, including local contributions.
- 131 b. The Technical Sub-Committee, to be coordinated by the FDOT, will review
132 and discuss the numerous technical details of the project.
- 133 c. The Public Outreach Sub-Committee, to be coordinated by the Regional
134 Planning Councils (RPCs), will craft and disseminate materials for general
135 public outreach efforts.
136

137 All Sub-Committees shall utilize the technical resources of the Project team to ensure
138 information and data consistency.
139

140 All Sub-Committees shall report back to the Executive Steering Committee.
141

142 All Sub-Committees shall include representation by the three MPOs.
143

144 **H. Preliminary Project Development Phase:** FDOT shall have the primary
145 responsibility to lead and complete the Preliminary Project Development Phase,
146 including the completion of the “South Florida East Coast Corridor Study.” This
147 study, which represents “preliminary project development” (formerly known as an
148 “alternatives analysis”), includes the traditional steering of the planning activities
149 leading to a formal request to Federal Transit Administration (FTA) for the project to
150 enter the “project development” phase (which includes the NEPA process). SFRTA,
151 in conjunction with FDOT and the MPOs, will transmit a letter to FTA on behalf of
152 the Parties requesting entry into the Project Development Phase and indicating the
153 SFRTA will be the future Project Sponsor. Concurrence from the MPOs shall be
154 secured for the Project prior to this request to FTA.
155

156 During the Preliminary Project Development and Project Development Phases, FDOT
157 shall serve as contract manager for the Project, administer Project funds, oversee all
158 technical and environmental components, and insure that the Project’s procurement
159 process is consistent with applicable federal, state and local regulations and that

160 appropriate billing procedures are implemented. FDOT will coordinate directly with
161 SFRTA for technical support, as well as Project presentations, workshops, and
162 hearings. General oversight for the Project will be provided by SEFTC.

- 163
- 164 **I. Project Development Phase:** FDOT shall have the primary responsibility for
165 completing all activities associated with the Project Development Phase, including
166 the National Environmental Policy Act (NEPA) process. FDOT will coordinate this
167 effort directly with the SFRTA, including technical support and all presentations,
168 workshops, and hearings. Following approval of an LPA by the Palm Beach MPO,
169 Broward MPO, and Miami-Dade MPO, FDOT shall submit final NEPA
170 documentation to FTA. Upon approval of the NEPA document, SFRTA, on behalf of
171 the Parties, shall submit a request to FTA to enter the Engineering Phase.

172

173 FDOT and the SFRTA will coordinate with the Executive Steering Committee
174 regarding coordination with local governments addressing station locations, land use,
175 future transit oriented development opportunities, and related matters. Additional
176 technical input as appropriate will be coordinated with FECL.

- 177
- 178 **J. Design, Engineering and Construction Phases:** SFRTA shall have the primary
179 responsibility to lead the Engineering and Construction Process. SFRTA will
180 coordinate this effort directly with FDOT. Oversight for this Process will be provided
181 by the Executive Steering Committee. Prior to the submittal of an FTA request to
182 advance the Project into the Engineering Phase, the Project shall be endorsed by the
183 MPOs, and it shall be included in the “Cost Feasible” plans of the MPOs and SEFTC
184 (referred to as “fiscally constrained plans” in the MAP-21 legislation).

185

186 **K. Public Outreach Process:**

- 187
- 188 a. **General Public Outreach:** SFRPC and TCRPC shall have the primary
189 responsibility for the coordination and implementation of a general public
190 outreach and education program. This shall include development and
191 facilitation of a “Corridor Coalition” to assist with identification of project
192 leaders, provide project advocacy, and secure public input. The RPCs will
193 provide all public materials to FDOT for review to ensure NEPA compliance.
194 A public involvement schedule for NEPA requirements (public meetings,
195 advertising deadlines, etc.) will be developed by FDOT and coordinated with
196 the RPCs. FDOT will retain responsibility for responding to and maintaining
197 records for all public comments during the NEPA process. The public
198 outreach effort will be supported by and coordinated with FDOT, SFRTA,
199 SEFTC, and the MPOs.

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b. **Procedural Public Outreach:** The lead coordinating agency responsible for a particular phase of the Project (e.g., FDOT for the Project Development Phase; SFRTA for the Engineering and Construction Phases) will facilitate the required procedural public outreach for said phase (e.g., NEPA public hearings, notices mailed to affected property owners). The RPCs will provide assistance for this specific public outreach as appropriate. All public outreach activities will be coordinated with the Executive Steering Committee.

L. **Negotiations with Florida East Coast Industries (FECI):** Speaking with a “unified voice” for the Region, FDOT and SFRTA shall be equally responsible for negotiations with Florida East Coast Industries (FECI) regarding all aspects of the Tri-Rail Coastal Link service. Both FDOT and SFRTA will provide legal and technical support as necessary for completion of negotiations.

M. **Project Finance Plan:** Through the Executive Steering Committee, FDOT shall have the primary responsibility to develop a general funding framework which will include anticipated federal, state, and local shares. Through the Financial Sub-Committee, SFRTA shall have the primary responsibility for project financing, including the development of a conceptual project finance plan that addresses capital costs, access fees, operations/maintenance costs, and local contributions. FDOT and SFRTA will collaborate upon these efforts, which will occur simultaneously throughout the course of the Project. The Project Finance Plan will be coordinated with and integrated into ongoing MPO finance planning and be presented to the MPOs for approval. Approval will be sought by the Executive Steering Committee and all affected funding parties at the federal, state, county, and municipal levels, as well as other sources that may be identified, and ultimately brought to the MPOs for inclusion in their Cost Feasible Plans and Transportation Improvement Plans (TIPs) per federal law.

N. **Project Funding:** Funding for the Project Development Phase of the Project is included in the FDOT five-year work program. The Executive Steering Committee shall pursue all sources of capital money to fund the remaining phases of Engineering and Construction. Operations and maintenance costs shall be a local and regional responsibility. FDOT shall have no obligations to fund operations and maintenance costs for the Project.

O. **Federal Funding Application Process:** SFRTA shall have the primary responsibility for negotiating and acquiring a Full Funding Grant Agreement (FFGA) with the FTA, should the project require New Starts/Small Starts or capital funding

240 through the FTA. SFRTA will be identified as the Project Sponsor and “Designated
241 Recipient” for the award of any Federal funds for the Project. FDOT will be
242 responsible for assembling the project information and producing all technical
243 documentation for entry into the Project Development and Engineering Phases,
244 including New Starts technical worksheets and data. SFRTA will review all project-
245 related documentation prior to its submittal to FTA.

246
247 Once the Project is approved to enter the Project Development Phase, FDOT, in
248 coordination with SFRTA, will lead all technical discussions with FTA through the
249 Project Development Phase. Once the Project is approved to enter the Engineering
250 Phase, SFRTA, in coordination with FDOT, will lead all technical discussions with
251 FTA once the Project is approved for the Engineering Phase.

252
253 Additional technical input as appropriate will be coordinated with FECCI. General
254 oversight for all Federal funding applications will be provided by the Executive
255 Steering Committee.

256
257 **P. Operations Phase.** The Project is anticipated to result in expanded and integrated
258 commuter rail passenger service on the South Florida Rail Corridor (Tri-Rail) as well
259 as new service on the FEC rail corridor (Tri-Rail Coastal Link) and that these services
260 would become an important part of the regional transportation system. Accordingly,
261 it is the intent of all Parties that SFRTA be the Operating Agency of the Tri-Rail
262 Coastal Link commuter rail passenger service in South Florida and that it have the
263 primary responsibility for the service.

264
265 The various components of the SFECC Project Process, as identified above, are
266 illustrated in the graphic contained in Exhibit A.

267
268 **3. Involvement by the Parties in the Project:** The Project shall be conducted with the
269 involvement of, and in cooperation with, the Parties at each stage of the Project.
270 Approval from the Executive Steering Committee must be obtained at each of the major
271 Project milestones. The major milestones for the purposes of the MOU on this Project
272 include:

- 273
- 274 A. Board Meeting Presentations
- 275 B. FTA Presentations
- 276 C. Strategy and schedule for the Project Development and related environmental analysis
277 for the Project under NEPA
- 278 D. Submission of the Project Development letter and supporting documentation to FTA
279 for the Project

- 280 E. Development and refinement of the Build Alternatives for the NEPA process
- 281 F. Preliminary funding plan with the regional stakeholders
- 282 G. Endorsement from MPOs prior to requesting FTA approval to enter Project
- 283 Development and/or Engineering Phases
- 284 H. Public Workshop and Hearing materials for the NEPA process
- 285 I. Executive Steering Committee recommendation of an LPA to the MPOs
- 286 J. Submission of the draft NEPA document to the FTA
- 287 K. Schedule for the Next Phase of the Project Process, Engineering, in compliance with
- 288 FTA requirements including the preliminary funding plan for the Project
- 289

290 4. Through this MOU, the Parties express their mutual intent to move in a diligent, efficient,
291 and thorough manner to develop the Project, but understand that this MOU is, by its
292 nature, an understanding outlining commitments to be made in this process and the
293 Parties understand and agree that notwithstanding anything to the contrary contained in
294 this MOU, this MOU shall impose no legally enforceable contractual obligations or other
295 obligations on any of the Parties. Each of the parties agrees to pursue maximum
296 cooperation and communication to ensure that the planning, design, financing, and
297 implementation of passenger rail service fully complies with applicable federal and state
298 requirements and results in a minimum duplication of effort.

299

300 5. This MOU shall take effect when approved by all Parties on the last date shown below,
301 and shall expire upon Project Implementation or upon sixty (60) days notice of
302 termination by any Party. The Understanding may be extended in writing by the Parties.
303

304

305

306 APPROVED AND ADOPTED by each Party on the date shown below:

307

308

309 **FOR THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION**

310

311 The foregoing Memorandum of Understanding was offered by vice Chair Keith James
312 who moved its adoption. The motion was seconded by Comm. Paulette Burdick,
313 and upon being put to a vote, the motion passed. The Chair thereupon declared the
314 Memorandum of Understanding duly adopted this 16th day of May, 2013.

315

316 PALM BEACH METROPOLITAN PLANNING ORGANIZATION

317

318

319 By: 
320 Chair

321

322 ATTEST:

323

324

325 By: 
326 Executive Secretary

327

328 APPROVED AS TO FORM AND LEGAL SUFFICIENCY

329

330

331 By: 
332 Assistant County Attorney

333

334

335


336

337 **FOR THE BROWARD METROPOLITAN PLANNING ORGANIZATION**

338
339 **AGREEMENT BETWEEN THE BMPO AND OTHER REGIONAL PARTIES FOR A**
340 **MEMORANDUM OF UNDERSTANDING FOR THE TRI-RAIL COASTAL LINK**
341 **PARTNERSHIP**

342
343 **IN WITNESS WHEREOF**, the parties hereto have made and executed this Agreement on the
344 respective dates under each signature: MPO, signing by and through its Chair and Executive
345 Director, attested to and duly authorized to execute same.

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350

MPO
BROWARD METROPOLITAN
PLANNING ORGANIZATION


351
352 By: 
353 Richard Blattner, Chair

By: 
Gregory Stuart, Executive Director


354
355

356 This 9 day of MAY, 2013.

This 9 day of MAY, 2013.

357
358
359
360

APPROVED AS TO FORM AND LEGAL
SUFFICIENCY FOR THE USE OF AND
RELIANCE BY THE MPO ONLY:

361
362 
363
364 MPO General Counsel
365 Weiss Serota Helfman Pastoriza
366 Cole & Boniske, P.L.

367
368

369 **FOR THE MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION**

370
371 **AGREEMENT BETWEEN THE MIAMI-DADE MPO AND OTHER REGIONAL PARTIES**
372 **FOR A MEMORANDUM OF UNDERSTANDING FOR THE TRI-RAIL COASTAL LINK**
373 **PARTNERSHIP**

374
375 **IN WITNESS WHEREOF**, the parties hereto have made and executed this Agreement on the
376 respective dates under each signature: MPO, signing by and through its Chairwoman and Executive
377 Director, attested to and duly authorized to execute same.

378
379 **MPO**
380 **MIAMI-DADE METROPOLITAN**
381 **PLANNING ORGANIZATION**

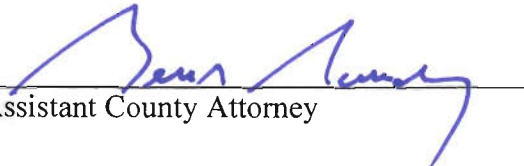
382
383
384
385 By: 
386 Rebeca Sosa, Chairwoman

387
388
389 By: 
390 Irma San Roman, Interim Director

391
392 This 23rd day of May, 2013.

393 This 23rd day of May, 2013.

394
395 APPROVED AS TO FORM AND LEGAL
396 SUFFICIENCY:

397 
398 Assistant County Attorney

400
401
402
403 **FOR THE SOUTHEAST FLORIDA TRANSPORTATION COUNCIL**

404
405 The Chair thereupon declared the Memorandum of Understanding duly adopted this 22nd day of
406 April 2013.

407
408
409 SOUTHEAST FLORIDA TRANSPORTATION COUNCIL

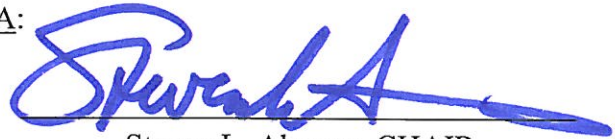
410
411
412 By: 
413 Susan Haynie, Chair

417 **FOR THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**

418
419 **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY**, through its
420 **GOVERNING BOARD**, signing by and through its Chair, authorized to execute same by Board
421 action on the 26th day of April, 2013
422

423 SFRTA:

424
425 By:



Steven L. Abrams, CHAIR

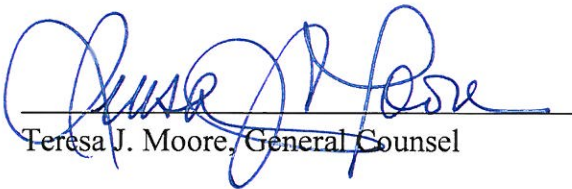
426 ATTEST:



428 Joseph Giulietti, Executive Director

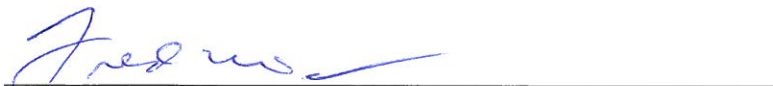
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430 _____ day of _____, 2013

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432 APPROVED AS TO FORM:

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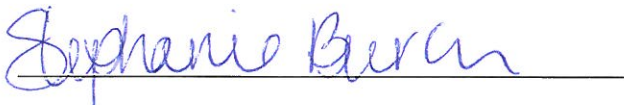
436 Teresa J. Moore, General Counsel

440 **FOR THE STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION**

441
442 
443 _____
444 Fred Wise, Executive Director, Florida Rail Enterprise


5/30/13
Date

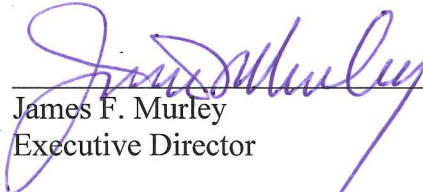
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448 Legal Review:

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456 **FOR THE SOUTH FLORIDA REGIONAL PLANNING COUNCIL**

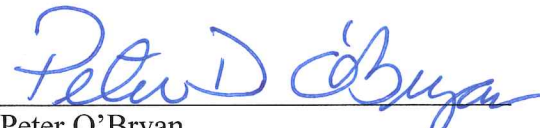
457
458 DULY ADOPTED by the South Florida Regional Planning Council this 28th day of
459 May 2013.


460
461 
462
463
464 Paul Wallace, Esq.
465 Chairman


James F. Murley
Executive Director

466
467
468
469 **FOR THE TREASURE COAST REGIONAL PLANNING COUNCIL**

470
471 DULY ADOPTED by the Treasure Coast Regional Planning Council this 17th day of
472 May 2013.

473
474 
475
476
477 Peter O'Bryan
478 Chairman

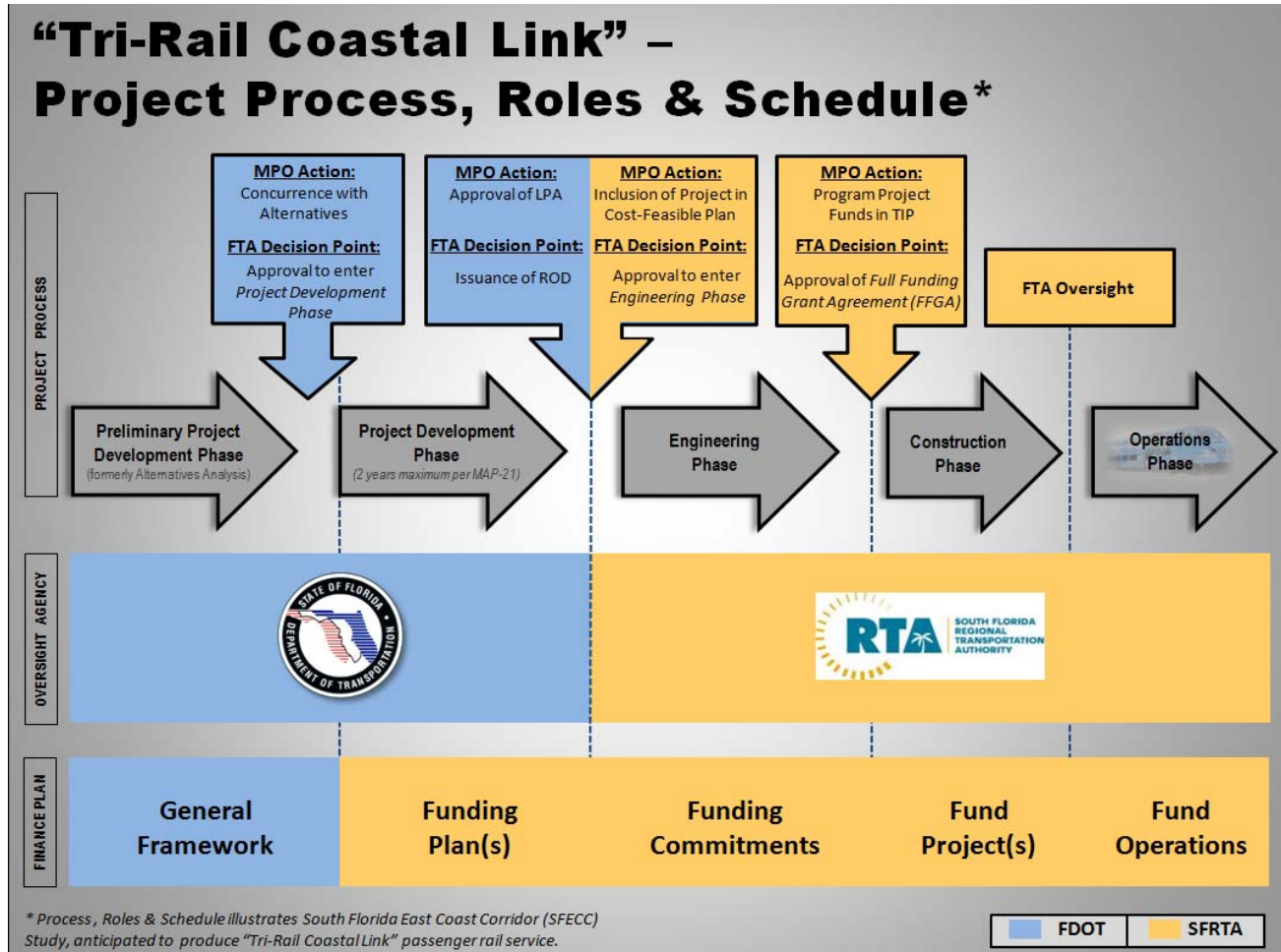

Michael J. Busha
Executive Director

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EXHIBIT A

Graphic Illustration of the Roles, Process & Timeline for the
 “Tri-Rail Coastal Link” Service



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MPO RESOLUTION #44-13

**RESOLUTION ADVANCING THE TRI-RAIL COASTAL LINK SERVICE
INTO THE PROJECT DEVELOPMENT PHASE**

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and

WHEREAS, the Transportation Planning Council (TPC) has been established and charged with the responsibility and duty of fulfilling the aforementioned functions; and

WHEREAS, the TPC has reviewed the Tri-Rail Coastal Link Service study results, made a part hereof, and finds it consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area; and

WHEREAS, the Florida East Coast Industries, Inc. (FECI) is expected to implement, in 2015, "All Aboard Florida" (AAF), a new inter-city rail passenger service between Miami and Orlando with intermediate stops in Fort Lauderdale and West Palm Beach where it currently provides vital freight rail services in Southeast Florida; and

WHEREAS, the South Florida Regional Transportation Authority (SFRTA) operates the Tri-Rail commuter rail service in Miami-Dade, Broward and Palm Beach counties on the CSX rail corridor; and

WHEREAS, an eight-party Memorandum of Understanding (MOU) for the Tri-Rail Coastal Link Service was executed which establishes the Tri-Rail Coastal Link Partnership including FDOT, SFRTA, Miami-Dade MPO, Broward MPO, Palm Beach MPO, Southeast Florida Transportation Council, and the South Florida and Treasure Coast Regional Planning Councils; and

WHEREAS, the Tri-Rail Coastal Link Service MOU requires the project obtain concurrence from the Miami-Dade, Broward, and Palm Beach MPOs at major project milestones; and

WHEREAS, through these efforts an integrated complementary system of transit services will be provided for existing and future travel markets along the densely developed FEC corridor,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That Tri-Rail Coastal Link Service is hereby approved for advancement into the Project Development Phase.

SECTION 2. That FDOT is hereby requested to submit the request to the Federal Transit Administration (FTA), on behalf of the Tri-Rail Coastal Link Partnership, for the Tri-Rail Coastal Link Service to enter into the Project Development Phase.

SECTION 3. That FDOT is requested to return within six months to the Miami-Dade MPO with a complete project funding plan which shall include the participation and support of municipalities along the corridor.

SECTION 4. That FDOT is requested to complete the Project Development Phase within two (2) years upon approval, consistent with federal guidelines under MAP-21.

SECTION 5. That FDOT is requested to return to the Miami-Dade, Broward and Palm Beach MPO Governing Boards for the selection of the Locally Preferred Alternative (LPA), which will include details as to

project financing, during the Project Development Phase as per the Tri-Rail Coastal Link Service MOU.

SECTION 6. That FDOT examine during the Project Development phase of the Tri-Rail Coastal Link Service a southbound link to the Hialeah Marketplace Station.

The adoption of the foregoing resolution was moved by Board Member Maurice Ferre. The motion was seconded by Board Member Francis Suarez, and upon being put to a vote, the vote was as follows:

Chairwoman Rebeca Sosa-Aye
Vice Chairman Oliver G. Gilbert, III-Aye

Board Member Bruno A. Barreiro	-Nay	Board Member Barbara J. Jordan	-Absent
Board Member Lynda Bell	-Aye	Board Member Philip Levine	-Aye
Board Member Esteban Bovo Jr.	-Aye	Board Member Jean Monestime	-Aye
Board Member Jose "Pepe" Diaz	-Absent	Board Member Dennis C. Moss	-Aye
Board Member Audrey M. Edmonson	-Absent	Board Member Javier D. Souto	-Aye
Board Member Maurice Ferre	-Aye	Board Member Francis Suarez	-Aye
Board Member Perla Tabares Hantman	-Aye	Board Member Xavier L. Suarez	-Absent
Board Member Carlos Hernandez	-Aye	Board Member Lucie M. Tondreau	-Aye
Board Member Sally A. Heyman	-Absent	Board Member Juan C. Zapata	-Aye

The Chairperson thereupon declared the resolution duly passed and approved this 12th day of December, 2013.

**METROPOLITAN PLANNING ORGANIZATION
M.P.O.**

By Zainab Salim
Zainab Salim, Clerk
MPO



MPO RESOLUTION # 2013-03

RESOLUTION SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION'S REQUEST, ON BEHALF OF THE SOUTHEAST FLORIDA REGION, TO THE FEDERAL TRANSIT ADMINISTRATION FOR THE TRI-RAIL COASTAL LINK SERVICE TO ENTER INTO THE PROJECT DEVELOPMENT PHASE

WHEREAS, the Interlocal Agreement creating and establishing the Broward Metropolitan Planning Organization(MPO) as part of the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and

WHEREAS, future population growth is expected to outpace highway system expansion, which will dramatically worsen congestion levels and travel times within Southeast Florida; and

WHEREAS, there is a critical need to develop adequate transit services to provide enhanced mobility along a major corridor of regional significance; and

WHEREAS, the South Florida Regional Transportation Authority (SFRTA) operates the Tri-Rail commuter rail service in Miami, Broward, and Palm Beach counties on the CSX rail corridor; and

WHEREAS, the Florida East Coast (FEC) railroad corridor right-of-way represents an important and strategic transportation corridor that currently provides vital freight rail service to and from Southeast Florida; and

WHEREAS, since 2005, the Florida Department of Transportation (FDOT) has examined various transit alternatives, alignments, and technologies along this 85-mile corridor from Jupiter to Miami in an effort to establish new rapid transit services; and

WHEREAS, the Florida East Coast Industries, Inc. (FECI) is expected to implement, in 2015, All Aboard Florida (AAF), a new inter-city rail passenger service between Miami and Orlando with intermediate stops in Fort Lauderdale and West Palm Beach; and

WHEREAS, an eight-party Memorandum of Understanding (MOU) for the Tri-Rail Coastal Link Service was executed, which establishes the Tri-Rail Coastal Link Partnership including FDOT, SFRTA, Miami-Dade MPO, Broward MPO, Palm Beach MPO, Southeast Florida Transportation Council, and the South Florida and Treasure Coast Regional Planning Councils; and

WHEREAS, the MOU delineates the roles and responsibilities of the various agencies with respect to project development and implementation; and

WHEREAS, negotiations with the FECI have begun in accordance with the MOU to provide access and inclusion of Tri-Rail Coastal Link Service within the FEC rail corridor; and

WHEREAS, the Tri-Rail Coastal Link Service MOU requires the project obtain concurrence from the Miami-Dade, Broward, and Palm Beach MPOs at major project milestones; and

WHEREAS, through these efforts an integrated, complementary system of transit services will be provided for existing and future travel markets along the densely developed FEC corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE BROWARD METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. Supports FDOT's request to the Federal Transit Administration (FTA), on behalf of the Southeast Florida region and the Tri-Rail Coastal Link Partnership, for the Tri-Rail Coastal Link project to enter into the Project Development phase.

SECTION 2. That FDOT completes the Project Development effort within two (2) years, consistent with federal guidelines under MAP-21.


SECTION 3. That FDOT returns to the Miami-Dade, Broward and Palm Beach MPO Governing Boards for the selection of the Locally Preferred Alternative (LPA), which will include details as to project financing, during the Project Development phase as per the Tri-Rail Coastal Link Service MOU.

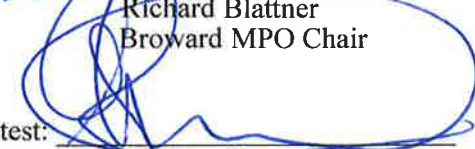
SECTION 4. EFFECTIVE DATE.

This Resolution shall become effective upon adoption.

ADOPTED this 12 day of December (12), 2013.

THE BROWARD METROPOLITAN
PLANNING ORGANIZATION

By 
Richard Blattner
Broward MPO Chair

Attest: 
Gregory Stuart
Executive Director, Broward MPO

RESOLUTION MPO 5-13

RESOLUTION OF THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION SUPPORTING THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY'S/FLORIDA DEPARTMENT OF TRANSPORTATION'S JOINT REQUEST, ON BEHALF OF THE SOUTHEAST FLORIDA REGION, TO THE FEDERAL TRANSIT ADMINISTRATION FOR THE TRI-RAIL COASTAL LINK SERVICE TO ENTER INTO THE PROJECT DEVELOPMENT PHASE

WHEREAS, the Interlocal Agreement creating and establishing the Palm Beach Metropolitan Planning Organization (MPO) requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and

WHEREAS, future population growth is expected to outpace highway system expansion, which will dramatically worsen congestion levels and travel times within Southeast Florida; and

WHEREAS, there is a critical need to develop adequate transit services to provide enhanced mobility along a major corridor of regional significance; and

WHEREAS, the South Florida Regional Transportation Authority (SFRTA) operates the Tri-Rail commuter rail service in Miami, Broward, and Palm Beach counties on the CSX rail corridor; and

WHEREAS, the Florida East Coast (FEC) railroad corridor right-of-way represents an important and strategic transportation corridor that currently provides vital freight rail service to and from Southeast Florida; and

WHEREAS, since 2005, the Florida Department of Transportation (FDOT) has examined various transit alternatives, alignments, and technologies along this 85-mile corridor from Jupiter to Miami in an effort to establish new rapid transit services; and

WHEREAS, the Florida East Coast Industries, Inc. (FECI) is expected to implement, in 2015, All Aboard Florida (AAF), a new inter-city rail passenger service between Miami and Orlando with intermediate stops in Fort Lauderdale and West Palm Beach; and

WHEREAS, an eight-party Memorandum of Understanding (MOU) for the Tri-Rail Coastal Link Service was executed, which establishes the Tri-Rail Coastal Link Partnership including FDOT, SFRTA, Miami-Dade MPO, Broward MPO, Palm Beach MPO, Southeast Florida Transportation Council, and the South Florida and Treasure Coast Regional Planning Councils; and

WHEREAS, the MOU delineates the roles and responsibilities of the various agencies with respect to project development and implementation; and

WHEREAS, negotiations with the FECI have begun in accordance with the MOU to provide access and inclusion of Tri-Rail Coastal Link Service within the FEC rail corridor; and

WHEREAS, the Tri-Rail Coastal Link Service MOU requires the project obtain concurrence from the Miami-Dade, Broward, and Palm Beach MPOs at major project milestones; and

WHEREAS, through these efforts an integrated, complementary system of transit services will be provided for existing and future travel markets along the densely developed FEC corridor.

NOW THEREFORE, BE IT RESOLVED BY THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION THAT:

SECTION 1. SFRTA/FDOT jointly submit a request to the Federal Transit Administration (FTA), on behalf of the Southeast Florida region and the Tri-Rail Coastal Link Partnership, for the Tri-Rail Coastal Link project to enter into the Project Development phase.

SECTION 2. FDOT completes the Project Development effort within two (2) years, consistent with federal guidelines under MAP-21.

SECTION 3. FDOT returns to the Miami-Dade, Broward and Palm Beach MPO Governing Boards for the selection of the Locally Preferred Alternative (LPA), which will include details as to project financing, during the Project Development phase as per the Tri-Rail Coastal Link Service MOU.

The foregoing Resolution was offered by Mayor Priscilla Taylor who moved its adoption. The motion was seconded by Vice Mayor Wendy Harrison, and upon being put to a vote, the motion passed.

The Chairperson thereupon declared the Resolution duly adopted this 9th day of December, 2013.

PALM BEACH METROPOLITAN PLANNING ORGANIZATION

By: [Signature]
Chairperson

ATTEST:

By: [Signature]
Executive Secretary

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: [Signature]
Assistant County Attorney



SFRPC RESOLUTION #13-04

**RESOLUTION SUPPORTING THE FLORIDA DEPARTMENT OF
TRANSPORTATION'S REQUEST, ON BEHALF OF THE SOUTHEAST
FLORIDA REGION, TO THE FEDERAL TRANSIT ADMINISTRATION FOR
THE TRI-RAIL COASTAL LINK SERVICE TO ENTER INTO THE PROJECT
DEVELOPMENT PHASE**

WHEREAS, the South Florida Regional Planning Council's mission is to provide state and local policymakers with the information they need in order to build a better future for South Floridians. Specifically, SFRPC does: economic prosperity planning, environment protection & sustainability planning, transportation planning, emergency management preparedness and promotes cross-jurisdictional cooperation.

WHEREAS, future population growth is expected to outpace highway system expansion, which will dramatically worsen congestion levels and travel times within Southeast Florida; and

WHEREAS, there is a critical need to develop adequate transit services to provide enhanced mobility along a major corridor of regional significance; and

WHEREAS, the South Florida Regional Transportation Authority (SFRTA) operates the Tri-Rail commuter rail service in Miami, Broward, and Palm Beach counties on the CSX rail corridor; and

WHEREAS, the Florida East Coast (FEC) railroad corridor right-of-way represents an important and strategic transportation corridor that currently provides vital freight rail service to and from Southeast Florida; and

WHEREAS, since 2005, the Florida Department of Transportation (FDOT) has examined various transit alternatives, alignments, and technologies along this 85-mile corridor from Jupiter to Miami in an effort to establish new rapid transit services; and

WHEREAS, the Florida East Coast Industries, Inc. (FECI) is expected to implement, in 2015, All Aboard Florida (AAF), a new inter-city rail passenger service between Miami and Orlando with intermediate stops in Fort Lauderdale and West Palm Beach; and

WHEREAS, an eight-party Memorandum of Understanding (MOU) for the Tri-Rail Coastal Link Service was executed, which establishes the Tri-Rail Coastal Link Partnership including FDOT, SFRTA, Miami-Dade MPO, Broward MPO, Palm Beach MPO, Southeast Florida Transportation Council, and the South Florida and Treasure Coast Regional Planning Councils; and

WHEREAS, the MOU delineates the roles and responsibilities of the various agencies with respect to project development and implementation; and

WHEREAS, negotiations with the FECI have begun in accordance with the MOU to provide access and inclusion of Tri-Rail Coastal Link Service within the FEC rail corridor; and

WHEREAS, the Tri-Rail Coastal Link Service MOU requires the project obtain concurrence from the Miami-Dade, Broward, and Palm Beach MPOs at major project milestones; and

WHEREAS, through these efforts an integrated, complementary system of transit services will be provided for existing and future travel markets along the densely developed FEC corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE SOUTH FLORIDA REGIONAL PLANNING COUNCIL:

SECTION 1. Supports a joint SFRTA/FDOT request to the Federal Transit Administration (FTA), on behalf of the Southeast Florida region and the Tri-Rail Coastal Link Partnership, for the Tri-Rail Coastal Link project to enter into the Project Development phase.

SECTION 2. That FDOT complete the Project Development effort within two (2) years, consistent with federal guidelines under MAP-21.

SECTION 3. That FDOT return to the Miami-Dade, Broward and Palm Beach MPO Governing Boards for the selection of the Locally Preferred Alternative (LPA), which will include details as to project financing, during the Project Development phase as per the Tri-Rail Coastal Link Service MOU.


Duly adopted by the South Florida Regional Planning Council this 2nd day of December, 2013.

ATTEST

South Florida Regional Planning Council



Kaithe Ferch


BY: _____
Paul Wallace, Chair

Approved as to form and legal sufficiency by:



Kaithe Ferch

BY:  12/2/13
Sam Goren, Legal Counsel

RESOLUTION # 13-05

A RESOLUTION OF THE TREASURE COAST REGIONAL PLANNING COUNCIL REPRESENTING THE LOCAL GOVERNMENTS OF INDIAN RIVER, MARTIN, PALM BEACH, AND ST. LUCIE SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION'S REQUEST, ON BEHALF OF THE SOUTHEAST FLORIDA REGION, TO THE FEDERAL TRANSIT ADMINISTRATION FOR THE TRI-RAIL COASTAL LINK SERVICE TO ENTER INTO THE PROJECT DEVELOPMENT PHASE

WHEREAS, the reintroduction of passenger rail service on the FEC rail corridor, as part of a multi-modal transportation network, has been a priority of Treasure Coast Regional Planning Council for more than two decades; and

WHEREAS, future population growth is expected to outpace highway system expansion, which will dramatically worsen congestion levels and travel times within Southeast Florida; and

WHEREAS, there is a critical need to develop adequate transit services to provide enhanced mobility along a major corridor of regional significance; and

WHEREAS, the South Florida Regional Transportation Authority (SFRTA) operates the Tri-Rail commuter rail service in Miami, Broward, and Palm Beach counties on the CSX rail corridor; and

WHEREAS, the Florida East Coast (FEC) railroad corridor right-of-way represents an important and strategic transportation corridor that currently provides vital freight rail service to and from Southeast Florida; and

WHEREAS, since 2005, the Florida Department of Transportation (FDOT) has examined various transit alternatives, alignments, and technologies along this 85-mile corridor from Jupiter to Miami in an effort to establish new rapid transit services; and

WHEREAS, the Florida East Coast Industries, Inc. (FECI) is expected to implement, in 2015, All Aboard Florida, a new inter-city rail passenger service between Miami and Orlando with intermediate stops in Fort Lauderdale and West Palm Beach; and

WHEREAS, an eight-party Memorandum of Understanding (MOU) for the Tri-Rail Coastal Link Service was executed, which establishes the Tri-Rail Coastal Link Partnership including FDOT, SFRTA, Miami-Dade MPO, Broward MPO, Palm Beach MPO, Southeast Florida Transportation Council, and the South Florida and Treasure Coast Regional Planning Councils; and

WHEREAS, the MOU delineates the roles and responsibilities of the various agencies with respect to project development and implementation; and

WHEREAS, negotiations with the FECI have begun in accordance with the MOU to provide access and inclusion of Tri-Rail Coastal Link Service within the FEC rail corridor; and

WHEREAS, the Tri-Rail Coastal Link Service MOU requires the project obtain concurrence from the Miami-Dade, Broward, and Palm Beach MPOs at major project milestones; and

WHEREAS, through these efforts an integrated, complementary system of transit services will be provided for existing and future travel markets along the densely developed FEC corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE TREASURE COAST REGIONAL PLANNING COUNCIL THAT:

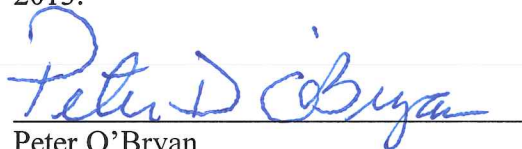
SECTION 1. Treasure Coast Regional Planning Council supports a joint SFRTA/FDOT request to the Federal Transit Administration (FTA), on behalf of the Southeast Florida region and the Tri-Rail Coastal Link Partnership, for the Tri-Rail Coastal Link project to enter into the Project Development phase.

SECTION 2. FDOT completes the Project Development effort within two years, consistent with federal guidelines.

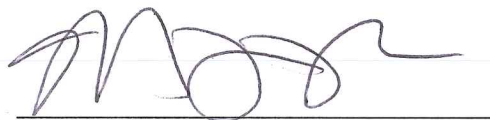
SECTION 3. FDOT returns to the Miami-Dade, Broward and Palm Beach MPO Governing Boards for the selection of the Locally Preferred Alternative, which will include details as to project financing, during the Project Development phase as per the Tri-Rail Coastal Link Service MOU.

SECTION 4. This Resolution shall become effective immediately upon its passage and adoption.

DULY ADOPTED by the Treasure Coast Regional Planning Council this 13th day of December, 2013.



Peter O'Bryan
Chairman



Michael J. Busha
Executive Director

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
GOVERNING BOARD MEETING: NOVEMBER 22, 2013
AGENDA ITEM REPORT

Consent Regular

SFRTA RESOLUTION # 13-03
SUPPORTING TRI-RAIL COASTAL LINK
(ON THE FEC CORRIDOR)
TO ENTER INTO THE PROJECT DEVELOPMENT PHASE

REQUESTED ACTION:

MOTION TO APPROVE: South Florida Regional Transportation Authority (SFRTA) Resolution # 13-03 supporting the Florida Department of Transportation's (FDOT) request to the Federal Transit Administration (FTA) for the Tri-Rail Coastal Link (TRCL) Service to enter the "Project Development" phase.

SUMMARY EXPLANATION AND BACKGROUND:

The purpose of this agenda item is to request approval of a resolution of support to move the TRCL project into the Project Development phase, which is consistent with FTA guidelines and the previously executed multi-party Memorandum of Understanding (MOU) for TRCL Service. Specifically, the resolution supports a joint FDOT/SFRTA letter of request to the FTA (on behalf of the Southeast Florida region and the TRCL Partnership) for the TRCL project to enter into the Project Development phase.

The resolution also encourages Metropolitan Planning Organization (MPO) actions to support TRCL's advancement into the Project Development phase. Such MPO action is consistent with FTA guidelines and the previously approved multi-party Memorandum of Understanding (MOU) for TRCL Service. TRCL resolutions seeking concurrence to enter the Project Development phase are being presented to the Broward, Miami-Dade, and Palm Beach MPOs, as well as SFRTA's Governing Board and Planning Technical Advisory Committee (PTAC) during the months of November and December.

An interagency MOU for the TRCL project was executed in May 2013 between FDOT, SFRTA, the region's three MPOs and the South Florida and Treasure Coast Regional Planning Councils (RPCs). As a result of strong public and stakeholder interest in the project, momentum for the TRCL service continues to grow.

(Continued on Page 2)

Department: Planning & Capital Development
Project Manager: Joseph Quinty, AICP

Department Director: William L. Cross, P.E.
Procurement Director: Chris Bross

EXHIBITS ATTACHED: Exhibit 1- SFRTA Resolution # 13-03
Exhibit 2- FDOT Presentation to MPO Boards (~~under separate cover~~)

SFRTA RESOLUTION # 13-03
SUPPORTING THE TRI-RAIL COASTAL LINK
(ON THE FEC CORRIDOR)
TO ENTER INTO THE PROJECT DEVELOPMENT PHASE

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

Discussions are ongoing with Florida East Coast Industries (FECI), which is the parent company of All Aboard Florida (AAF), regarding access to its rail corridor.

The accompanying resolution requests concurrence from the region's three MPOs and the SFRTA for FDOT to commence a two-year Project Development phase under FTA guidelines. During the Project Development phase, the Locally Preferred Alternative (LPA) will be refined and proposed for inclusion in each MPO's Long Range Transportation Plan (LRTP). A financial plan will also be developed in cooperation with the regional agencies, local governments, and stakeholders.

SFRTA RESOLUTION # 13-03
SUPPORTING THE TRI-RAIL COASTAL LINK
(ON THE FEC CORRIDOR)
TO ENTER INTO THE PROJECT DEVELOPMENT PHASE

Recommended by: [Signature] 11/14/13 Approved N/A
Department Director Date Procurement Director Date

Authorized by: [Signature] 11/14/13 Approved as to Form by: [Signature] 11-14-13
Executive Director Date General Counsel Date

Board Action:

Approved: Yes No

Vote: Unanimous

Amended Motion:

Commissioner Steven Abrams	<input type="checkbox"/> Yes <input type="checkbox"/> No	Nick A. Inamdar	<input type="checkbox"/> Yes <input type="checkbox"/> No
Commissioner Bruno A. Barreiro	<input type="checkbox"/> Yes <input type="checkbox"/> No	Commissioner Kristin Jacobs	<input type="checkbox"/> Yes <input type="checkbox"/> No
James A. Cummings	<input type="checkbox"/> Yes <input type="checkbox"/> No	James A. Scott	<input type="checkbox"/> Yes <input type="checkbox"/> No
Frank Frione	<input type="checkbox"/> Yes <input type="checkbox"/> No	James Wolfe, P.E.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Marie Horenburger	<input type="checkbox"/> Yes <input type="checkbox"/> No		

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Alyce Robertson
Executive Director

Javier Betancourt
Deputy Director

December 2, 2013

Rebeca Sosa, Chair
Miami-Dade MPO
111 NW First Street
Miami, Florida 33131

Re: Tri-Rail Coastal Link

Dear Commissioner Sosa,

The Miami Downtown Development Authority (DDA) has long advocated for establishment of commuter rail service on the FEC Corridor. Our 2025 Downtown Miami Master Plan calls for "connecting Downtown through commuter rail to other Florida East Coast cities along the FEC corridor," in recognition of the many benefits of this project:

- Mitigating traffic congestion on major north-south arteries, including I-95 and US-1
- Supporting transit-oriented infill and redevelopment in this fully built-out corridor where roadway expansion is not an option
- Reducing air pollution and fuel costs for commuters
- Opening access to job opportunities and greater mobility for transit dependent residents
- Supporting business, employment, and tax base expansion to our community

The DDA has followed the Tri-Rail Coastal Link project with interest since it originated as the South Florida East Coast Corridor Study, and are heartened that the eight partner agencies have signed a Memorandum of Understanding demonstrating strong stakeholder support for the project.

Please express your support for the Tri-Rail Coastal Link project development and urge your fellow members of the Governing Board of the Metropolitan Planning Organization to do the same. MPO support of the project will allow it to advance to the next phase, substantiate that it can qualify for federal funding, and bring us closer to finally getting a regional passenger rail system in the dense urban core of our fast-growing community.

Sincerely,



Alyce M. Robertson
Executive Director

c: Governing Board Members, Miami-Dade MPO
Gus Pego, Secretary, FDOT District 6



greater
miami
chamber
of commerce®

December 3, 2013

The Honorable Rebeca Sosa
Chair, Miami-Dade MPO
Stephen P. Clark Center
111 NW 1st Street, Suite 220
Miami, FL 33128

Dear Commissioner Sosa:

The Greater Miami Chamber of Commerce is writing in support of moving the Tri-Rail Coastal Link project, formerly known as the South Florida East Coast Corridor Study, into project development.

The Greater Miami Chamber is South Florida's largest business organization, reaching more than 400,000 employees through its member companies in the eighth largest marketplace in America. The Chamber's agenda is to support economic and business issues ranging from regional business development, international business development, leadership programs and governmental affairs

The Greater Miami Chamber of Commerce has followed this Tri-Rail Coastal Link project with great interest - since it was the South Florida East Coast Corridor Study. We are keenly aware of worsening traffic congestion on our major north-south arteries, including I-95 and US-1. Those roadways are built out and there is no possibility of continuing to add lanes for expanded capacity.

This project could help alleviate some of that congestion and provide a reliable commute for many of our residents and visitors. The new passenger rail system would lessen air pollution, save on fuel costs for commuters and function in an environmentally sustainable manner. The new passenger rail system would open access to more job opportunities and greater mobility for the transit dependent members of our community. New development would also be spurred around passenger station areas, and we know there is already great interest in it in our community. This also is an opportunity to provide more jobs and expand the tax base, bringing more revenue to our community and strengthening our economy in an economically competitive manner.

The eight partner agencies have signed a Memorandum of Understanding demonstrating strong stakeholder support for the project. We ask the members of the Governing Board of the Metropolitan Planning Organization to express their support for the Tri-Rail Coastal Link project development. Doing so will allow it to advance to the next phase, substantiate that it can qualify for federal funding, and bring us closer to finally getting a regional passenger rail system in the dense urban core of our fast-growing community

As always, this Chamber stands ready to participate and support the actions necessary to maintain South Florida's business and competitive climate.

Sincerely,

Barry E. Johnson
President/CEO

cc: FDOT District Six Secretary Gus Pego

Greater Miami Chamber of Commerce
1601 Biscayne Boulevard, Miami, FL 33132-1260
305-350-7700 • Fax 305-374-6902
www.MiamiChamber.com

December 5, 2013

The Honorable Rebeca Sosa

Chairperson, Miami-Dade Metropolitan Planning Organization

111 NW 1st Street, Suite 220

Miami, Florida 33128

Dear Commissioner Sosa:

I, Irby M. McKnight, a member of the Overtown Community Over site Board, and a community activist,

Fully support Florida Department of Transportation with the study to reintroduce passenger commuter rail services to the FEC corridor.

Residents of Overtown will have a chance to gain employment outside of Miami Dade County, as well as attend events in the tri county area. Any help I could provide you or your company will be available at your request.

Thank you.



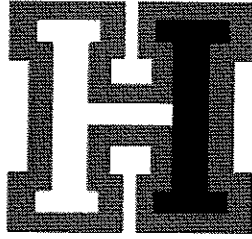
Mr. Irby M. McKnight, Community Activist

1600 NW 3RD AVE

MULTI PURPOSE ROOM

MIAMI, FL. 33136

Cc: Gus Pego
FDOT District Six
1000 NW 111 Avenue
Miami, Florida 33172



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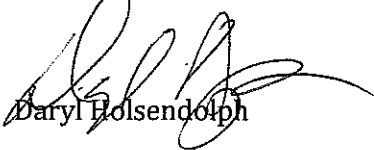
December 12, 2013

The Honorable Rebeca Sosa
Chair, Miami-Dade Metropolitan Planning Organization
Stephen P. Clark Center
111 NW 1st St., Suite 220
Miami, FL 33128

Dear Commissioner Sosa:

This letter of support comes from the Economic Development Chairman of the Miami-Dade Branch of the NAACP. We have followed this Tri-Rail Coastal Link project with great interest - since it was the South Florida East Coast Corridor Study. We firmly believe that the new passenger rail system would open access to more job opportunities and greater mobility for the transit dependent members of our community. We call on your support for continuing with this transit project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daryl Holsendolph', is written over a printed name. The signature is fluid and cursive.

Daryl Holsendolph
Chair, Economic Development Committee

Cc: Gus Pego, P.E.

FDOT District Six

1000 NW 111 Avenue

Miami, FL 33172

December 5, 2013

The Honorable Rebeca Sosa, Chairperson
Miami-Dade Metropolitan Planning Organization
111 NW 1st Street, Suite 220
Miami, Florida 33128

Dear Chairperson Sosa:

I am pleased to provide this letter in support of the Tri-Rail Coastal Link Project, because of its potential to positively impact our quality of life, in particular our daily commute, our environment, and our economy.

Impact on daily commute: I have followed the evolution of this project with great interest since its inception as the South Florida East Coast Corridor Study. My office is conveniently located in the heart of the City of Miami, a location that makes me keenly aware of the increasingly worsening traffic congestion on our major north-south arteries, including I-95 and US-1. This project could help alleviate some of that congestion and provide a reliable commute for many of our residents and visitors. The reality is that our roadways are built-out and it is neither possible nor feasible to add lanes for expanded capacity.

Environmental Impact: The new passenger rail system would lessen air pollution, save on fuel costs for commuters and function in an environmentally sustainable manner and provide greater mobility for the transit-dependent members of our community.

Economic Impact: The new passenger rail system would expand the tax base, provide much needed job opportunities to our community residents, bring more revenue to our community and strengthen our economy. In addition, new development could also be spurred around passenger station areas, consistent with the successful transit village development model.

I urge you and the members of the Governing Board of the Metropolitan Planning Organization (MPO) to express support for the Tri-Rail Coastal Link project. Doing so will allow it to advance to the next phase, thus substantiate that it can qualify for federal funding, and bring us closer to finally getting a regional passenger rail system in the dense urban core of our fast-growing community.

With Warm Regards,



Gepsie M. Metellus,
Executive Director

Cc: Secretary Gus Pego, P.E.
FDOT District Six



CLARENCE E. WOODS, III
Executive Director

December 9, 2012

The Honorable Rebeca Sosa
Chairperson, Miami-Dade Metropolitan Planning Organization
111 NW 1st Street, Suite 220
Miami, Florida 33128

Dear Commissioner Sosa:

Great things are happening in Overtown!

Major commercial, residential and entertainment development projects are underway, positioning this historic neighborhood for incredible growth. This economic rebirth must include a transportation system that improves access to Overtown businesses. The system must be multi-modal and provide residents with more travel options to reach jobs and leisure activities in other areas. The **Tri-Rail Coastal Link**, the Florida Department of Transportation's (FDOT) proposed passenger commuter rail service, will offer all of these benefits.

The Southeast Overtown/Park West Community Redevelopment Agency ("SEOPW" "CRA") supports FDOT's proposal to advance the **Tri-Rail Coastal Link** to the next phase of study, provided that residents of the redevelopment area are part of the process. The CRA looks forward to the time when locals and tourists can utilize passenger commuter rail to experience Overtown's *Rhythm & Art Festival*, *FolkLife Fridays* and dynamic performances at the Lyric Theatre and Historic Ward Rooming House Gallery. This renewed interest in Overtown will generate significant revenues for small businesses.

We're excited about the project's possibilities of complementing the CRA's revitalization plans for the historic Overtown community.

Sincerely,

Clarence E. Woods, III
Executive Director

Cc: Gus Pego
FDOT District Six
1000 NW 111 Avenue
Miami, Florida 33172