



# MEMORANDUM

AGENDA ITEM #15a

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DATE: NOVEMBER 8, 2010

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: RESOLUTION IN SUPPORT OF THE SOUTH FLORIDA EAST COAST CORRIDOR  
TRANSIT PROJECT

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## Introduction

The Florida Department of Transportation (FDOT) is seeking a resolution of support for the South Florida East Coast Corridor Transit Analysis Study (SFECC) project and for potential station locations along the FEC Corridor.

A set of transit alternatives has been shared with the public during a series of Public Hearings held in September 2010. Previews of these alternatives were presented to the Broward, Miami-Dade and Palm Beach Metropolitan Planning Organizations (MPO) Governing Boards and the South Florida Regional Transportation Authority (SFRTA) Governing Board in May and June 2010, and the South East Florida Transportation Council in July 2010.

The FDOT completed the Phase II Public Hearings in September 2010, and the results of the Public Hearings and a recommended Locally-Preferred Alternative will be presented for approval to the aforementioned Boards in October and November 2010.

FDOT will present the study results at the November 8, 2010 South Florida Regional Planning Council (SFRPC) Council Meeting. A synopsis of the study is included as an attachment.

## Background

The SFECC Transit Analysis Study is assessing how to best develop high-performance, passenger transit service along the 85-mile corridor that extends from Downtown Miami to Jupiter and approximately one mile on either side of the Florida East Coast Railway (FEC) right-of-way. This corridor serves numerous existing and planned transit system hubs and activity centers including three major seaports, international airports, public and private universities, as well as downtown centers and employment destinations. The Federal Transit Administration (FTA) and National Environmental Policy Act (NEPA) processes are being followed, ensuring reasonable transit alternatives (alignments and technologies) within the corridor are being identified and evaluated.

The FDOT's District 4 Office is managing the Study. Partners in this effort include the three MPOs, who are the principal sponsors of the Study; the three county Transit Agencies; the South Florida Regional Transportation Authority (SFRTA); and FDOT District 6.

Phase II Study activities have included significant ridership modeling and analysis, service planning, conceptual engineering and cost estimating, station area and land use planning, environmental screening and extensive public outreach. Public workshops conducted in October 2009 yielded public preferences for certain alternatives that have since undergone additional refinement.

#### Phase II Project Summary

Federal Transportation Authority (FTA) Legislation (SAFETEA-LU Section 3011(a) (49 USC 5309(d))) requires that projects proposed for New Starts funding be justified based on a comprehensive review of the following criteria:

- Mobility Improvements;
- Environmental Benefits;
- Operating Efficiencies (FTA considers operating efficiencies to be evaluated as part of the cost effectiveness measure and so it does not receive a separate rating);
- Cost Effectiveness; and
- Transit Supportive Land Use Policies and Future Patterns

Phase II refines the work completed in Phase I and ensures consistency with FTA requirements by reducing the number of transit alternatives and stations, determining station typologies, identifying station locations, assessing development potential and creating model, transit-supportive language for municipalities.

Four detailed modally- specific transit alternatives were considered for service between Jupiter and Downtown Miami:

1. Low cost/Transportation System Management (TSM)
2. Bus Rapid Transit (BRT)
3. Regional Rail – Push/Pull
4. Regional Rail – Diesel Multiple Unit (DMU) train

The Low Cost/TSM alternative would use a combination of limited stop and express bus service, parallel to the FEC Railway. The BRT alternative would provide more frequent, express-bus service on a dedicated busway, constructed on the FEC right-of-way. The Regional Push/Pull would provide train service, has slower acceleration and braking times, and is the noisiest alternative. The Regional Rail DMU Alternative would provide train services. Both the Broward and Palm Beach MPOs prefer Regional Rail service along the FEC Railway. The actual technology has not been determined. The Miami-Dade MPO will vote on their preferred transit alternative later this month. Table I compares the four options.

The number of proposed stations was narrowed down from 98 to 52. Eight primary station types have been proposed: City Center, Town Center, Neighborhood, Employment Center, Local Park-and-Ride, Regional Park-and-Ride, Airport/Seaport, and Special Event Venue Stations. The station types were determined by zoning, land use patterns and policy considerations, and local government preferences and needs. Stations were proposed for Jupiter (3) Palm Beach Gardens, North Palm Beach, Lake Park (2), Riviera Beach, West Palm Beach (6), Lake Worth (2), Lantana (2), Boynton Beach (2), Delray Beach (2), Boca Raton (3) Deerfield Beach, Pompano Beach (3) Oakland Park (2), Wilton Manors, Fort Lauderdale (5) Dania Beach, Hollywood (3), Hallandale Beach, Aventura, North Miami Beach (2), North Miami, Miami Shores, and Miami (5). Connections to Tri-Rail are also being considered.

An economic study was also conducted to assess Transit Oriented Development (TOD) potential and opportunities to attract economic development around each station site. The criteria used were:

- Market opportunities for new development and redevelopment;
- Ease of parcel assembly;
- Municipal redevelopment capacity;
- Current employment densities; and
- Metropolitan Planning Organization (MPO) 2030 growth forecasts

Model policy language, which would guide the appropriate intensities and densities within a ¼ - ½ mile of proposed stations, is being developed to support the assigned station type. The end result would be a combination of transit supportive land development regulations and comprehensive plan text and map amendments that each municipality along the FEC would customize, transmit, and adopt.

**Table I: Modally-Specific**

	<b>TSM RAPID BUS</b>	<b>BUS RAPID TRANSIT</b>	<b>REGIONAL RAIL DMU</b>	<b>REGIONAL RAIL PUSH-PULL</b>
<b>Average Weekday Ridership</b>	11,000	20,000	59,000	52,000
<b>End-to-End Run Time (Peak/Off Peak) (hours)</b>	4:05/5:20	4:03/4:18	2:05/2:26	2:29/2:49
<b>Capital Cost (millions)</b>	\$220	\$2,390	\$2,468	\$2,515
<b>Annual Operating and Maintenance Costs (millions)</b>	\$47	\$57	\$100	\$106
<b>Capital cost/passenger mile</b>	\$0.90	\$8.80	\$7.20	\$8.50
<b>Operating cost per annual passenger</b>	\$11.80	\$9.90	\$10.90	\$12.70

*Source: Florida Department of Transportation*

**Recommendation**

**Adopt the Attached Resolution for Transmittal to Listed Parties.**



RESOLUTION #10-06

A RESOLUTION OF THE SOUTH FLORIDA REGIONAL PLANNING COUNCIL EXPRESSING SUPPORT FOR THE FLORIDA DEPARTMENT OF TRANSPORTATION'S SOUTH FLORIDA EAST COAST CORRIDOR TRANIST STUDY PROJECT (FROM JUPITER TO MIAMI) AND ITS AFFILIATED REGIONAL AND COUNTY TRANSPORTATION AGENCIES; ACKNOWLEDGING POTENTIAL STATION LOCATIONS; ACKNOWLEDGING THE COUNCIL'S COMMITMENT TO THE PROJECT TO ENHANCE MOBILITY IN THE SOUTHEAST FLORIDA REGION.

WHEREAS, the Florida East Coast (FEC) Railway Corridor was historically operated as a passenger rail line along Florida's east coast, traversing the Southeast Florida Region; and

WHEREAS, cities along Florida's east coast historically developed around train stations along the FEC Railroad; and

WHEREAS, cities along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, the public policy, Eastward Ho! developed by the Governor's Commission for a Sustainable South Florida, provides guidance for improving quality of life and managing growth including the redevelopment of eastern Miami-Dade, Broward, and Palm Beach Counties; and

WHEREAS, improved mobility is highly desired in the Southeast Florida Region and throughout the State of Florida; and

WHEREAS, transit, including passenger rail, is a key component of improved mobility, especially between cities and throughout the Southeast Florida Region; and

WHEREAS, the reintroduction of passenger service along Florida's east coast would enhance the job market and provide economic stimulus for Florida's residents and businesses; and

WHEREAS, the reduction of automobile Vehicle Miles Traveled (VMT) and changes to the distribution of trips by transportation mode would reduce fuel consumption and the amount of pollutants emitted in the Southeast Florida Region; and

WHEREAS, an integrated system of transit services is needed for existing and future travel markets including long-distance travel served by the South Florida Rail Corridor (SFRC), including Tri-Rail Commuter Rail System; moderate-distance travel served by transit in the eastern FEC Railway Corridor; local travel in the urban centers by local circulator services, and east/west transit access to both the SFRC/Tri-Rail and FEC Corridors from western, central, and eastern portions of Miami-Dade, Broward, and Palm Beach Counties;

WHEREAS, the FEC Railway Corridor right-of-way represents a unique and strategic transportation corridor that provides vital freight and transportation rail services to and from South Florida; and

WHEREAS, the 2006 *Florida Rail Plan* identifies passenger transit along the FEC Railway corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, the 2008 *SFRTA Strategic Regional Transit Plan*, outlines transit corridor expansion alternatives including the FEC Railway Corridor.

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

SECTION 1. Working with the Florida Department of Transportation, local governments, and other appropriate public agencies, a Locally-Preferred Alternative will be recommended to the Boards of the Broward, Miami-Dade and Palm Beach Metropolitan Planning Organizations (MPOs), the South East Florida Transportation Council (SEFTC), and the Governing Board of the South Florida Regional Transportation Authority (SFRTA) for endorsement/adoption.

SECTION 2. The South Florida Regional Planning Council has assisted the FDOT and local governments in the evaluation and recommendation of proposed transit station locations within the South Florida Region, as identified through a collaborative, public process in Phase II of this Study, particularly as they pertain to this jurisdiction, as appropriate.

SECTION 3. Working with the FDOT and other appropriate agencies The South Florida Regional Planning Council, shall continue to promote complementary land use policies, land development regulations, and economic development activities consistent with the Federal Transit Administration New Starts Development Process.

SECTION 4. The South Florida Regional Planning Council shall participate in future efforts in support of dedicated funding sources for SFRC/Tri-Rail, FEC Corridor and other transit services.

SECTION 5. The South Florida Regional Planning Council, working with FDOT, local governments, MPOs, transit providers, and other appropriate agencies, shall continue to participate in the evaluation and promotion of a broad transit network, particularly to include east/west connections between transit on the FEC Corridor, Tri-Rail System, and population centers in the Region.

SECTION 6. The FDOT, on behalf of all state stakeholders, is encouraged to actively pursue obtaining shared access to the current FEC Railway Corridor with the purposes of reintroducing passenger transit services within the FEC Railway Corridor.

SECTION 7. The South Florida Regional Planning Council is hereby authorized to forward a copy of this Resolution to all appropriate public agencies including County and City Commissions and officials involved in regional transit planning, the SFRTA and its membership, the Florida League of Cities, the Florida Association of Counties, Chambers of Commerce within the South Florida area, CSX Transportation, Flagler Development Group, Florida East Coast Railway, L.L.C, and aviation and sea port agency officials.

**PASSED AND ADOPTED BY THE SOUTH FLORIDA REGIONAL PLANNING COUNCIL,  
THIS 8<sup>TH</sup> DAY OF NOVEMBER, 2010**

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JOSEPH SCUOTTO, CHAIR

## RESOLUTION NO. 10-06

**A RESOLUTION OF THE TREASURE COAST REGIONAL PLANNING COUNCIL, EXPRESSING SUPPORT FOR THE FLORIDA DEPARTMENT OF TRANSPORTATION'S SOUTH FLORIDA EAST COAST CORRIDOR PROJECT (FROM JUPITER TO MIAMI) AND ITS AFFILIATED REGIONAL AND COUNTY TRANSPORTATION AGENCIES; ACKNOWLEDGING POTENTIAL STATION LOCATIONS; ACKNOWLEDGING THE TREASURE COAST REGIONAL PLANNING COUNCIL'S COMMITMENT TO THE PROJECT TO ENHANCE MOBILITY IN THE SOUTHEAST FLORIDA REGION.**

**WHEREAS**, the Florida East Coast (FEC) Railway corridor was historically operated as a passenger rail line along Florida's east coast, traversing the Southeast Florida Region; and

**WHEREAS**, cities along Florida's east coast historically developed around train stations along the FEC railroad; and

**WHEREAS**, modern cities along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

**WHEREAS**, improved mobility is highly desired in the Southeast Florida Region and throughout the State of Florida; and

**WHEREAS**, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Southeast Florida Region; and

**WHEREAS**, the reintroduction of passenger service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

**WHEREAS**, the reduction of vehicle miles traveled and changes to the distribution of trips by transportation mode would reduce fuel consumption and the amounts of pollutants emitted in the Southeast Florida Region; and

**WHEREAS**, an integrated system of transit services is needed for existing and future travel markets including long-distance travel served by the South Florida Rail Corridor (SFRC), including Tri-Rail Commuter Rail System; moderate-distance travel served by transit in the eastern FEC Railway Corridor; local travel in the urban centers by local circulator services, and east/west transit access to both the SFRC/Tri-Rail and FEC Corridors from western, central, and eastern portions of Miami-Dade, Broward, and Palm Beach Counties;

**WHEREAS**, the FEC Railway Corridor right-of-way represents a unique and strategic transportation corridor that provides vital freight and transportation rail services to and from South Florida; and

**WHEREAS**, the 2006 Florida Rail Plan identifies passenger transit along the FEC Railway corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

**WHEREAS**, the 2008 SFRTA Strategic Regional Transit Plan, outlined transit corridor expansion alternatives including the FEC Railway Corridor; and

**WHEREAS**, passenger transit on the FEC Corridor is supported in the Strategic Regional Policy Plan; and

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

**SECTION 1.** Working with the Florida Department of Transportation (FDOT), local governments, and other appropriate public agencies, a Locally-Preferred Alternative will be recommended to the Boards of the southeast Florida Metropolitan Planning Organizations (MPOs), the South East Florida Transportation Council (SEFTC), and the Governing Board of the South Florida Regional Transportation Authority (SFRTA) for endorsement/adoption.

**SECTION 2.** The Treasure Coast Regional Planning Council has assisted FDOT, MPOs, local governments, and others in the evaluation and recommendation of station locations within the Treasure Coast Region, as identified through a collaborative, public process in Phase 2 of this Study, as appropriate.

**SECTION 3.** Working with the FDOT and other appropriate agencies, the Treasure Coast Regional Planning Council agrees to continue to promote complementary land use policies, land development regulations, and economic development activities consistent with the Federal Transit Administration New Starts Development Process.

**SECTION 4.** The Treasure Coast Regional Planning Council shall participate in future efforts in support of dedicated funding sources for SFRC/Tri-Rail, FEC Corridor and other transit services.

**SECTION 5.** The Treasure Coast Regional Planning Council, working with FDOT, local governments, MPOs, transit providers, and other appropriate agencies, shall continue to participate in the evaluation and promotion of a broad transit network, particularly to include east/west connections between transit on the FEC corridor, Tri-Rail system, and population centers in the Region.

**SECTION 6.** The FDOT, on behalf of all state stakeholders is encouraged to actively pursue obtaining shared access to the current FEC Railway Corridor with the purposes of reintroducing passenger transit services within the FEC Railway Corridor.

**SECTION 7.** The Executive Director is hereby authorized to forward a copy of this resolution to all appropriate public agencies including County commissions and officials involved in regional transit planning, the SFRTA and its membership, the Florida League of Cities, the Florida Association of Counties, local governments, and Chambers of Commerce within the South Florida area, CSX Transportation, Flagler Development Group, Florida East Coast Railway, L.L.C, and aviation and sea port agency officials.

**DULY ADOPTED** by the Treasure Coast Regional Planning Council this 17th day of September 2010.

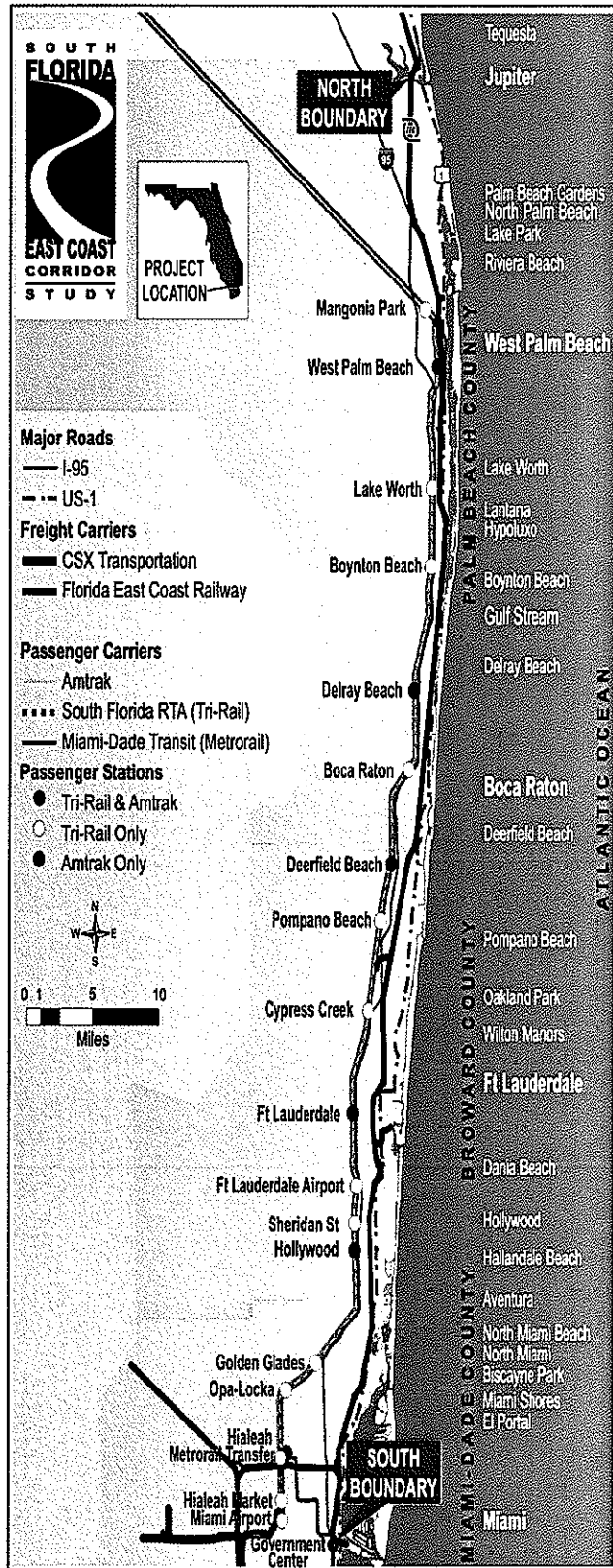
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Samuel J. Ferreri  
Chairman

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Michael J. Busha  
Executive Director

# South Florida East Coast Corridor Transit Analysis



Florida DOT is leading a regional Alternatives Analysis of the Florida East Coast (FEC) Railway corridor that extends 85 miles from downtown Miami to the Town of Jupiter in northern Palm Beach County. It will determine the preferred public transit system to implement in the FEC Railway corridor.

**STUDY CORRIDOR:** The study area is generally two-miles wide and includes the South Florida Rail Corridor (SFRC), I-95, US-1, Dixie Highway, the three international airports, the Miami Intermodal Center, three seaports, and two private freight railroads. Metrorail and Metromover serve the southern end of the corridor.

The study corridor traverses the downtowns of 28 of the original coastal cities in Miami-Dade, Broward, and Palm Beach Counties which developed when the FEC Railroad was extended into Southeast Florida in 1894. Until the recent economic downturn, it experienced intense high-density redevelopment that is expected to continue once the economy recovers as it has some of the most expensive land values and oldest building stock in Southeast Florida.

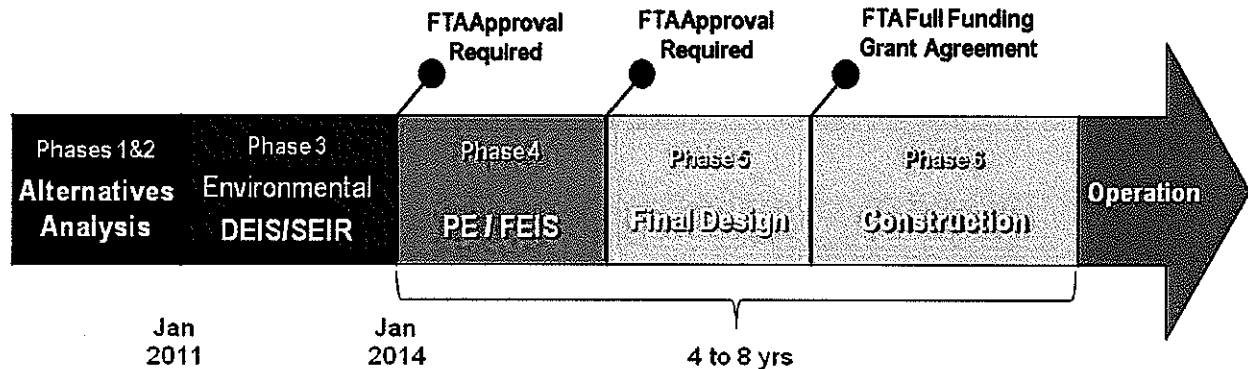
Twenty percent of total regional employment is located within the study area which also contains the most heavily trafficked roadways in the region. The corridor contains numerous hospitals, colleges and universities, county and municipal government centers, and entertainment venues. The Scripps Research Institute is located in the corridor and will generate 40,000 direct and spin-off jobs, many of which will be at facilities located in the study area.

**PARTNERS:** Federal Transit (FTA) is the lead federal agency. The project is a collaborative effort between District 4, District 6, the three Southeast Florida Metropolitan Planning Organizations (MPOs), the three county transit agencies, and the South Florida Regional Transportation Authority. The three MPOs funded the first phase of work and are sharing in the cost of the third work phase.



**OVERALL PHASING:** The overall project timeline is a six phase process from Alternatives Analysis through construction. Phase 2 is near completion.

## **SFECC Project Timeline**



**STATUS:** The project will have a regional-consensus Locally Preferred Alternative (LPA) selected in October 2010, which will complete Phase 2. The likely LPA is shown below. This is a system master plan for expanded Tri-Rail service using commuter rail technology.

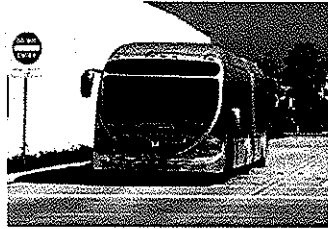
Phase 3 will begin in January 2011 to develop an implementation and finance strategy, and environmental documentation for one or more initial projects.

Public Hearings will be held in September 2010. Dates, times and locations are shown below and can be found on the project website: [www.sfecstudy.com](http://www.sfecstudy.com).

**ALTERNATIVES:** Four alternatives are still in consideration with a final selection slated in October 2010 by the three Metropolitan Planning Organizations, South Florida Regional Planning Organization, and the Southeast Florida Transportation Council. These alternatives are shown in the accompanying graphics.

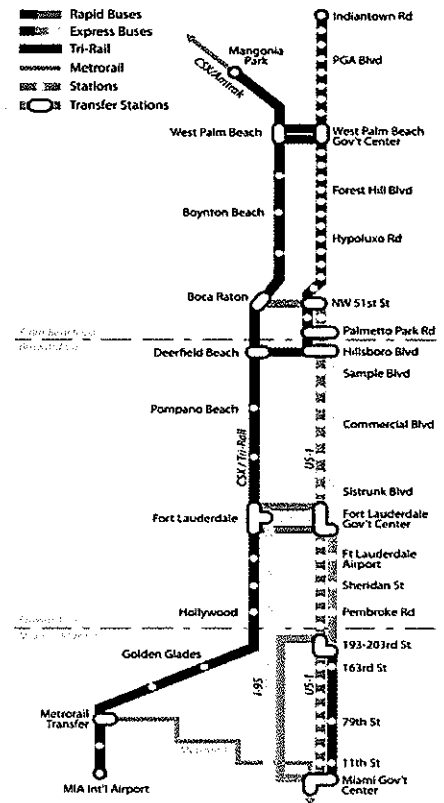
<b>WEST PALM BEACH</b>	<b>NORTH MIAMI BEACH</b>	<b>BOCA RATON</b>
TUESDAY SEPTEMBER 14 Kravis Center for the Performing Arts 701 Okeechobee Blvd. 3:30 – 5:30 p.m. AND 6 – 8 p.m.	WEDNESDAY SEPTEMBER 15 McDonald Center 17051 NE 19th Ave. 6 – 8 p.m.	THURSDAY SEPTEMBER 16 Boca Raton Community Center Royal Palm Room 150 Crawford Blvd. 6 – 8 p.m.
<b>DOWNTOWN MIAMI</b>	<b>FORT LAUDERDALE</b>	
TUESDAY SEPTEMBER 21 Miami-Dade College Wolfson Campus James K. Batten Room # 2106 300 NE 2nd Ave. 3:30 – 5:30 p.m. AND 6 – 8 p.m.	WEDNESDAY SEPTEMBER 22 Holiday Park Social Center 1150 G. Harold Martin Drive 3:30 – 5:30 p.m. AND 6 – 8 p.m.	

# Build 1: Transportation Systems Management (Low Cost Alternative)

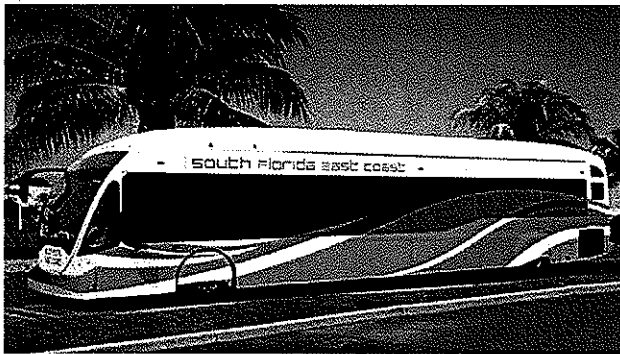


Articulated Bus

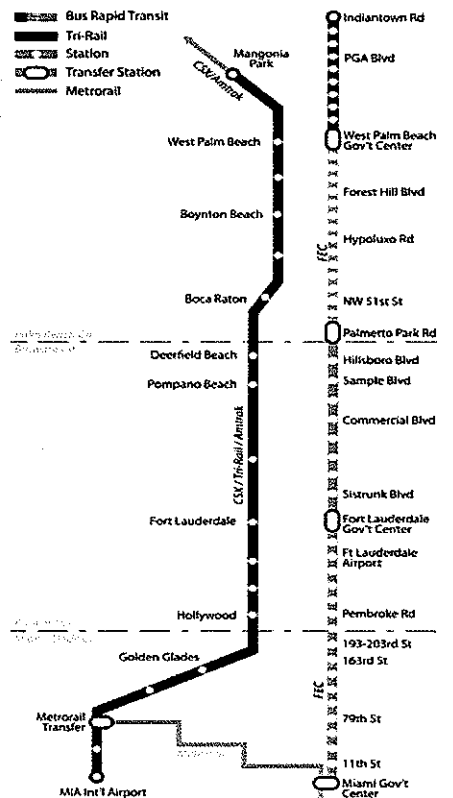
- Local, articulated 'Rapid Bus' routes running, in segments, on parallel surface streets (Jupiter to Miami), every 15 minutes (peak), end-to-end travel time 6 hours
- Three Peak-Only Express Buses overlaid, serving downtown Miami
- 52 rapid bus stops



# Build 2: Bus Rapid Transit Alternative



- 15 min peak/30 min off peak service
- End to end travel time 4 hours
- Operates on dedicated busway constructed on FEC ROW
- 52 stations

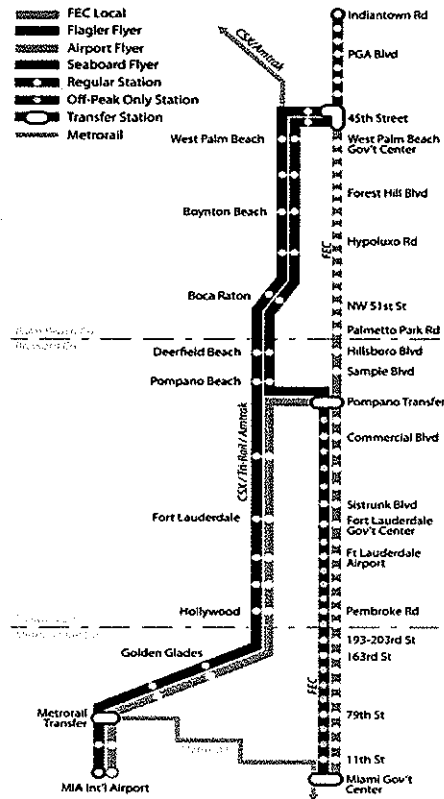


## Build 3: Regional Rail Push-Pull Alternative



- 15 min peak/30 min off peak service
- Noisier and heavier than Diesel Multiple Unit (DMU) technology
- Slower acceleration and braking
- End to end travel time 2.3 hours
- 52 stations

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## Build 4: Regional Rail DMU Alternative



- 15/30 minute service headways
- Quieter and lighter than Push-Pull Technology
- Faster acceleration and braking
- End to end travel time 2 hours
- 52 stations

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