



Planning Technical Advisory Committee Meeting (PTAC)

REGULAR MEETING AGENDA

March 18, 2009
10:30 a.m.

South Florida Regional Transportation Authority
Boardroom
800 NW 33rd Street
Pompano Beach, Florida 33064
www.sfrta.fl.gov

FOR FURTHER INFORMATION CALL JOSEPH QUINTY AT (954) 788-7928

Members

Maria Batista, Miami-Dade Transit
Michael Busha, Treasure Coast Regional Planning Council
William Cross, South Florida Regional Transportation Authority
Carolyn Dekle, South Florida Regional Planning Council
Greg Stuart, Broward Metropolitan Planning Organization
Jose Luis Mesa, Miami-Dade Metropolitan Planning Organization
Jonathan Roberson, Broward County Transit
Gustavo Schmidt, Florida Department of Transportation, District IV
Phil Steinmiller, Florida Department of Transportation, District VI
Fred Stubbs, Palm Tran
Randy Whitfield, Chairman, Palm Beach Metropolitan Planning Organization
Nancy Ziegler, FDOT, District IV

Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is South of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station.

PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING OF MARCH 18, 2009

The meeting will convene at 10:30 a.m., and will be held in the Boardroom of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any PTAC Member, however, that item may be removed from the Consent Agenda and considered separately.
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C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of January 21, 2009

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.
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No items.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
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I1 – INFORMATION: SFRTA Economic Stimulus Priorities

I2 – INFORMATION: Tri-Rail Proposed Schedule Enhancements

I3 – INFORMATION: FTA Job Access Reverse Commute (JARC) and New Freedom Programs

I4 – INFORMATION: SFRTA Transportation Summit Wrap-Up

I5 – INFORMATION: US 27 Freight Rail Feasibility Study

I6 – INFORMATION: Palm Beach Gardens Transit-Oriented Development Charrette

OTHER BUSINESS: Rail-Volution 2009 Call for Proposals

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PTAC MEMBER COMMENTS

MEETING ATTENDANCE SUMMARY

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the Board of Directors for the South Florida Regional Transportation with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Board are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

DRAFT

MINUTES

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING JANUARY 21, 2009

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:30 a.m. on Wednesday, January 21, 2009 in the Boardroom of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices located at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida 33064.

COMMITTEE MEMBERS PRESENT:

Mr. Larry Allen, South Florida Regional Planning Council (RPC)
Mr. William Cross, SFRTA
Ms. Kim Delaney, Treasure Coast RPC
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)
Mr. Shi-Chiang Li, Florida Department of Transportation (FDOT) District 4
Mr. Jeremy Mullings, FDOT District 4
Mr. Joseph Quinty, SFRTA
Mr. Jonathan Roberson, Broward County Transportation Department
Mr. Phil Steinmiller, FDOT District 6
Mr. Fred Stubbs, Palm Tran
Mr. Randy Whitfield, Palm Beach MPO, PTAC Chair
Mr. Enrique Zelaya, Broward MPO

ALSO PRESENT:

Mr. John Bradley, Gannett Fleming
Mr. Jim Cipollone, VPSI
Mr. Chris Dube, FDOT District 6
Mr. Dan Glickman, Citizen
Mr. Peter Halliburton, Cambridge Systematics
Mr. Abe Jivanjee, VPSI
Ms. Elaine Magnum, SFRTA
Mr. Dan Mazza, SFRTA
Mr. Carlos Roa, Miami-Dade MPO
Ms. Mary Ross, Gannett Fleming
Mr. Joe Yesbeck, Jacobs
Ms. Natalie Yesbeck, SFRTA
Ms. Lynda Westin, SFRTA
Mr. Youngquang Wu, Gannett Fleming

CALL TO ORDER

The Chair called the meeting to order at 10:40 a.m.

ROLL CALL

The Chair requested the roll call.

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Joseph Quinty requested that the agenda be reordered to allow for Tri-Rail/Metrorail Transfer Station East Platform Connection to be the first informational item on the agenda. He also asked that a brief update on the SFRTA Regional Transportation Summit be allowed. Ms. Kim Delaney moved for approval of the Agenda with the recommended changes. The motion was seconded by Mr. Fred Stubbs. The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair called the motion to a vote and it was approved unanimously.

DISCUSSION ITEMS

MATTERS BY THE PUBLIC – None

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of Planning Technical Advisory Committee Meeting of October 20, 2008.

A motion was made by Mr. Jonathan Roberson to approve the meeting minutes. The motion was seconded by Mr. Shi-Chiang Li. The motion was called to a vote and carried unanimously.

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

R1. - MOTION TO ELECT: PTAC Chair and Vice-Chair

Mr. Quinty advised the committee that by-laws for the PTAC require elections on a fiscal year basis, meaning that an election of officers should have occurred during the summer. He apologized for the oversight and advised that elections at today’s meeting will cover a term through June 30, 2009. A motion was made by Mr. Enrique Zelaya to re-elect Mr. Randy Whitfield as Chair and Mr. Joseph Quinty as Vice-Chair. The motion was seconded by Ms. Delaney. The motion was called to a vote and carried unanimously.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
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11. - INFORMATION: Tri-Rail/Metrorail Transfer Station East Platform Connection

Mr. William Cross presented the item and began by saying the Tri-Rail/Metrorail Transfer Station East Platform Connection is the SFRTA's top priority project in Miami-Dade County. He stated that the double tracking project created a pedestrian circulation problem, as the only existing connection to/from Metrorail is on the west platform. Mr. Cross said that a solution is being designed- a stairway and elevator connection to Metrorail on Tri-Rail's east platform. He noted that the project's design phase is almost complete and that there has been coordination with Miami-Dade Transit. He thanked FDOT for providing funding for the project and commented that 90% design plans will be submitted to FDOT for review shortly. Mr. Cross noted that half of the project's construction budget (\$4 million total cost) has been cut due to budget constraints. He stated that SFRTA is looking at many angles to obtain the \$2 million to once again make the project fully funded. He also noted that the project will be eligible for federal stimulus funds because it is shovel ready. Mr. Stubbs asked if the Miami-Dade MPO was assisting in helping to find funds. Mr. Carlos Roa stated that the MPO has been looking everywhere for funds, but budget cuts have caused problems in pushing some projects completely out of the work program. Mr. Cross thanked the MPO for their efforts and for adding this project to the MPO priority list.

12. - INFORMATION: 2009 Transportation Summit

Ms. Loraine Cargill of SFRTA presented this item and began by asking if PTAC Members received the summit "save the date" card that was mailed to them. She reminded the committee that the summit will be on Saturday, February 21 from 8:30am-12:30pm at the Broward County Convention Center. Ms. Cargill then stated there are two keynote speakers for the summit. One is Mortimer L. Downey, who is the former Deputy Secretary of Transportation, Chair of Barack Obama's Transportation Transition Team, and Chairman of PB Consultant. The other keynote speaker is Gordon Price, a former City Councilor in Vancouver, B.C, City Program Director for Simon Fraser University, and Smart Growth expert. Ms. Cargill said that on the day of the event, SFRTA is looking to provide shuttle service from either the Broward Boulevard or Fort Lauderdale Airport Tri-Rail Station to the Convention Center. She cautioned that if you choose to drive to the Convention Center there will be a \$6.00 parking fee. She also noted that registration starts at 8:00 am and a continental breakfast will be served. Ms. Cargill stated that the agenda is being finalized, with thoughts of including panels with elected officials and business leaders. She said to expect a blast e-mail with the invitation and further details in the days ahead. Mr. Zelaya asked about the rationale for choosing a Saturday date. Ms. Cargill replied that the intent is to make the event more available to the general public and public officials. Mr. Dan Glickman expressed his displeasure with the event's title being "transportation summit" rather than "transit summit." He stated that having transit in the title would clarify the purpose of the event.

13. - INFORMATION: SFRTA Public Opinion Survey

Ms. Mary Ross of Gannett Fleming began the presentation by explaining that on behalf of the SFRTA they conducted three different public opinion survey efforts from November 2008 through January 2009 in all three counties. She stated that these efforts consist of an online survey, a telephone survey and focus groups. She noted that the online survey and focus group elements have been completed, while the telephone survey component is nearing completion. Ms. Ross commented that the purpose of

the survey was to gauge the opinion of the general public on a range of matters related to all transit in the region, not specifically for Tri-Rail. We gathered information from general public regarding public transportation.

Mr. John Bradley of Gannett Fleming followed with a summary of survey results. He noted that some of the information targeted included factors affecting mode choice, ideas that could prompt service/operational changes, the willingness to support funding for transit, and environmental perceptions. Mr. Bradley said that the total number of respondents was: web-based- 543; telephone- 657; and focus group participants- 17. Some key findings pointed by Mr. Bradley include: SFRTA is not well known, although Tri-Rail is; there is a generally negative perception of transit in South Florida; there is a strong opinion that elected officials are not providing the type of transit services that the public wants; rail extensions and seamless bus service across county lines are the two of the most popular solutions; funding for transit is thought to be more important than for roads or parks; most think their taxes are already too high; most prefer developer impact fees as a means to fund transit; and there is strong support for transit oriented development (TOD). Mr. Bradley closed by saying that the final survey report will be available in the next month.

Chairman Whitfield asked how the focus groups were selected. Mr. Bradley replied that the online and phone surveys asked the respondent if they wanted to volunteer for a focus group session. Ms. Delaney asked if the results were broken down by county. Mr. Bradley responded that they had not, but would be able to do so. Mr. Phil Steinmiller commented that it was counterproductive for the survey to suggest the reallocation of highway funds. He noted that FDOT has always had unmet needs for roadways and thinks that suggesting the redirection of funds is confrontational. He also expressed concern that the survey might have biases for such questions and wanted to make sure he could conduct a critical review of the results and survey instrument. Mr. Quinty responded by saying that the survey asked questions on a wide variety of topics and offered a range of choices, certainly not trying to influence the outcome. He noted that SFRTA would prefer a new funding source but in recent years state legislators have told it to go after existing funds, so that's why it wants public opinion on this sort of issue. Chairman Whitfield asked if the online survey was only on the SFRTA website. Ms. Natalie Yesbeck stated that the survey was based on an independent website- www.helpsouthfloridatransit.com. She noted that there was a link to it from the SFRTA website, but there was also media notification of the survey effort. Mr. Larry Allen asked if the survey questions were brought to the PTAC previously for committee review. Ms. Yesbeck replied that yes, the draft survey questions came before the PTAC at its October meeting. Mr. Glickman commented that he thought the survey was understandable and reasonable, but would really like to see an executive summary of the survey questions and results.

I4. - INFORMATION: 2008 Tri-Rail Onboard Survey

Mr. John Bradley of Gannett Fleming conducted a brief presentation on this item, mentioning that a Tri-Rail onboard survey was conducted on Wednesday October 22, 2009. He noted that the onboard survey had two components- door counts for the entire service day and a passenger survey that ran from the early morning through midday. He commented that the door counts tallied a total of 15,662 passengers over the entire service day. For the passenger survey, 8,403 survey forms were distributed and 6,103 collected, resulting in a response rate of 72 percent. Mr. Bradley stated that the raw survey data is in the hands of FDOT and further analysis is being performed as we speak. He noted that the further analysis will result in detailed information such as ridership characteristics, origin-destination patterns, access and egress modes, trip purposes, and time-of-day information. Mr. Jim Cippollone commented that he is looking forward to the final survey results, as he hopes the vanpool program

might be able to serve some of the population that is having a hard time getting to/from Tri-Rail stations.

Mr. Peter Halliburton of Cambridge Systematics followed with a presentation on a supplemental rider survey effort on behalf of FDOT, specifically focused on improving modeling data to be used as part of the South Florida East Coast Corridor (SFECC) Study. He stated that some key issues seeking to be quantified as part of the supplemental survey are overnight parking at Tri-Rail stations, auto egress from Tri-Rail stations, short trips of only one of two stations, and school related trips. Some key findings mentioned by Mr. Halliburton include: the system-wide percentage of passengers using bus as their mode of station egress is 23%, while system-wide using a private car for station egress is 8%; the station with the highest amount of passengers using private car as their station egress is Cypress Creek with 20%; many of the vehicles parked overnight at stations are not Tri-Rail users, but rather using it to park business vehicles or for ridesharing purposes. Mr. Halliburton also mentioned that numerous Tri-Rail riders provided comments to the surveyors conducting the effort. He noted that one of the most frequent comments reported to surveyors was how important the Tri-Rail shuttles were.

14. - INFORMATION: Miami-Dade MPO CSX Rail Corridor Evaluation Study

Mr. Wilson Fernandez gave a presentation on the Miami-Dade Metropolitan Planning Organization (MPO) CSX Rail Corridor Evaluation Study, which is a supplemental analysis to the Kendall Link Study completed in 2007. He stated that the CSX study began in fall 2008 and is looking at alternatives to remove rail freight on the CSX GPC Spur, which runs from SR 836 to the area of Metrozoo and Countrywalk. Mr. Fernandez noted that in order to accomplish this, a new rail link would have to be built from the CSX Lehigh Spur (which parallels SR 836) to industrial properties near Krome Avenue. He noted that doing so could expand the opportunities for transit along the CSX GPC Spur, which primarily runs through residential areas of West Kendall. Costs and impacts of various alternatives will be determined. Mr. Fernandez stated that wetlands impacts as a result of a new rail alignment are a concern that will be examined closely. He noted that the study is slated to be completed in May, and the project's first public meeting will be held on Tuesday, January 27, 2009 at 7:00pm in the Kendall Branch Library. Mr. Steinmiller asked if the study has looked at MDX's proposed southwest extension and the possibility of co-locating. Mr. Fernandez replied that it has been considered. Mr. Quinty asked if the Miami-Dade Urban Development Boundary has any effect on the new freight alignments. Mr. Fernandez answered that freight routes are not affected by the UDB, but no passenger routes are allowed outside of the UDB.

OTHER BUSINESS: Distribution of South Florida Transit Resource Guide

Ms. Lynda Westin of SFRTA stated that copies of the South Florida Transit Resource Guide were mailed out last week. She also noted that the document was available on the SFRTA Planning Department's website. Ms. Westin also said that if anyone needed more copies, to please e-mail her and she will be happy to provide them with extras.

SFRTA EXECUTIVE DIRECT OR REPORTS/COMMENTS

None.

PTAC MEMBER COMMENTS

None.

ADJOURNMENT

The meeting was adjourned at 12:09 pm.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: MARCH 18, 2009

INFORMATION ITEM REPORT

Information Item Presentation

SFRTA ECONOMIC STIMULUS PRIORITIES

SUMMARY EXPLANATION AND BACKGROUND:

The passage of the American Recovery and Reinvestment Act (ARRA) on February 17, 2009 provides \$8.4 billion nationwide for transit capital improvements. A formula allocation of these funds has been directed to the South Florida region and divided up among its transit properties.

SFRTA has developed priorities for its share of the ARRA economic stimulus funds. New locomotives are SFRTA's highest priority, as they are critical to improving reliability and reducing fuel consumption and emissions. An existing contract option to purchase additional rolling stock (10 additional railcars) is a fallback strategy if procurement issues arise in meeting the ARRA timeline for the locomotives.

As part of this agenda item, all PTAC representatives are invited to share their ARRA priority projects and discuss their experiences in navigating the economic stimulus process.

Mr. William Cross, SFRTA Planning Manager, will present this item.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: MARCH 18, 2009

INFORMATION ITEM REPORT

Information Item Presentation

TRI-RAIL PROPOSED SCHEDULE ENHANCEMENT

SUMMARY EXPLANATION AND BACKGROUND:

On June 4, 2007 a Tri-Rail schedule change was implemented to increase weekday train service to 50 trains per day by adding trains in the peak hours. This schedule change also incorporated a reduction of the operating trip time between the Miami Airport Station and Mangonia Park Station from 1 hour and 50 minutes to 1 hour and 45 minutes.

With the recent increases in passenger ridership, it is now necessary to increase the AM and PM peak trip times by 10 minutes and the midday time by 15 minutes in order to provide sufficient dwell times at each station. This minor change to the schedule allows for a smooth transition of passengers boarding and alighting at each station and will enhance the train on-time performance between stations and end points.

A representative from SFRTA's Operations Department will present this item and provide further details.

EXHIBITS ATTACHED: Draft Proposed New Tri-Rail Schedule.

014 - FULL NEW DRAFT WEEKDAY SCHEDULE

Weekdays-South bound	P601	P603	P605	P607	P609	P611	P613	P615	P617	P619	P621	P623	P625	P627	P629	P631	P633	P635	P637	P639	P641	P643	P645	P647	P649
MANGONIA PARK	4:00	4:40	5:20	6:00	6:20	6:40	7:00	7:30	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	3:30	4:00	4:30	5:00	5:30	6:15	6:45	7:40	8:40
WEST PALM BEACH	4:06	4:46	5:26	6:06	6:26	6:46	7:06	7:36	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	3:36	4:06	4:36	5:06	5:36	6:21	6:51	7:46	8:46
LAKE WORTH	4:15	4:56	5:36	6:16	6:36	6:56	7:16	7:46	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	3:46	4:16	4:46	5:16	5:46	6:31	7:01	7:56	8:56
BOYNTON BEACH	4:20	5:02	5:42	6:22	6:42	7:02	7:22	7:52	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	3:52	4:22	4:52	5:22	5:52	6:37	7:07	8:02	9:02
DELRAY BEACH	4:29	5:11	5:51	6:31	6:51	7:11	7:31	8:01	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:01	4:31	5:01	5:31	6:01	6:46	7:16	8:11	9:11
BOCA RATON	4:35	5:17	5:57	6:37	6:57	7:17	7:37	8:07	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:07	4:37	5:07	5:37	6:07	6:52	7:22	8:17	9:17
DEERFIELD BEACH	4:42	5:24	6:04	6:44	7:04	7:24	7:44	8:14	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:14	4:44	5:14	5:44	6:14	6:59	7:29	8:24	9:24
POMPANO BEACH	4:48	5:30	6:10	6:50	7:10	7:30	7:50	8:20	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:20	4:50	5:20	5:50	6:20	7:05	7:35	8:30	9:30
CYPRESS CREEK	4:54	5:37	6:17	6:57	7:17	7:37	7:57	8:27	8:57	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:28	4:58	5:28	5:58	6:27	7:12	7:42	8:37	9:37
FORT LAUDERDALE	5:01	5:45	6:25	7:05	7:25	7:45	8:05	8:35	9:05	10:08	11:08	12:08	13:08	2:08	3:08	4:08	4:38	5:08	5:38	6:08	6:35	7:20	7:50	8:45	9:45
FT LAUD. AIRPORT	5:08	5:53	6:33	7:13	7:33	7:53	8:13	8:43	9:13	10:17	11:17	12:17	13:17	2:17	3:17	4:17	4:47	5:17	5:47	6:17	6:43	7:28	7:58	8:53	9:53
SHERIDAN ST.	5:12	5:57	6:37	7:17	7:37	7:57	8:17	8:47	9:17	10:21	11:21	12:21	13:21	2:21	3:21	4:21	4:51	5:21	5:51	6:21	6:47	7:32	8:02	8:57	9:57
HOLLYWOOD	5:16	6:01	6:41	7:21	7:41	8:01	8:21	8:51	9:21	10:26	11:26	12:26	13:26	2:26	3:26	4:26	4:56	5:26	5:56	6:26	6:51	7:36	8:06	9:01	10:01
GOLDEN GLADES	5:25	6:10	6:50	7:30	7:50	8:10	8:30	9:00	9:30	10:35	11:35	12:35	13:35	2:35	3:35	4:35	5:05	5:35	6:05	6:35	7:00	7:45	8:15	9:10	10:10
OPA LOCKA	5:31	6:16	6:56	7:36	7:56	8:16	8:36	9:06	9:36	10:41	11:41	12:41	13:41	2:41	3:41	4:41	5:11	5:41	6:11	6:41	7:06	7:51	8:21	9:16	10:16
METRO RAIL	5:38	6:23	7:03	7:43	8:03	8:23	8:43	9:13	9:43	10:48	11:48	12:48	13:48	2:48	3:48	4:48	5:18	5:48	6:18	6:48	7:13	7:58	8:28	9:23	10:23
HIALEAH MARKET	5:44	6:29	7:09	7:49	8:09	8:29	8:49	9:19	9:49	10:54	11:54	12:54	13:54	2:54	3:56	4:56	5:26	5:56	6:26	6:56	7:19	8:04	8:34	9:29	10:29
MIAMI AIRPORT	5:50	6:35	7:15	7:55	8:15	8:35	8:55	9:25	9:55	11:00	12:00	13:00	14:00	3:00	4:02	5:02	5:32	6:02	6:32	7:02	7:25	8:10	8:40	9:35	10:35

Weekdays-North bound	P600	P602	P604	P606	P608	P610	P612	P614	P616	P618	P620	P622	P624	P626	P628	P630	P632	P634	P636	P638	P640	P642	P644	P646	P648
MIAMI AIRPORT	4:15	4:45	5:10	5:35	6:00	6:20	7:00	7:40	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:10	3:50	4:30	4:50	5:20	5:50	6:20	6:50	7:50	9:40
HIALEAH MARKET	4:18	4:48	5:13	5:38	6:03	6:23	7:03	7:43	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:13	3:53	4:33	4:53	5:23	5:53	6:23	6:53	7:53	9:43
METRO RAIL ARR				5:44													3:59								
METRO RAIL DEP	4:23	4:54	5:19	5:49	6:09	6:29	7:09	7:49	8:29	9:30	10:30	11:30	12:30	1:30	2:30	3:20	4:09	4:39	4:59	5:29	5:59	6:29	6:59	7:59	9:49
OPA LOCKA	4:29	5:00	5:25	5:55	6:15	6:35	7:15	7:55	8:35	9:36	10:36	11:36	12:36	1:36	2:36	3:26	4:15	4:45	5:05	5:35	6:05	6:35	7:05	8:05	9:55
GOLDEN GLADES	4:35	5:06	5:31	6:01	6:21	6:41	7:21	8:01	8:41	9:43	10:43	11:43	12:43	1:43	2:43	3:33	4:21	4:51	5:11	5:41	6:11	6:41	7:11	8:11	10:01
HOLLYWOOD	4:43	5:15	5:40	6:10	6:30	6:50	7:30	8:10	8:50	9:52	10:52	11:52	12:52	1:52	2:52	3:42	4:30	5:00	5:20	5:50	6:20	6:50	7:20	8:20	10:10
SHERIDAN ST.	4:47	5:19	5:44	6:14	6:34	6:54	7:34	8:14	8:54	9:56	10:56	11:56	12:56	1:56	2:56	3:46	4:34	5:04	5:24	5:54	6:24	6:54	7:24	8:24	10:14
FT LAUD. AIRPORT	4:51	5:23	5:48	6:18	6:38	6:58	7:38	8:18	8:58	10:00	11:00	12:00	13:00	2:00	3:00	3:50	4:38	5:08	5:28	5:58	6:28	6:58	7:28	8:28	10:18
FORT LAUDERDALE	5:00	5:32	5:57	6:27	6:47	7:07	7:47	8:27	9:07	10:09	11:09	12:09	13:09	2:09	3:09	3:59	4:47	5:17	5:37	6:07	6:37	7:07	7:37	8:37	10:27
CYPRESS CREEK	5:06	5:39	6:04	6:34	6:54	7:14	7:54	8:34	9:14	10:16	11:16	12:16	13:16	2:16	3:16	4:06	4:54	5:24	5:44	6:14	6:44	7:14	7:44	8:44	10:34
POMPANO BEACH	5:12	5:45	6:10	6:40	7:00	7:20	8:00	8:40	9:20	10:23	11:23	12:23	13:23	2:23	3:23	4:13	5:00	5:30	5:50	6:20	6:50	7:20	7:50	8:50	10:40
DEERFIELD BEACH	5:18	5:51	6:16	6:46	7:06	7:26	8:06	8:46	9:26	10:29	11:29	12:29	13:29	2:29	3:29	4:19	5:06	5:36	5:56	6:26	6:56	7:26	7:56	8:56	10:46
BOCA RATON	5:25	5:59	6:24	6:54	7:14	7:34	8:14	8:54	9:34	10:38	11:38	12:38	13:38	2:38	3:38	4:28	5:14	5:44	6:04	6:34	7:04	7:34	8:04	9:04	10:54
DELRAY BEACH	5:30	6:04	6:29	6:59	7:19	7:39	8:19	8:59	9:39	10:44	11:44	12:44	13:44	2:44	3:44	4:34	5:19	5:49	6:09	6:39	7:09	7:39	8:09	9:09	10:59
BOYNTON BEACH	5:38	6:13	6:38	7:08	7:28	7:48	8:28	9:08	9:48	10:53	11:53	12:53	13:53	2:53	3:53	4:43	5:28	5:58	6:18	6:48	7:18	7:48	8:18	9:18	11:08
LAKE WORTH	5:44	6:19	6:44	7:14	7:34	7:54	8:34	9:14	9:54	10:59	11:59	12:59	13:59	2:59	3:59	4:49	5:34	6:04	6:24	6:54	7:24	7:54	8:24	9:24	11:14
WEST PALM BEACH	5:55	6:30	6:55	7:25	7:45	8:05	8:45	9:25	10:05	11:10	12:10	13:10	14:10	3:10	4:10	5:00	5:45	6:15	6:35	7:05	7:35	8:05	8:35	9:35	11:25
MANGONIA PARK	6:05	6:40	7:05	7:35	7:55	8:15	8:55	9:35	10:15	11:20	12:20	13:20	14:20	3:20	4:20	5:10	5:55	6:25	6:45	7:15	7:45	8:15	8:45	9:45	11:35

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: MARCH 18, 2009

INFORMATION ITEM REPORT

Information Item

Presentation

FEDERAL TRANSIT ADMINISTRATION (FTA) JOB ACCESS REVERSE COMMUTE (49 U.S.C. 5316) AND NEW FREEDOM PROGRAMS (49 U.S.C. 5317)

SUMMARY EXPLANATION AND BACKGROUND:

The Job Access and Reverse Commute (JARC) and New Freedom (NF) Programs are two grants administered by the (FTA). The JARC program has assisted individuals successfully transition from welfare to work by addressing the unique transportation challenges faced by welfare recipients and low-income persons seeking to get and keep jobs. The New Freedom program was established to support new public transportation services and public transportation alternatives beyond those required by the American with Disabilities Act (ADA) of 1990

It was recently learned that the Miami (Southeast Florida) Urbanized Area (UZA) would lose funding through these programs unless a formal regional process for JARC and New Freedom is established. Regional funds immediately at stake are \$2.95 million through the JARC Program and \$1.677 million through the New Freedom program. In order to prevent the loss of funds, a designated recipient of JARC and New Freedom funding must be determined. Per recent discussions with the FTA, Miami UZA transit partners and the MPOs, the SFRTA has agreed to become the designated recipient of these funds for the Miami UZA. As stated in recent correspondence, letters from each of the region's MPOs and transit agencies certifying SFRTA as the designated recipient are needed in a timely manner.

An aggressive schedule is required to secure the funds available though the JARC and New Freedom Programs. It is required that a competitive project selection be held, each agency's compliance with FTA requirements be reviewed and certified, and grant applications be submitted to the FTA by July 15, 2009.

Descriptions and background information on the JARC and New Freedom Programs can be found on the FTA website at http://www.fta.dot.gov/funding/grants/grants_financing_3550.html and http://www.fta.dot.gov/funding/grants/grants_financing_3549.html.

Mr. William Cross, SFRTA Planning Manager, will present this item and provide additional information on these programs and processes.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: MARCH 18, 2009

INFORMATION ITEM REPORT

Information Item Presentation

SFRTA TRANSPORTATION SUMMIT WRAP-UP

SUMMARY EXPLANATION AND BACKGROUND:

SFRTA's 2009 Transportation Summit, "On the Right Track to Economic Recovery and Prosperity" was held on February 21 at the Broward County Convention Center. There were approximately 375 attendees at the Saturday morning event. Much information from the Transportation Summit, including powerpoint presentations and display boards, is now available online at <http://www.sfrta.fl.gov/summit/>.

At the March 18 PTAC meeting, SFRTA Planning staff will provide additional statistics from the Transportation Summit, including results from the interactive public discussion portion of the agenda. Feedback from PTAC members who attended the summit will also be sought.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: MARCH 18, 2009

INFORMATION ITEM REPORT

Information Item Presentation

U.S. 27 FREIGHT RAIL FEASIBILITY STUDY

SUMMARY EXPLANATION AND BACKGROUND:

The Florida Department of Transportation (FDOT) was directed by the Florida Legislature in 2008 to analyze the feasibility of a new freight rail corridor connecting existing rail facilities in northwestern Miami-Dade County and the Glades area of Palm Beach County. FDOT District 4 is moving forward on this effort and has collaborated with stakeholders to develop a scope of services. A notice to proceed was issued for the US 27 Freight Rail Feasibility Study on March 6, 2009.

This item will be presented by Mr. Jeff Weidner of the Florida Department of Transportation.

EXHIBITS ATTACHED: US 27 Rail Feasibility Study Scope of Services.

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR - PLANNING & ENVIRONMENTAL MANAGEMENT OFFICE
DISTRICTWIDE GENERAL PLANNING CONSULTANT
CONTRACT NUMBER C8Q63 - FM NUMBER 425180-1-12-01
Task Work Order Number 20

EXHIBIT A - SCOPE OF SERVICES

Scope of Services for Phase I of US-27 Rail Feasibility Study

Background

The freight transportation system in South Florida consists of three major seaports, three international airports, three railroads, and a well established highway system. The seaports and airports are located in the densely populated eastern portions of the region. Two of the railroads, CSX and FEC, provide north/south service along the East Coast of South Florida. The third railroad, the South Central Florida Express, loops around the southern end of Lake Okeechobee providing service to the local agricultural and mining industries, with interchanges with CSX in Sebring and FEC in Fort Pierce. Over the last several years, the Port of Palm Beach has developed and promoted the concept of an inland port in the heartland of South Florida. Several potential locations would be impacted by a new rail corridor along US-27.

During the 2008 legislative session, Florida's leaders required FDOT to conduct a feasibility study for a new rail corridor along the US-27 corridor from Hialeah north to South Bay, providing a more direct connection between South Florida and the South Central Florida Express. This connection is seen by many stakeholders as a key component to the transportation connectivity of the inland port, providing more direct connections to the Port of Miami and Port Everglades. In addition, the creation of this new rail corridor has the potential to reduce existing rail/highway conflicts along existing FEC and CSX lines in South Florida by shifting freight traffic to a more rural area, with significantly fewer at grade crossings.

Meanwhile, the State is negotiating to purchase 187,000 acres of land from the US Sugar Corporation (USSC) as part of the Comprehensive Everglades Restoration Plan (CERP). Under the proposals, the company would continue to farm the land for the next six years, after which the State would convert the land back to its original natural marshland state. The land is located in Palm Beach, Hendry, and Glades counties, which directly impacts the study corridor of US-27. The proposed rail corridor along US-27 has the potential to assist with economic development and job creation in the region.

The 2008 statewide rail system plan update currently is underway. This update is more extensive than past updates because it will develop a more comprehensive statewide rail policy for passengers and freight. The statewide rail system plan update will be completed concurrently with this corridor feasibility study, and will provide input to this effort in the form of data, system profiles, and guidance for state investments in rail infrastructure.

Work Tasks

The feasibility study for a new rail corridor incorporates a physically bounded study area from Hialeah Yard north to South Bay, paralleling the existing US-27 corridor. Given the regional and statewide implications of such a rail facility, however, characteristics of SIS and area wide transportation facilities from outside of the physical limits of the theoretical rail corridor may impact its feasibility. Therefore, the study area will also include the regional transportation system in South Florida, which will focus the development of specific alternatives along the corridor while recognizing the system wide impacts.

In general, the work tasks that must be thoroughly vetted because they are necessary to a successful outcome are stated below. The feasibility study will proceed in two phases, where Phase I represents a macroscopic evaluation and preliminary identification of alternatives. Phase II, which is not included in this fee proposal and will require separate approval, will further refine the evaluation of the alternatives through a preliminary engineering analysis. Overall, summary reports will be prepared at the conclusion of Phase I and Phase II documenting the results.

PHASE I

Task 1 - Collect and Review Selected Plans, and Studies that Impact Rail Service in South Florida and the US-27 Corridor. The Consultant will review summaries of studies regarding the rail system in South Florida and the US-27 corridor. This will include only the following:

- FECC Study
- Proposed Inland Port Studies
- Port growth plans (Panama Canal expansion, opening of trade with Cuba)
- Long Range Transportation Plans
- Comprehensive Plans
- SR-25/US-27 Corridor Multimodal Needs Assessment
- Tri-Rail service plans
- Federal restrictions on aggregate mining in Miami-Dade County
- Sale of US Sugar
- Comprehensive Everglades Restoration Plan (CERP)
- CSX and FEC Master Plans
- Hialeah Rail Yard Master Plan
- RACEC Targeted Industries Report
- Coast to Coast Study
- Central Florida Commuter Rail, aka SunRail
- Rail Relocation Feasibility Study

The summaries will be reviewed to identify potential impacts on freight and passenger rail service along US-27. The Consultant will develop conceptual, theoretical, high level summaries of potential impacts related to the rail corridor feasibility. These impacts will be used to develop and populate the decision matrix in Task 2.

Task 2 - Develop a Decision Matrix. A decision-making matrix to depict the decision-making process of evaluating the alternatives will be prepared. As a complement to Task 1, this matrix will identify the variability and uncertainty of factors, (such as location of the inland port, feasibility of US Sugar deal, expansion of the Panama Canal, expansion of the Miami Port and Port Everglades, and the potential shifting of demand from the FEC rail to the new rail corridor), and how they relate to the study's direction. This will include consideration of connections to each of South Florida's ports, including the implications of not providing those connections (e.g., what happens if there is no direct connection to Port Everglades). The Consultant will submit to FDOT District 4 a decision matrix table summarizing the factors that influence the feasibility of a rail corridor parallel to US-27. This matrix will be used to assist in the development of potential alternatives.

Task 3 - Collect rail system profile data that describe the existing system and its operations. This will be based on the latest data available from the statewide rail system plan, the Regional Freight Plan, and interviews with the railroads in South Florida. Specific work steps include:

- a) **Review and Summarize Existing Rail System Plan.** FDOT updates its rail system plan every two years, with the latest update in 2006. An update currently is underway, although the rail operator profiles have not yet been updated. It is scheduled to be completed by Summer 2009. Existing data (from 2006 Plan and data available from the current update) will be extracted to develop a summary of the railroads serving South Florida, based on information available no later than April 2009.
- b) **Summarize Rail Specific Material from Regional Freight Plan.** The Regional Freight Plan under development provides a wide range of stakeholder input regarding freight needs and developments in South Florida, as well as an overview of key initiatives, freight flows, and the freight system. Relevant highlights will be extracted and incorporated as appropriate to describe rail service in South Florida, including recommendations for future investments.
- c) **Conduct Interviews with Key Stakeholders.** Interviews will be conducted with up to 20 regional stakeholders to discuss the existing system configurations and operations, the potential implications of a new rail corridor from South Bay to Hialeah, the potential marketability of new rail service, etc. The results of the interviews will be summarized in meeting minutes. These interviews will be coordinated with the FDOT Rail Office's railroad interviews where possible to facilitate information exchange among partners. As part of this task, an interview guide will be prepared that covers the full extent of information to be obtained for all tasks. The Consultant Team will collect the necessary data from each stakeholder as part of one comprehensive interview. Potential interviewees (to be approved by FDOT) include:
 - Railroads - FEC, CSX, South Central Florida Express, Tri-Rail
 - Ports - Port of Palm Beach, Port Everglades, Port of Miami
 - SFWMD
 - Aggregate mining representatives
 - Broward, Miami-Dade, and Palm Beach MPOs/Counties
 - US Sugar and Florida Crystals
 - FDOT Rail Office, FDOT Districts 1, 4, and 6 (rail coordinators and special project leaders)

- d) **Document Existing Rail Operations.** A description of rail operations will be developed highlighting types of traffic (intermodal, carload, etc.), number of trains, and frequency of trains based upon available data. This operational profile will include a general overall view of the state's rail system focusing on South Florida rail corridors. For example, FEC provides South Florida with intermodal and carload service while CSX provides carload service and shares the South Florida Rail Corridor with Tri-Rail and Amtrak. Understanding how the system operates will be a critical first step against which alternatives will be measured. The purpose of this step is to describe how the system works locally, regionally, and statewide and begin to identify how a new link along US 27 would impact the system.
- e) **Develop System Profile.** Based upon tasks 3A through 3D, a general rail system profile will be prepared. This profile will serve as the foundation of alternative scenarios in later tasks. This profile will consist of a general overview of the system, and how it operates, incorporating direct input from key stakeholders. It will utilize material available from the Florida Rail System Plan, the SIS, the South Florida Regional Freight Plan, and stakeholder interviews.

Task 4 - Define New Rail Corridor Alternatives. The purpose of the feasibility study is to evaluate the need for a new rail corridor that connects Hialeah with South Bay along the US-27 corridor. A new corridor of this type would have the potential to significantly impact or shift existing rail service, as well as provide new capacity. Based upon the physical system and its operating characteristics, a finite set of possible alternatives will be developed. This task will provide a preliminary definition of the alternatives, which will be cursorily evaluated to identify potential "fatal flaws". The intent of this task is to define up to six (6) alternatives, develop evaluation criteria, and solicit stakeholder input.

- a) **Identify key alternative characteristics (infrastructure and operations).** Possible alternatives will be identified based on available right-of-way, number of tracks, placement of sidings, bi-directional versus one-way operations, market connectivity and supply chain impacts, passenger versus freight operations, etc. Characteristics will also include major developments that are anticipated to impact rail service (inland port) and community developments and growth that may impact freight and passenger service demand. The purpose of this activity will be to lay out all the variables that can be modified from one alternative to the next. A matrix will be developed that summarizes these characteristics and facilitates definition of alternatives, based on above tasks.
- b) **Identify potential impacts on logistics patterns.** A key element to the success of a new rail corridor will be its marketability to shippers. This requires that the transportation service is competitive with what already exists in South Florida, as well as what exists in competing transportation hubs such as Winter Haven, Jacksonville, and Savannah. As the alternatives are prepared, the Consultant Team, via the private sector input captured through the interview process described in Task 3, will identify key cost and service factors a given alternative has. This will include an overall reaction by the private sector to specific alternative feasibility. Up to 3 logistics patterns will be identified and described to evaluate potential feasibility.
- c) **Describe possible rail corridor alternatives.** Based upon the above work steps, up to six (6) general alternatives will be described. The Consultant team will ensure the general alternatives meet a minimum set of criteria to be considered viable. These alternatives will be evaluated based on specific criteria; will be discussed during the technical workshop; and will be refined as necessary through a "fatal flaw" analysis.
- d) **Develop feasibility/evaluation criteria.** A general list of criteria will be prepared which will be used to evaluate the various alternatives. The criteria will be reviewed and approved by FDOT District 4 staff

prior to its use in subsequent tasks. These criteria will address macroscopic elements, and will be used to guide the workshop described below.

e) **Organize and facilitate technical workshop.** The workshop will provide a forum for up to 15 key stakeholders to discuss the rail system and the potential impact of various alternatives. This workshop will be structured to allow feedback and build consensus on what viable conceptual alternatives are. Participants will be led through a series of possible alternatives, asked to review evaluation criteria, and asked to identify potential fatal flaws. This workshop will consist of one 4-hour meeting. Potential participants (to be approved by FDOT) include:

- FDOT Rail Office and Districts 1, 4, and 6
- SFERTA/Tri-Rail
- Railroads (3)
- Seaports (3)
- MPOs/Counties (3)
- Other interested parties

Task 5 - Refine Potential Alternatives. Based upon tasks 4A through 4E, the Consultant Team will refine the list of potential alternatives and develop a list of recommended alternatives for further consideration in Phase II. This will include a cursory evaluation of each alternative to determine if flaws are present that render it impractical. These include a preliminary assessment of right-of-way, evaluation of potential freight routes, conceptual demand for double tracking, conceptual demand for passenger service, and the viability of grade-separated crossings. Alternatives will be defined that are conceptually reasonable. Upon completion, the Consultant Team will meet with FDOT to review the refined alternatives.

Task 6 - Monthly Team Status Update Meetings. The Consultant Team will meet once a month, for up to four (4) meetings, with key staff from FDOT Districts 1, 4, and 6, to apprise them of the project's status.

Task 7 - Create Aerial Maps of Study Area. Aerial maps will be prepared by the Consultant Team of the study area. The maps themselves will be of sufficient scale to identify rail links, tracks, and transfer locations, as well as identify SIS facilities and jurisdictional ownership of the rail lines. Maps will be prepared to a scale no smaller than one inch equals 12,000 feet.

Task 8 - Phase 1 Technical Memorandum. The Consultant shall submit the Phase I report in electronic format (PDF format on a CD) to the Department Project Manager.

Deliverable

The Consultant shall submit the Phase I technical memorandum report for the US-27 Rail Corridor Feasibility Study in electronic format (PDF format on a CD) to the Department Project Manager.

Schedule

The Consultant shall submit a draft report by June 12, 2009. The final report will be submitted no later than August 12, 2009.

Budget

See Exhibit "B".

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: MARCH 18, 2009

INFORMATION ITEM REPORT

Information Item

Presentation

PALM BEACH GARDENS TRANSIT-ORIENTED DEVELOPMENT CHARRETTE

SUMMARY EXPLANATION AND BACKGROUND:

The City of Palm Beach Gardens and the Treasure Coast Regional Planning Council (TCRPC) invite all interested residents, property owners and business owners to participate in a public design charrette to create a vision for the future of passenger transit on the Florida East Coast (FEC) Railway Corridor in Palm Beach Gardens. This important planning effort is sponsored by the City of Palm Beach Gardens, the Palm Beach Metropolitan Planning Organization, the Florida Department of Transportation, and the South Florida Regional Transportation Authority.

The charrette runs from March 20 through March 27, with work-in-progress presentations to be held on Friday, March 27 and Friday April 3. Further details and contact information can be found in the attached charrette announcement.

EXHIBITS ATTACHED: Palm Beach Gardens TOD Charrette Announcement.

Help Plan Your Future Transit Station



The City of Palm Beach Gardens and the Treasure Coast Regional Planning Council (TCRPC) invite all interested residents, property owners and business owners to participate in a public design charrette to create a vision for the future of passenger transit on the Florida East Coast Railroad corridor (FEC) in Palm Beach Gardens.



The Palm Beach Gardens Transit Oriented-Development (TOD) Charrette will explore options for a passenger rail station in the city along the FEC corridor. The charrette will also consider transit connections from the rail system to local destinations.



This important planning effort is being sponsored by the City of Palm Beach Gardens, the Palm Beach Metropolitan Planning Organization, the Florida Department of Transportation, and the South Florida Regional Transportation Authority.



PUBLIC WORK SESSIONS

Friday, March 20, 2009: 8:30am - 11:30am
Saturday, March 21, 2009: 10:00am - 3:00pm
Palm Beach Gardens Marriott
4000 RCA Boulevard, Palm Beach Gardens

STUDIO

Sunday, March 22nd through
Friday, March 27th
10:00am to 9:00pm
Mall Conference Room (ground floor near Sears)
The Gardens Mall, Palm Beach Gardens
Public invited to Studio to give additional input and view the on-going work. No appointment necessary.

PRESENTATIONS OF WORK IN PROGRESS

Friday, March 27, 2009 – 6:00pm – 8:00pm
Friday, April 3, 2009 - 8:30am - 11:30am
Lecture Hall SC127 - Bioscience Tech. Bldg.
PBCC, Palm Beach Gardens
This event includes a Work-in-Progress presentation and an opportunity to provide additional public input.

For more information please contact Nilsa Zacarias, City of Palm Beach Gardens, at (561) 799-4236, or Dana Little, TCRPC at (772) 221-4060, or visit:

www.pbgfl.com or www.tcrpc.org

OTHER BUSINESS

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)
MEETING: JANUARY 21, 2009

OTHER BUSINESS

RAIL-VOLUTION 2009 CALL FOR PROPOSALS

In 2007, SFRTA and Miami-Dade Transit served as co-hosts of the annual Rail-Volution conference. This year, Rail-Volution will be held in Boston, MA on October 30 through November 1. The call for proposals for this event is now open, with a deadline of April 1. Please see the attached flier for further details.

EXHIBITS ATTACHED: Rail-Volution 2009 Call for Proposals Flier.

THE RAIL~VOLUTION 2009

Call for Proposals is now open!

Join colleagues from around the country as we gather for Rail~Volution 2009 in one of the world's most vibrant, historic metropolitan regions – New England's greater Boston region.

Rail~Volution is a conference for passionate practitioners – people from all perspectives who believe in the role of land use and transit as equal partners in the quest for greater livability and greater communities.

The conference's success depends on the quality and diversity of presentations. Rail~Volution solicits your story-sharing expertise, experience, success and challenges.

Visit our Web site and submit online at: www.railvolution.com/CallForProposals_2009.asp

For general information on Rail~Volution 2009, please visit www.railvolution.com

For information on sponsorships or the conference's trade show, please call **800.788.7077** or email convene@aol.com



**Building Livable Communities
with Transit**

**Boston, Massachusetts
October 30-November 1, 2009**

**Help enliven the discussion!
Give us your ideas now!**

**Wednesday, April 1
is the deadline to submit projects
and ideas for consideration.**

